

South Dakota 2017 Highway Safety Plan



SOUTH DAKOTA
DEPARTMENT
OF PUBLIC SAFETY

prevention ~ protection ~ enforcement

THE HIGHWAY SAFETY PLAN IS PROVIDED BY:

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

PLAN PREPARED BY:

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

TABLE OF CONTENTS

MISSION STATEMENT	4
BACKGROUND	4
EXECUTIVE SUMMARY.....	5
<i>Statewide Synopsis</i>	5
<i>Highway Safety Plan Outline</i>	7
HIGHWAY SAFETY PLANNING PROCESS	7
<i>Planning Participants for the FFY2016 Highway Safety Plan</i>	8
CORE OUTCOME AND BEHAVIOR MEASURES FOR 2014.....	10
2016 HIGHWAY SAFETY PERFORMANCE GOALS	11
CORE PERFORMANCE MEASURES TABLE	12
<i>C1: Number of fatalities from traffic crashes</i>	13
<i>C2: Number of serious injuries from traffic crashes</i>	17
<i>C3: Fatalities per vehicle mile traveled</i>	20
<i>C4: Number of unrestrained passenger vehicle occupant fatalities</i>	23
<i>C5: Number of fatalities in crashes involving a driver or motorcycle operator with BAC of .08 or above</i>	27
<i>C6: Number of speeding-related fatalities</i>	31
<i>C7: Number of motorcyclist fatalities</i>	34
<i>C8: Number of unhelmeted motorcyclist fatalities</i>	37
<i>C9: Number of drivers age 20 or younger involved in fatal crashes</i>	40
<i>C10: Number of pedestrian fatalities</i>	44
<i>C11: Number of bicyclist fatalities</i>	47
<i>B1: Observed seat belt use for passenger vehicles, front seat outboard occupants</i>	50
<i>Other Ongoing Performance Measure Reporting Efforts</i>	52
2015 HIGHWAY SAFETY PLAN BUDGET SUMMARY.....	51
ADDENDUM A: EMERGENCY MEDICAL SERVICES	53
ADDENDUM B: EQUIPMENT REQUEST	54
ADDENDUM C: ROADWAY SAFETY ADVISORY COMMITTEE MEMBERS.....	55
ADDENDUM D: SPECIAL NOTATIONS FOR HSP PROJECTS.....	56
PROJECT DESCRIPTIONS FOR HIGHWAY SAFETY PRIORITY AREAS	
<i>TRAFFIC FATALITIES</i>	C1
<i>SERIOUS INJURIES</i>	C2
<i>FATALITIES PER VMT</i>	C3
<i>UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES</i>	C4
<i>BAC RELATED CRASHES</i>	C5
<i>SPEEDING RELATED FATALITIES</i>	C6
<i>MOTORCYCLIST FATALITIES</i>	C7
<i>UNHELMETED MOTORCYCLIST FATALITIES</i>	C8
<i>DRIVERS UNDER 21 IN FATAL CRASHES</i>	C9
<i>PEDESTRIAN FATALITIES</i>	C10
<i>BICYCLIST FATALITIES</i>	C11
APPENDICES	
<i>CERTIFICATIONS AND ASSURANCES FOR HIGHWAY SAFETY GRANTS</i>	A
<i>HIGHWAY SAFETY PROJECT COST SUMMARY</i>	B
<i>ASSURANCES FOR TEEN TRAFFIC SAFETY PROGRAM</i>	C
<i>CERTIFICATIONS AND ASSURANCE FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS</i>	D
<i>PARTICIPATING POLITICAL SUBDIVISIONS</i>	E
<i>PLANNING AND ADMINISTRATIVE COSTS</i>	F

TABLES AND FIGURES

C1: NUMBER OF FATALITIES FROM TRAFFIC CRASHES	
<i>Annual Traffic Crash Fatalities: 2011-2015</i>	14
<i>2005-2015 Fatalities: Five-Year Averages</i>	14
<i>Fatalities by Unit Type: 2015</i>	15
<i>Total Fatalities per 100,000 In-State Population: 2005-2015</i>	15
<i>Historical and Goal Data for Fatalities</i>	16
C2: NUMBER OF SERIOUS INJURIES FROM TRAFFIC CRASHES	
<i>Annual Traffic Crash Non-Fatal Injuries, Total and Serious: 2011-2015</i>	18
<i>Five-Year Total Injury Averages: 2005-2015</i>	18
<i>Five-Year Serious Injury Averages: 2005-2015</i>	18
<i>Historical and Goal Data for Serious Injuries</i>	19
C3: FATALITIES PER VEHICLE MILE TRAVELED	
<i>South Dakota Roadways and VMT: 2015</i>	21
<i>Fatality and Injury Rates by Location: 2010-2015</i>	21
<i>Five-Year Fatality Rate Averages: 2005-2015</i>	22
C4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES	
<i>Injury Outcomes of Unrestrained Passenger Vehicle Occupants: 2010-2015</i>	24
<i>Five-Year Unrestrained Passenger Vehicle Occupant Fatality Averages: 2005-2015</i>	24
<i>Ejection Status by Restraint Usage: 2015</i>	25
<i>Historical and Goal Data for Unrestrained Passenger Vehicle Occupant Fatalities</i>	26
C5: NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH BAC OF .08 OR ABOVE	
<i>BAC Accidents and Total Accidents: 2011-2015</i>	28
<i>Injury Outcomes for Individuals Involved in BAC Crashes: 2005-2015</i>	28
<i>Five-Year BAC Fatality Averages: 2005-2015</i>	29
<i>Historical and Goal Data for BAC Related Fatalities</i>	30
C6: NUMBER OF SPEEDING-RELATED FATALITIES	
<i>Five-Year Speeding-Related Fatality Averages: 2005-2015</i>	32
<i>Speeding Related Fatalities per VMT: 2010-2015</i>	32
<i>Historical and Goal Data for Speeding-Related Fatalities</i>	33
C7: NUMBER OF MOTORCYCLIST FATALITIES	
<i>Five-Year Motorcyclist Fatality Averages: 2005-2015</i>	35
<i>Motorcycle Fatalities per Registered Motorcycle: 2011-2015</i>	35
<i>Historical and Goal Data for Motorcyclist Fatalities</i>	36
C8: NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES	
<i>Injury Outcomes for Unhelmeted and Helmeted Motorcycle Occupants: 2011-2015</i>	38
<i>Unhelmeted Motorcycle Fatalities per Registered Motorcycle: 2011-2015</i>	38
C9: NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES	
<i>Drivers Under 21 Involved in Fatal Crashes: 2011-2015</i>	41
<i>Five-Year Averages for Drivers Under 21 Involved in Fatal Crashes: 2005-2015</i>	41
<i>Traffic Crashes Involving Drivers Under Age 21: 2011-2015</i>	41
<i>Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2011-2015</i>	42
<i>Historical and Goal Data for Drivers Under 21 Involved in Fatal Crashes</i>	43
C10: NUMBER OF PEDESTRIAN FATALITIES	
<i>Five-Year Pedestrian Fatality Averages: 2005-2015</i>	45
<i>Pedestrian Fatalities and Injuries by Location: 2015</i>	45
<i>Pedestrian Injury Outcomes by Location: 2015</i>	46
<i>Pedestrian Fatalities per 100,000 In-State Population: 2011-2015</i>	46

C11: NUMBER OF BICYCLIST FATALITIES

- Five-Year Bicyclist Fatality Averages: 2005-2015* 48
- Bicyclist Injury Outcomes by Location: 2015* 48
- Bicyclist Fatalities per 100,000 In-State Population: 2011-2015* 49

B1: OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS

- Observed Restraint Use by Year: 2011-2015* 51

MISSION STATEMENT

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

BACKGROUND

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

http://legis.sd.gov/Statutes/Codified_Laws/DisplayStatute.aspx?Type=Statute&Statute=32-13-1

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

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

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

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

EXECUTIVE SUMMARY

On behalf of the Governor of South Dakota and the Secretary of the Department of Public Safety, the South Dakota Office of Highway Safety is pleased to submit the 2017 Highway Safety Plan (HSP). This plan articulates the state's official prospectus for improving the safety of the state's highway users. The 2017 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 FFY2017. Ultimately, the overarching goal of the highway safety plan is to explicitly outline the programmatic mechanisms that will be either maintained or newly implemented for the purpose of decreasing the human and economic consequences that result from motor vehicle crashes in the State of South Dakota.

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

STATEWIDE SYNOPSIS

Given that its 858,469 residents¹ are distributed over 77,121 square miles of terrain, South Dakota remains one of the nation's most sparsely populated states. The markedly rural character of South Dakota's landscape presents distinctive challenges to traffic crash prevention and management. Altogether, rural roads and highways comprise 95.9% of the 82,576 total roadway miles that crisscross the state, and in 2015, rural travel accounted for 70.12% of all vehicle miles traveled². The difficulties associated with designing and administering effective highway safety programs across a rural geography amplify the need for well-focused, systematic planning efforts. Further, it follows that the physical dispersion of South Dakota's drivers brings about a marked need for motor vehicle transportation. Not surprisingly then, South Dakota's driving population is strikingly active. A statewide survey conducted in July 2012 by the Government Research Bureau suggests that 80% of licensed South Dakota drivers operate a motor vehicle on a daily basis.³ This high level of driving frequency emphasizes the need for effective traffic crash deterrence.

Through the lens of major traffic crash indicators, observers of highway safety outcomes witnessed a number of encouraging developments in 2015. Of the 17,789 traffic crashes reported through the South Dakota Accident Reporting System (SDARS) data system in 2015 (slightly higher than the previous year), positive directionalities were observed across a wide range of outcomes measures.

- In total, 133 traffic crash fatalities were recorded in South Dakota in 2015, a decrease of approximately 2.2% from 2014.
- The 2015 statewide fatality rate of 1.42 represents a 4.7% decrease from that of 2014 (1.49). The most recent five-year average fatality rate has decreased 22.8% from the 2005-2009

¹ US Census Bureau estimate for 2014

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

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

average.

- A total of 60 unrestrained passenger vehicle occupants were killed in traffic crashes in 2015, an 11.8% decrease from 2014 (68). The five-year average also decreased by 1.6%.
- The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above was 15% lower in 2015 than in 2014;
- A total of 30 individuals were killed in 2015 as a result of traffic crashes involving at least one speeding driver. This figure has decreased by 6.25% since 2014.
- Only 13 drivers under the age of 21 were involved in a fatal traffic crash in 2015, a 40.9% decrease since 2014.
- The number of pedestrian and pedalcyclist fatalities in South Dakota remains quite small.
- The annual seat belt survey administered through OHS reported in 2015 that overall seat belt usage increased this year from 68.9% in 2014 to 73.6% in 2015.

These positive outcomes are in spite of the fact that both population and vehicle miles traveled in South Dakota continued to increase in 2015. Statewide VMT estimates for South Dakota increased by approximately 150 million miles from 2014 to 2015, an increase of roughly 1.7%. This increase alone ushers in an opportunity for a rise in traffic crashes in South Dakota. The positive outcomes also occurred in spite of a continued prevalence of rural over urban travel in South Dakota. In 2015, rural VMT accounted for 70.1% of all vehicle miles traveled in South Dakota. Data suggests that the crash conditions faced by motorists in rural traffic crashes are decidedly more perilous than their urban analogs. It should be noted, however, that there were a couple of areas in which South Dakota did not see improvements in 2015.

- The number of serious injuries recorded in 2015 (803) represents an increase of 8.8% from the analogous 2014 total. It should be noted, though, that in 2014 the number of serious injuries was exceptionally low and the goal for the five-year average for was still met.
- There were 31 motorcycle fatalities in 2015, an increase of 45% from 2014 (17). The number of motorcycle fatalities per 1000 registered motorcycles for 2015 (.348) is also 60% higher than the 2014 rate (.217).
- Of the 31 motorcyclist fatalities in 2015, 22 (71.0%) were sustained by unhelmeted occupants.

While some of these developments appear discouraging, the five-year averages for each of these core outcome measures are more promising. These five-year averages provide a more accurate reflection of overall trends in performance measures as they smooth out the fluctuations that inherently occur from year to year. While we were in some cases not able to meet our more ambitious goals for 2011-2015, we are mostly on track to meet our long-term goals.

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

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

HIGHWAY SAFETY PLAN OUTLINE

As required by 23 CFR 1200, the 2017 Highway Safety Plan includes seven primary elements: (a) highway safety planning process, (b & c) the performance report and performance plan, (d) highway safety program area problem identification, countermeasure strategies, projects and funding, (e) a description of our Teen Traffic Safety Program, and (g) certification and assurances. The South Dakota plan blends discussion of the performance plan and performance report for the purpose of presenting a more integrative, comprehensible proposal. The highway safety strategies, projects, and funding, part (d), are then presented before the program cost summary and detailed list of projects.

HIGHWAY SAFETY PLANNING PROCESS

The 2017 plan begins with a broad data presentation organized around the core outcome and core behavior measures required as mandatory reporting items by NHTSA. Interlaced into this section are the performance goals established by the Office of Highway Safety through collaboration with external partners. In developing and implementing the strategies and plans of the Highway Safety Plan and the Strategic Highway Safety Plan, the Office of Highway Safety has worked in coordination with the South Dakota Department of Transportation (SDDOT). This coordination has included numerous planning meetings with a diverse array of participants held in early 2016 in four locations across South Dakota. These meetings utilized the NHTSA evidence-based concept and Countermeasures That Work, Sixth Edition, 2011 (A full list of participants is included on the following page). Each application submitted for consideration to the FFY2017 Highway Safety Plan is based on roadway, crash, and other data to support the quantifiable and measureable highway safety performances measures required in MAP21. All of the data presented and analyzed in this report are from the South Dakota Accident Records System. This data is collected and maintained by the South Dakota Office of Highway Safety. Due to significant improvements in our ability to collect crash reports (approximately 95% of reports are submitted electronically), there is little to no delay in the uploading of these reports. This allows the data to be readily available for performance monitoring throughout the year. Lee Axdahl, the Director of Highway Safety also serves on the steering committee for the development of the Strategic Highway Safety Plan, which helps to ensure that the efforts are coordinated. For each of the core outcome measures addressed in the plan, supporting data is provided to justify the established goals. Goals are made in relation to long-term projections as well as the most recent year's data points.

PLANNING PARTICIPANTS FOR THE FFY2017 HIGHWAY SAFETY PLAN
(CONTINUED ON NEXT PAGE)

Name	Agency	Name	Agency
Tanner Johndal	<i>Aberdeen PD</i>	Richard Headid	<i>North Sioux City PD</i>
Eric Duven	<i>Aberdeen PD</i>	Aaron Tyler	<i>North Sioux City PD</i>
Chief Ryan Knutson	<i>Alcester PD</i>	Greg Ingemunson	<i>OHS</i>
Linda Colhoff-Glover	<i>ASAP</i>	Connie Johnson	<i>OST DPS</i>
Jody Hauge	<i>Aurora County</i>	Toni Red Cloud	<i>OST DPS</i>
Chris Olerud	<i>Beadle County</i>	Monica Terkildsen	<i>OST DPS</i>
Scott Jones	<i>Belle Fourche PD</i>	Samantha Robey	<i>Paul Bachand's Office</i>
Paul Williams	<i>Bennett County</i>	Koln Fink	<i>Pennington County</i>
Preston Crissey	<i>Bon Homme County</i>	Kelly Serr	<i>Perkins County</i>
Jason Dubbs	<i>Box Elder PD</i>	David Butler	<i>Philip PD</i>
Chris Misselt	<i>Box Elder PD</i>	Brian Hines	<i>Pierre PD</i>
Joshua Campbell	<i>Box Elder PD</i>	Justin Harmon	<i>Pierre PD</i>
Wayne Ellington	<i>Brandon PD</i>	Curtis Hamburger	<i>Potter County</i>
Jon Pike	<i>Brookings County</i>	Kevin Jensen	<i>Prairie View Prevention</i>
Kathy Hanson	<i>Brookings County</i>	Mark Eisenbraun	<i>Rapid City PD</i>
Chris Larson	<i>Brookings PD</i>	David Kinser	<i>Rapid City PD</i>
Tom Schmitt	<i>Brown County</i>	Jason Coenen	<i>Sanborn County</i>
Gary Brunner	<i>Butte County</i>	Kirk McCormick	<i>Scotland PD</i>
Chuck Davidson	<i>Campbell County</i>	Mandy Nielsen	<i>SD Dept of Corrections</i>
David A Jacobs	<i>Canton PD</i>	Heather Van Hunnik	<i>SD Dept of Corrections</i>
Gary Tuschen	<i>Carroll Institute</i>	Bridget Coppersmith	<i>SD Dept of Corrections</i>
Michael Gvarning	<i>Clark County</i>	Wesley Edson	<i>SD Dept of Corrections</i>
Jeremy Wellnitz	<i>Clark PD</i>	Kim Edson	<i>SD Dept of Corrections</i>
Jeff Anders	<i>Clay County</i>	Wanda Fergen	<i>SD Dept of Criminal Investigation</i>
Keith E Gall	<i>Corson County</i>	Marty Link	<i>SD Dept of Health</i>
Derrick Reifenrath	<i>Custer County</i>	June Snyder	<i>SD Dept of Public Safety</i>
Steve Harr	<i>Davison County</i>	Rachel Tilley	<i>SD Dept of Public Safety</i>
Darin Moke	<i>Davison County</i>	Steve Pluta	<i>SD Dept of Public Safety</i>
Wanda Fergen	<i>DCI</i>	Angie Lemieux	<i>SD Dept of Public Safety</i>
Scott Rechtenbaugh	<i>DCI/LET</i>	Leah Ries	<i>SD Dept of Public Safety</i>
Ash Arpon	<i>Dewey County</i>	Heather Nachtigal	<i>SD Dept of Public Safety</i>
Chief Norman Schuler	<i>Eagle Butte PD</i>	Katie Tostenson	<i>SD Dept of Social Services</i>
Kyle Couchey	<i>Edmunds County</i>	Marilyn Rutz	<i>SD EMS</i>
Marsha Kucker	<i>Education Resource Center</i>	Mary Walter	<i>SD Highway Patrol</i>
Valerie Henry, CEO	<i>EMPOWER Coalition</i>	Kristi Berheim	<i>SD Highway Patrol</i>
Corolla Lauck	<i>EMSC</i>	Rick Olauson	<i>SD Highway Patrol</i>
Diane Hall	<i>EMSC</i>	Jennifer Stalley	<i>SD Teen Court Assn</i>
Arlen D Frankfurth	<i>Faith PD</i>	Mary Jo Farrington	<i>SDSMT</i>
Robert Miller	<i>Faulk County</i>	Julia Tan	<i>SDSMT</i>
Zach Weber	<i>Flandreau PD</i>	Brandon Schultz	<i>SDSU PD</i>
Nancy Scharenbroich	<i>From the H.E.A.R.T.</i>	Mariah Weber	<i>SDSU Safe Ride</i>
Joe Bawdon	<i>Game, Fish, & Parks</i>	Chief Don Knecht	<i>Selby PD</i>
Eric VanDerLinden	<i>Gregory County</i>	Carrie Hill	<i>Sioux Empire Safety Village</i>
Matt VanDerLinden	<i>Gregory PD</i>	Bobbi Lower	<i>Sioux Empire Safety Village</i>
Chief Stacy Mayou	<i>Groton PD</i>	Jeff Garden	<i>Sioux Falls PD</i>
Tayt Alexander	<i>Hamlin County</i>	Randy Brink	<i>Sioux Falls PD</i>
Sheriff Doug DeBoer	<i>Hand County</i>	Betsy Odden	<i>Sioux Falls PD</i>
Julie Kayser	<i>Hanson County</i>	Boyd Dean	<i>Spearfish PD</i>
Randall Barlett	<i>Hanson County</i>	Johna Gauze	<i>Spearfish PD</i>
Bill Wainman	<i>Hot Springs PD</i>	Verla Little	<i>Spearfish PD</i>
Mike Close	<i>Hot Springs PD</i>	Kevin Schurch	<i>Spink County</i>
Chris Gross	<i>Hughes County</i>	Dean DeJong	<i>Springfield PD</i>
Kevin Van Diepen	<i>Huron PD</i>	Dustin Baxter	<i>Stanley County</i>
Dennis Meyer	<i>Huron PD</i>	Kathy Kenzy	<i>Stanley County</i>

Name	Agency	Name	Agency
Michael Krueger	<i>Jerauld County</i>	Geody VanDewater	<i>Sturgis PD</i>
Wade Hoefert	<i>Kingsbury County</i>	Sean Briscoe	<i>Sturgis PD</i>
Grant Lanning	<i>Lake County</i>	Lonnie Harmon	<i>Summerset PD</i>
Sgt. Patrick Johnson	<i>Lawrence County</i>	Don Allen	<i>Summerset PD</i>
Capt. Marty Goetsch	<i>Lawrence County</i>	Steve Lowry	<i>Tea PD</i>
Monte Farnsworth	<i>Law Enforcement Training</i>	Shawn Pettit	<i>Tripp County</i>
Dan Yost	<i>Leola PD</i>	Todd Stiehl	<i>Tripp County</i>
David Schrank	<i>Lincoln County</i>	Steven Luke	<i>Turner County</i>
Steve Manger	<i>Lyman County</i>	Tracy Smith	<i>Union County</i>
Dan Wyatt	<i>Madison PD</i>	Mike Bucholz	<i>Union County</i>
Ryan Vrchota	<i>Marshall County</i>	Josh Bridenstine	<i>Union County</i>
Dave Ackerman	<i>McPherson County</i>	Noreen Plumage	<i>UJS</i>
Steven Lipke	<i>McPherson County</i>	Tanya Septka	<i>UJS</i>
Alex Bouman	<i>Mellette County</i>	Michele Turner	<i>USD</i>
Shannon Speck	<i>Miller PD</i>	Lauren Schuur	<i>USD Student Counseling Center</i>
Cyndi Jensen	<i>Minnehaha County</i>	Luke Trowbridge	<i>Vermillion PD</i>
Kristin Trana	<i>Minnehaha County</i>	Diane Thaler	<i>Volunteers of America</i>
Mike Walsh	<i>Minnehaha County</i>	Eric Majeres	<i>Volunteers of America</i>
Dan Kopfmann	<i>Mitchell PD</i>	Ryan Badten	<i>Walworth County</i>
Adam Frerichs	<i>Mitchell PD</i>	Tom Strickland	<i>Walworth County</i>
Al Bohle	<i>Mobridge PD</i>	Ryan Remmers	<i>Watertown PD</i>
Troy Wellman	<i>Moody County</i>	Mike Burns	<i>Webster PD</i>
		Doug Moser	<i>Whitewood PD</i>
		Paul Schueth	<i>Winner PD</i>
		Amanda Mack	<i>Worthing</i>
		Robert Reuland	<i>Yankton County</i>
		Michael Burgeson	<i>Yankton PD</i>
		Dan Grewe	<i>YMCA</i>
		Nadene Deiterman	
		Greni	<i>Youth and Family Services</i>
		Gary Cudmore	<i>Ziebach County</i>

CORE OUTCOME AND BEHAVIOR MEASURES FOR CY2015

Performance Measures in Brief

CORE OUTCOME MEASURES FOR CY2015

- C1 – Number of traffic fatalities: **133**
- C2 – Number of serious injuries in traffic crashes: **803**
- C3 – Fatalities per vehicle mile traveled: **1.42**
- C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions: **60**
- C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above: **40**
- C6 – Number of speeding-related fatalities: **30**
- C7 – Number of motorcyclist fatalities: **31**
- C8 – Number of unhelmeted motorcyclist fatalities: **22**
- C9 – Number of drivers age 20 or younger involved in fatal crashes: **13**
- C10 – Number of pedestrian fatalities: **5**
- C11 – Number of bicyclist fatalities: **1**

BEHAVIOR MEASURES FOR 2015

- B1 – Observed seat belt use for passenger vehicles, front seat outboard occupants: **73.6%**

ACTIVITY MEASURES FOR 2015⁴

- A1 – Impaired Driving Citations: **9,271**
- A2 – Occupant Protection Citations: **9,042**
- A3 – Speed Citations: **46,760**

⁴ These measures are for fiscal year 2014, which runs from July 1, 2014 to June 30, 2015; all other measures are for calendar year 2015.

2017 HIGHWAY SAFETY PERFORMANCE GOALS

- C1 – Maintain the traffic fatalities five-year average at 133.4 or less for 2012-2016. This equates to 130 fatalities or less for the calendar year 2016, a 2.3% reduction from the 2015 value of 133.
- C2 – Maintain the serious traffic injuries five-year average at 797 or less for 2012-2016, a 1% increase from the 2011-2015 average of 789.
- C3 – (a) Maintain a five-year average fatalities/VMT at an average rate of 1.45 or less by December 31, 2016.

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

(c) Decrease the five-year average urban fatalities/VMT rate under from .73 in 2011-2015 to .70 through December 31, 2016.
- C4 – Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 1.9 percent from the 2011-2015 average of 62.8 to a five-year average for 2012-2016 of 62.0.
- C5 – Increase the alcohol impaired driving fatalities five-year average by only 0.5 percent from the 2011-2015 annual average of 40.4 to a five-year annual average for 2012-2016 of 40.6.
- C6 – Decrease the speeding related fatalities five-year average by at least 4.6 percent from the 2011-2015 annual average of 30.4 to a five-year annual average for 2012-2016 of 29.
- C7 – Maintain and increase in the five-year average of no more than 10 percent from the 2011-2015 annual average of 21 to a five-year annual average for 2012-2016 of 23.2.
- C8 – Maintain the unhelmeted motorcyclist fatalities five-year average at 17.4 fatalities or less for 2012-2016.
- C9 – Decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 1.2 percent from the 2011-2015 annual average of 17 to a five-year annual average for 2012-2016 of 16.8.
- C10 – Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2012-2016, despite expected increases in population.
- C11 – Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2012-2016, despite expected increases in population.
- B1 – Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles .4 percentage points from the 2015 calendar year base year average usage rate of 73.6 percent to 74% percent by December 31, 2016.

CORE PERFORMANCE MEASURES TABLE

Core Outcome Measures		2011	2012	2013	2014	2015	
C-1	Traffic Fatalities (State Crash File)	Annual	111	133	135	136	133
		5-Year Moving Average	129.8	127.2	130	131	133.4
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Annual	760	810	832	738	803
		5-Year Moving Average	850.8	836	818	797	789
C-3	Fatalities/VMT (State Crash File/FHA)	Annual	1.23	1.47	1.48	1.49	1.42
		5-Year Moving Average	1.49	1.44	1.45	1.45	1.42
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (State Crash File)	Annual	65	58	63	68	60
		5-Year Moving Average	69.2	66	66.4	64.2	62.8
C-5	Alcohol- Impaired Driving Fatalities (FARS and State Crash File)	Annual	33	39	44	46	40
		5-Year Moving Average	40.6	39.6	41.4	39.8	40.4
C-6	Speeding-Related Fatalities (State Crash File)	Annual	37	30	23	32	30
		5-Year Moving Average	38	34.8	32.4	31.0	30.4
C-7	Motorcyclist Fatalities (State Crash File)	Annual	14	25	18	17	31
		5-Year Moving Average	21.3	22	20	20.2	21
C-8	Unhelmeted Motorcyclist Fatalities (State Crash File)	Annual	11	23	11	11	22
		5-Year Moving Average	15.2	15.6	15.6	15	15.6
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (State Crash File)	Annual	14	20	16	22	13
		5-Year Moving Average	20.4	18	18.4	18.8	17
C-10	Pedestrian Fatalities (State Crash File)	Annual	7	2	4	9	5
		5-Year Moving Average	7.4	6.4	5.2	6.2	5.4
C-11	Bicyclist Fatalities (State Crash File)	Annual	1	0	0	2	1
		5-Year Moving Average	0.6	0.6	0.6	0.2	1.8

Core Behavior Measure			2011	2012	2013	2014	2015
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Seatbelt Survey)	Annual	73.4%	66.5%	68.7%	68.9%	73.6%

Core Outcome and Behavior Measures in Detail

C1: NUMBER OF FATALITIES FROM TRAFFIC CRASHES

2016 Performance Goal⁵

Goal Statement: Decrease the traffic fatalities five-year average by at least .15 percent from the 2010-2014 average of 131 to a five-year average for 2011-2015 of 129. This equates to 130 fatalities or less for the calendar year 2015, a 3.7% reduction from the 2014 value of 136.

Current Value (2011-2015): 129.6

Current Status: Not met

2017 Performance Goal

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

Key Observations

- In total, 133 traffic crash fatalities were recorded in South Dakota in 2015, a decrease of approximately 2.2% from 2014.
- Similar to previous years, the vast majority (95.5%) of traffic crash fatalities in South Dakota in 2015 were motorists, as opposed to pedestrians or pedalcyclists.

Recent Data

Of the 17,789 motor vehicle traffic crashes reported in South Dakota in 2015, 133 (0.75% of total crashes) resulted in at least one fatality. In total, 133 traffic crash fatalities were recorded in South Dakota in 2015, a decrease of approximately 2.2% from 2014. While we did not quite meet the goal, the five-year average for fatalities is also down from 2014, 129.6 down from 131. Of these fatalities, 98 (73.7%) were sustained by residents of South Dakota. As was the case in previous years, the majority of fatalities were the vehicle operators. In 2015, 98 fatalities, 72.1% of all traffic crash fatalities, were operators of motor vehicles.

Table 1 presents basic fatality counts and annual percentage changes from 2011 to 2015. Figure 1 provides a visual representation of fatalities in South Dakota over the same period, as expressed through five-year averages.

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

Table 1. Annual Traffic Crash Fatalities: 2011-2015

	Fatalities	% Change
2011	111	-20.7%
2012	133	+19.8%
2013	135	+2.0%
2014	136	+0.74%
2015	133	-2.2%

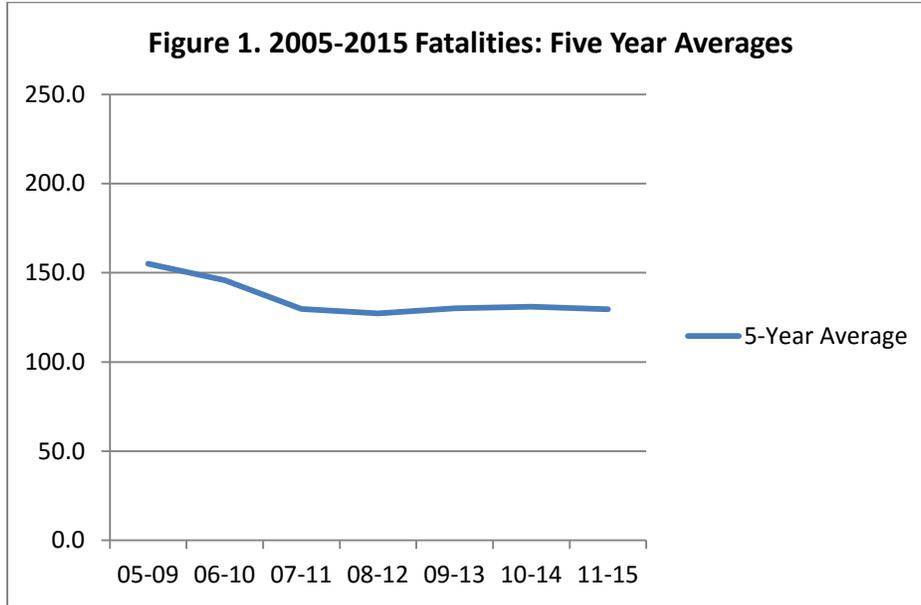


Figure 2 presents traffic crash fatalities by unit type for 2015. From this data, it can be seen that the vast majority of traffic crash fatalities in South Dakota are motorists, as opposed to pedestrians or pedalcyclists. With regard to the 133 traffic crash fatalities recorded in 2015, 127 (95.4%) were motor vehicle occupants with the largest percentages coming from passenger cars (29.1%), motorcycles (24.4%), light trucks (22.0%) and SUVs (15.7%). Of all motor vehicle occupants 37 (29.1%) were either totally or partially ejected from their vehicles, and 51 (40.1%) died in vehicles in which airbags did not deploy. Of all motor vehicle occupant fatalities, 76.3% (97) were male. Occupants and operators aged 51-60 years accounted for 26.7% (34) of all occupant fatalities, the highest of any age group.⁶ 52.7% (67) of fatalities occurred on roads where the speed limit was 65 or greater. Finally, 88.1% (112) of 2015 traffic crash fatalities occurred on rural roadways while the remaining 11.8% (15) occurred on urban roadways. Reporting on core measure C-3 will go further in elaborating on the overwhelmingly rural nature of South Dakota’s road system, and describing the implications of this condition on traffic crash outcomes.

⁶ Among 10 year age span groups.

Figure 2: Fatalities by Unit Type: 2015

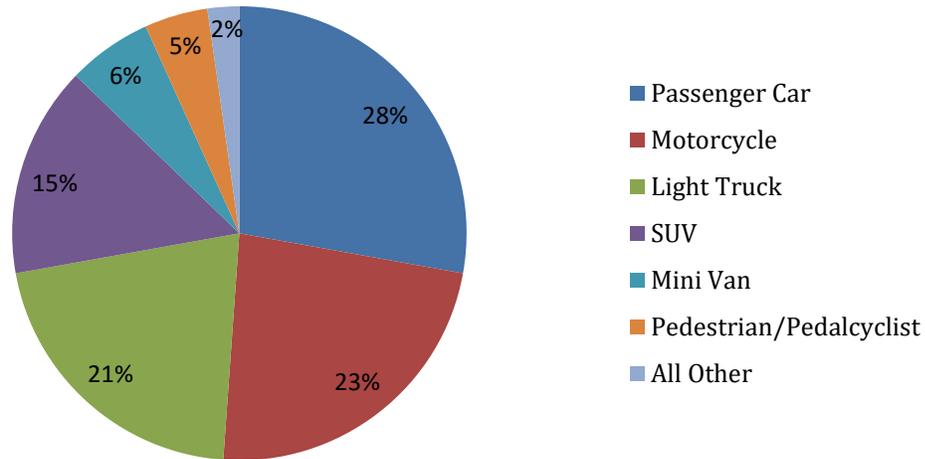


Table 2 displays calculated values for a modified per capita measure of traffic crash fatalities: total fatalities per 100,000 in-state population. This metric provides a relative indicator of fatality incidence, indexed to dynamic population counts. The figures presented in this table supply another means by which to examine trending features with respect to traffic crash fatalities in South Dakota. By this measure, the state has fatality rate decrease for the last year and has witnessed a 36.1% cumulative improvement in fatality outcomes since 2006.

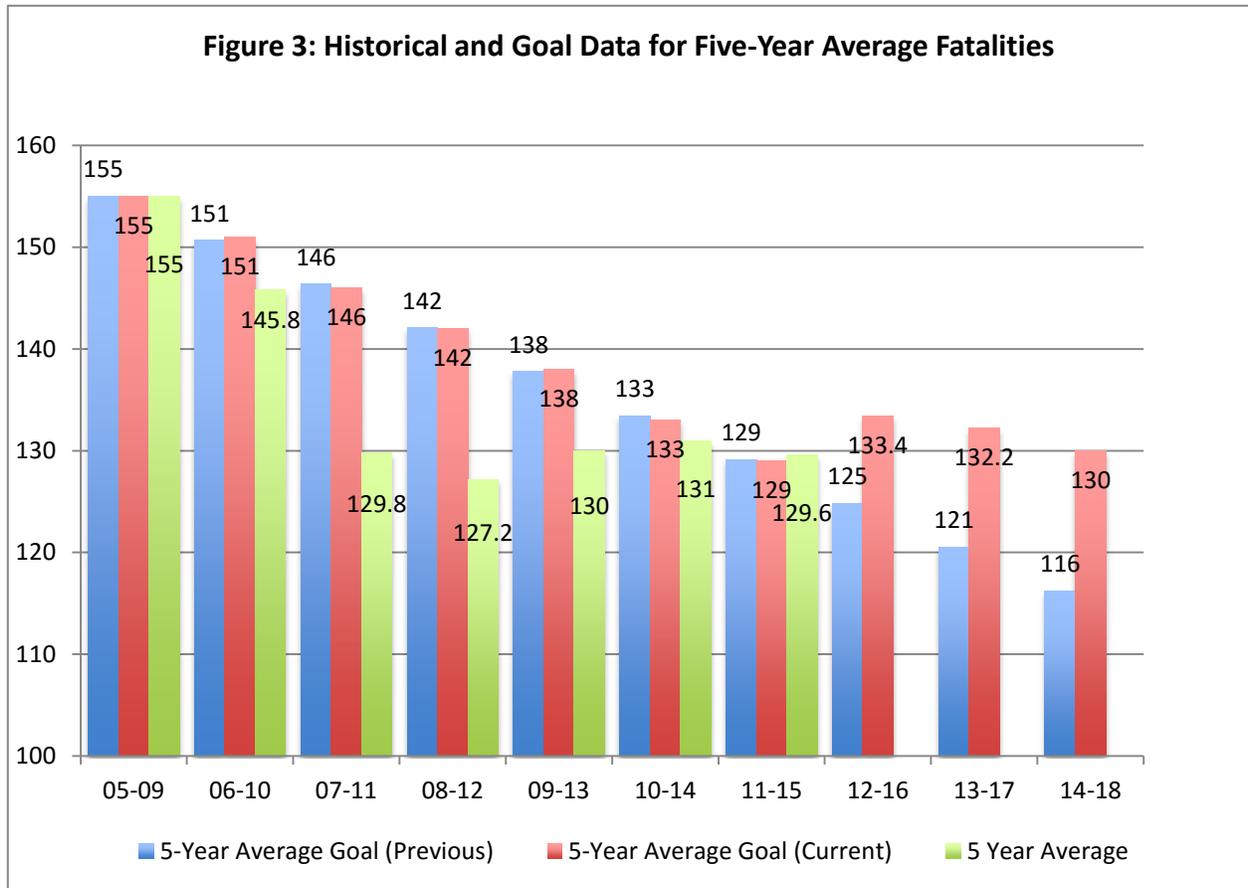
Table 2. Total Fatalities per 100,000 In-State Population: 2006-2015⁷

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

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

State Goal Calculations

South Dakota’s goals for fatalities are based on five-year averages. The goal for each performance year was informed by historical data in order to meet goals related to longer term trends. As is displayed in Figure 3, from the 2005-2009 time period to the 2015-2018 time period, South Dakota aimed to reduce the five-year average for fatalities by 25% (from 155 to 116). In order to be consistent with this goal, the five-year fatalities average for 2012-2016 would need to be at or below 129. However, in order to achieve this goal, the 2015 value would need to be 108 fatalities or less, an almost 19% decrease from the current year’s value. This inconsistency between the five-year goal change and the annual value change is in part due to the loss of 2011, a particularly low year for fatalities, in the five-year average. As such, we’ve adjusted our five year average goal for 2012-2016 to 133.4 or less, while this is higher than our current five year average it equates to a 2.3% reduction in the annual number of fatalities for 2016 (130). To reflect these realities going forward we’ve adjusted our long range goals out to 2014-2018 for a more modest 16.2% decrease from the 2005-2009 time period. These adjustments are reflected in Figure 3 below.



C2: NUMBER OF SERIOUS INJURIES FROM TRAFFIC CRASHES

2016 Performance Goal

Goal Statement: Decrease the serious traffic injuries five-year average by at least .8 percent from the 2010-2014 average of 797 to a five-year average for 2011-2015 of 790.

Current Value (2011-2015): 789

Current Status: Met

2017 Performance Goal

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

Key Observations

- 5,525 non-fatal traffic crash injuries were sustained in 2015⁸, 803 of which were serious or incapacitating.
- The number of serious injuries recorded in 2015 represents an increase of 8.8% from the analogous 2014 total. It should be noted though that 2014 the number of serious injuries was exceptionally low.

Recent Data

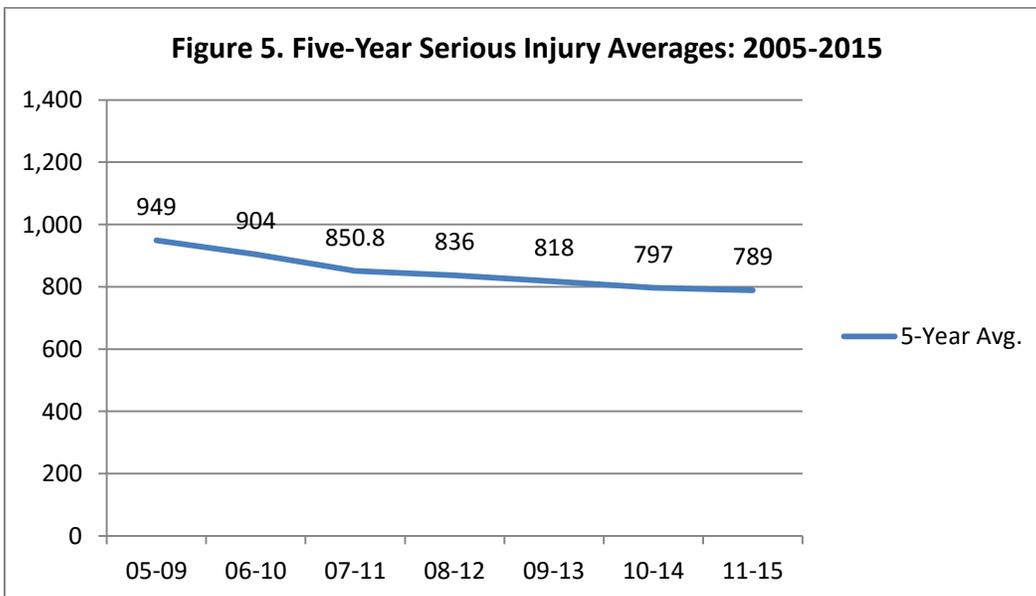
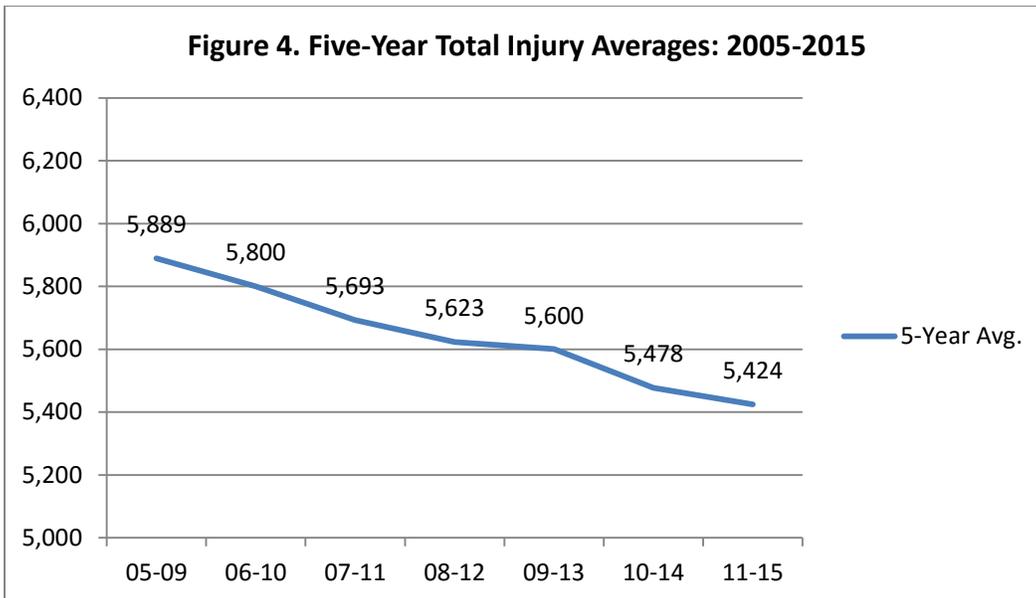
A grand total of 5,658 injuries were sustained as a result of traffic crashes in 2015, 133 (2.3%) of which were ultimately fatal. Of non-fatal injuries, 803 (14.5%) were serious or incapacitating. The number of serious injuries recorded in 2015 (803) represents an 8.8% increase from the same figure in 2014 (738); the increase in total non-fatal injuries was 8.6%. It should be noted though that in 2014 the numbers of serious injuries and total non-fatal injuries were exceptionally low.

Table 3 displays frequency counts and average annual changes for all non-fatal injuries and serious injuries from 2011–2015. Figures 4 and 5 present five-year average trend lines for total non-fatal injuries (Figure 4) and serious injuries (Figure 5). As can be seen in the graphs, the five-year average for total and serious injuries have both continually decreased since the 2005-2009 time period. It is our goal to continue this trend of improvement.

⁸ This figure includes 2652 “possible” injuries included in the South Dakota Crash Data.

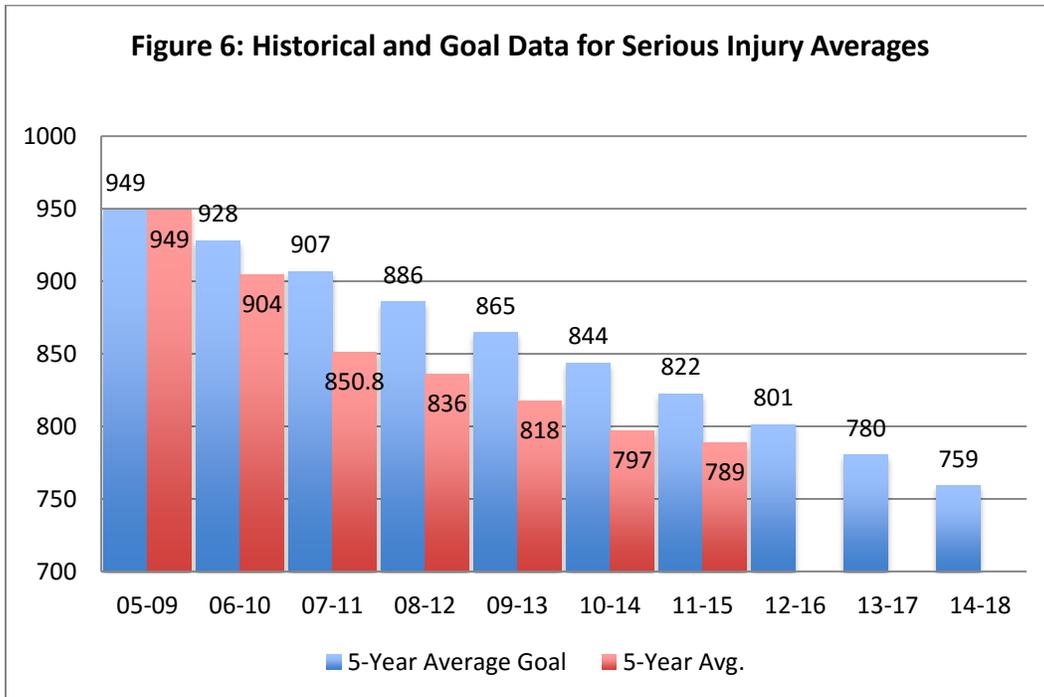
Table 3. Annual Traffic Crash Non-Fatal Injuries, Total and Serious: 2011-2015

	Total Injuries	% Change	Serious Injuries	% Change
2011	5,480	-5.4%	760	+3.2%
2012	5,431	-0.9%	810	+6.6%
2013	5,597	+3.1%	832	+2.7%
2014	5,089	-9.1%	738	-11.3%
2015	5,525	+8.6%	803	+8.8%



State Goal Calculations

As exhibited in Figure 6, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aimed to reduce the five-year average for serious injuries by 20% (from 949 to 759). In order to be consistent with this goal, the five-year fatalities average for 2012-2016 needs to be at or below 801. However, to maintain a decrease in our year to year number of serious injuries, the goal is to decrease the annual number of serious injuries from 803 to 800, a .4% decrease. This will increase the five-year average by 1% from 789 to 797 for the 2012-2016 time period; however it will still keep us within our long term goal of being less than 801 for the 2012-2016 time period.



2016 Performance Goals

Goal Statement (a): Decrease the five-year average fatalities/VMT from the 2010-2014 average rate of 1.45 to 1.42 by December 31, 2015.

Current Value (2011-2015): 1.42

Current Status: *Met*

Goal Statement (b): Decrease the five-year average rural fatalities/VMT from the 2010-2014 average rate of 1.75 to 1.70 by December 31, 2015.

Current Value (2011-2015): 1.71

Current Status: *Not met*

Goal Statement (c): Maintain the five-year average urban fatalities/VMT rate under .72 through December 31, 2015

Current Value (2011-2015): .73

Current Status: *Not met*

2017 Performance Goals

- (a) Maintain a five-year average fatalities/VMT at an average rate of 1.45 or less by December 31, 2016.
- (b) Maintain a five-year average rural fatalities/VMT at an average rate of 1.76 or less by December 31, 2016.
- (c) Decrease the five-year average urban fatalities/VMT rate under from .73 in 2011-2015 to .70 through December 31, 2016.

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 2015 statewide fatality rate of 1.42 represents a 4.7% decrease from that of 2014 (1.49). The most recent five-year average fatality rate has decreased 22.8% from the 2005-2009 average.
- Injury-to-fatality ratios suggest that rural crashes remain more likely than urban crashes to produce fatalities, all else being equal.

Recent Data

South Dakota’s highway system is dominated by vastness. The state’s geographic expansiveness and sparse population combine to result in a marked reliance on travel by rural roadways. In 2015, South Dakota’s state and local governments maintained 82,576 miles of roadways, 95.9% of which (79,204) were designated by the state Department of Transportation as rural. In addition, 70.12% 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 2015. Overall, the 9.31 billion total VMT figure for 2015 represents an increase of 1.7% from the 9.16 billion VMT figure for 2014.

Table 4. South Dakota Roadways and VMT: 2015

	Values	% of Total
Rural Miles	79,204	95.92%
Urban Miles	3372.534	4.08%
Total Miles	82576.115	100%
Rural VMT	6,531,538,116	70.12%
Urban VMT	2,783,785,753	29.88%
Total VMT	9,315,323,868	100%

Because such a large proportion of South Dakota’s roadways are located in rural areas, overall fatality rate figures are heavily influenced by traffic crashes occurring on rural roadways. Table 5 provides fatality and injury rate figures for 2011–2015, segmented by location type.⁹

Table 5. Fatality and Injury Rates by Location: 2011-2015¹⁰

	Total Fatality Rate	Rural Fatality Rate	Urban Fatality Rate	Total Injury Rate	Rural Injury Rate	Urban Injury Rate
2011	1.23	1.41	0.79	59.52	34.88	122.71
2012	1.47	1.80	0.65	59.82	37.40	119.38
2013	1.48	1.81	0.71	59.93	34.57	120.06
2014	1.49	1.78	0.77	55.58	31.78	112.39
2015	1.42	1.730	0.72	59.16	35.50	114.66
% Change ('14 to '15)	-4.70%	-2.81%	-6.70%	+6.44%	+11.72%	+2.02%

In 2015, 20.52 non-fatal injuries were recorded for each fatality in rural areas. By contrast, 159.6 non-fatal injuries per fatality were recorded in urban areas. Like the rural-urban disparities in basic fatality rates, the above injury-to-fatality ratios suggest that rural crashes are more likely than urban crashes to produce fatalities, all else being equal. This observation implies that states like South Dakota, whose distinctively rural composition produces unique geographic contexts, face unique challenges to effective traffic crash management.

⁹ “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.

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

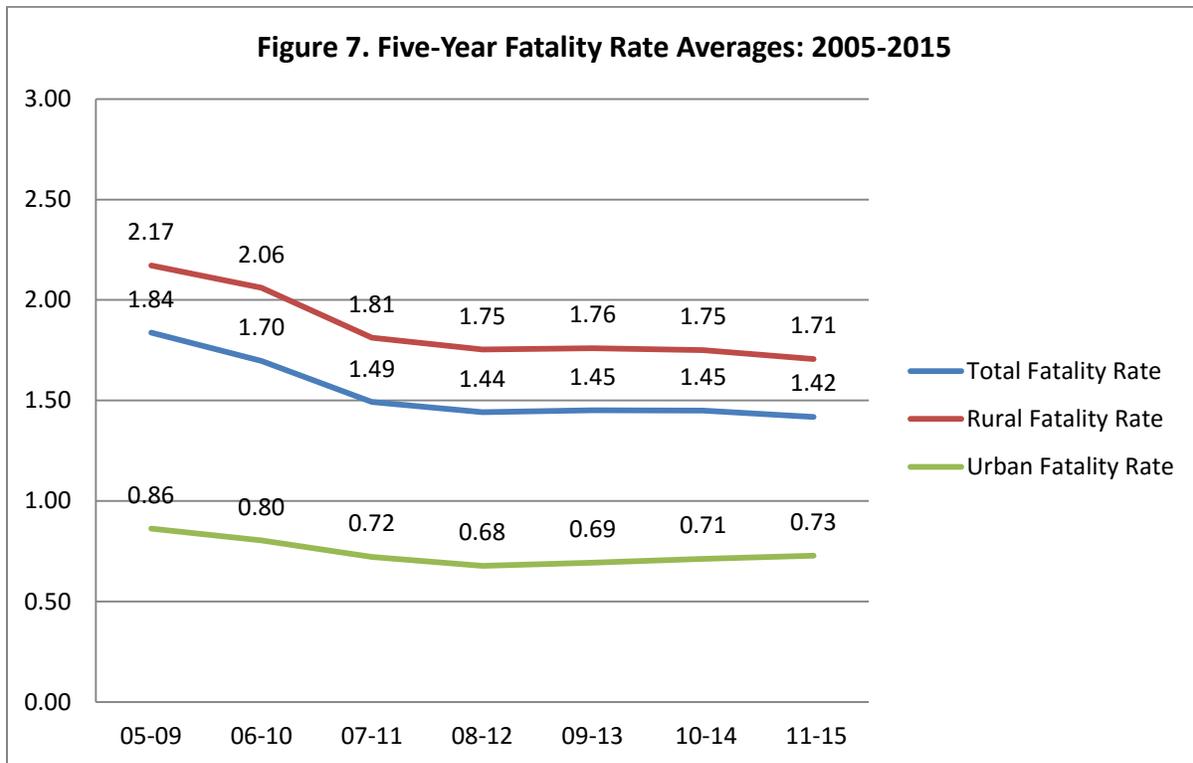


Figure 7 demonstrates a mostly downward trend across five-year averages for total, rural, and urban fatality rates since the initial 2005-2009 average. As expected, average rural fatality rates are substantially higher than comparable urban fatality rates for each of the last six time periods. The reasons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

State Goal Calculations

The goals for fatalities per VMT are calculated directly from the state goals for fatalities, expected projections in state Vehicle Miles Traveled, and average proportion of fatalities in Urban versus Rural area. Since 2009, the total VMT has increased at an average rate of 1.01%. Using this rate, the estimated VMT for calendar year 2015 is 9,408,477,107. If the goal for the five-year average of fatalities of 133.4 or less is reached, the fatalities per VMT will be 1.45 or lower for 2012-2016. On average 86% of fatalities occur in rural areas and the rural VMT is expected to increase by 1.01% as well. Taken together we can calculate a rural fatalities/VMT goal for the 2012-2016 time period of 1.76 or lower. The urban fatalities per VMT goal for the 2012-2016 five-year average will be 0.70 fatalities per Urban VMT.

C4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

2016 Performance Goal

Goal Statement: Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least .6 percent from the 2010-2014 average of 64.2 to a five-year average for 2011-2015 of 63.8.

Current Value (2011-2015): 62.8

Current Status: Met

2017 Performance Goal

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

Key Observations

- A total of 60 unrestrained passenger vehicle occupants were killed in traffic crashes in 2014, an 11.8% decrease from 2014 (68). The five-year average also decreased by 1.6%.
- In 2015, 61.1% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise. By contrast, only 19.7% of restrained occupants suffered an injury or fatality.
- 80.0% of all unrestrained driver fatalities in passenger vehicles in 2015 were sustained by males.

Recent Data

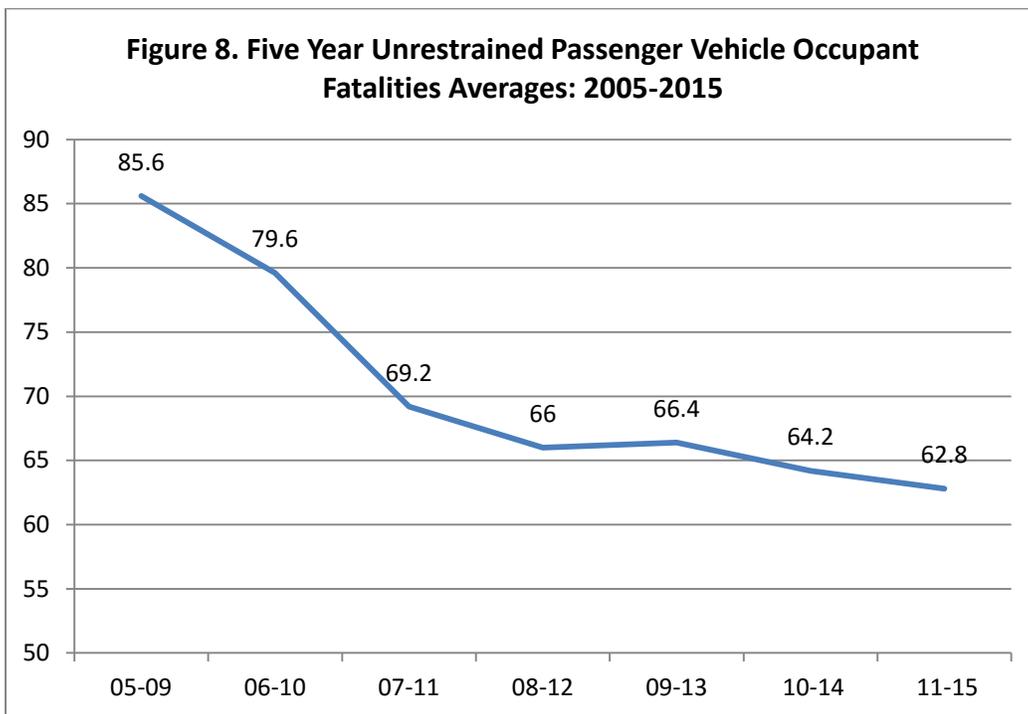
In 2015, 22,127 passenger vehicle occupants were involved in traffic crashes, 1,399 of which were unrestrained.¹¹ Of these unrestrained occupants whose injury status was known, 60 (4.3%) were killed, 228 (16.3%) sustained a serious injury, and 467 (40.5%) received other injuries¹². Altogether then, 61.1% of these occupants suffered an injury, fatal or otherwise. By contrast, only 19.7% of restrained passenger vehicle occupants involved in a traffic crash sustained an injury or fatality. From 2005–2015, 55.4% of unrestrained passengers involved in a traffic crash were injured, including 3.9% that were killed. In 2015, only 0.15% 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 2011–2015. Figure 8 presents five-year averages from 2005 to 2015 of unrestrained passenger vehicle occupant fatalities.

¹¹ Here, “unrestrained” passengers are those not wearing a seatbelt or shoulder harness, as well as a child occupant not properly secured in a child restraint system. The restraint usage status was unknown for 1682 individuals.

¹² “Other” injuries includes those recorded as having “possible” injuries.

Table 6. Injury Outcomes of Unrestrained Passenger Vehicle Occupants: 2011-2015¹³

	Fatalities	Serious Injuries	Other Injuries	No Injuries	Total
2011	65	319	577	776	1737
2012	58	294	452	629	1789
2013	63	276	746	684	1769
2014	68	179	495	627	1369
2015	60	228	567	544	1399
2015(%)	4.3%	16.3%	40.5%	38.9%	100.0%
All Years (%)	3.9%	15.6%	35.9%	41.0%	100.0%



South Dakota Codified Law 32-37-1 requires passenger vehicle operators to secure all occupants under the age of five in a child restraint system. Given the practical implications of this statute, discussion of passenger vehicle restraint usage is made more productive by considering two separate age groups: ages less than five and ages five and over. In 2015, only one child under the age of five was killed as a passenger vehicle occupant. That child’s restraint status is recorded as Unknown. Four other children under the age of five suffered serious injuries; two of these children were in a child restraint system used properly, the other two were unrestrained.

Of those 93 passenger vehicle occupants 5 or over that sustained fatal injuries, 60 (64.5%) were

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

unrestrained¹⁴. Among these unrestrained fatalities, 51-60 was the modal age group (17 fatalities). Males accounted for 80% (48) of all unrestrained fatalities, as well as 64.2% (145) of all unrestrained serious injuries of passenger vehicle occupants 5 or older.

In 2015, 39.4% (37) 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 2.1% were ejected either partially or totally. Of passenger vehicle occupants who were partially or totally ejected from the vehicle during a crash, 71.1% (96) suffered a serious injury or fatality. Finally, among those who were partially ejected, only 20.0% (4) had been restrained; 70% (15) were unrestrained. The other 10% of those ejected had an unknown safety equipment status. None of those who were totally ejected were restrained, though the restraint status is unknown for 4 of those ejected. Table 7 presents 2015 data on ejection status by restraint usage for passenger vehicle occupants only (all ages).

Table 7. Ejection Status by Restraint Usage: 2015¹⁵

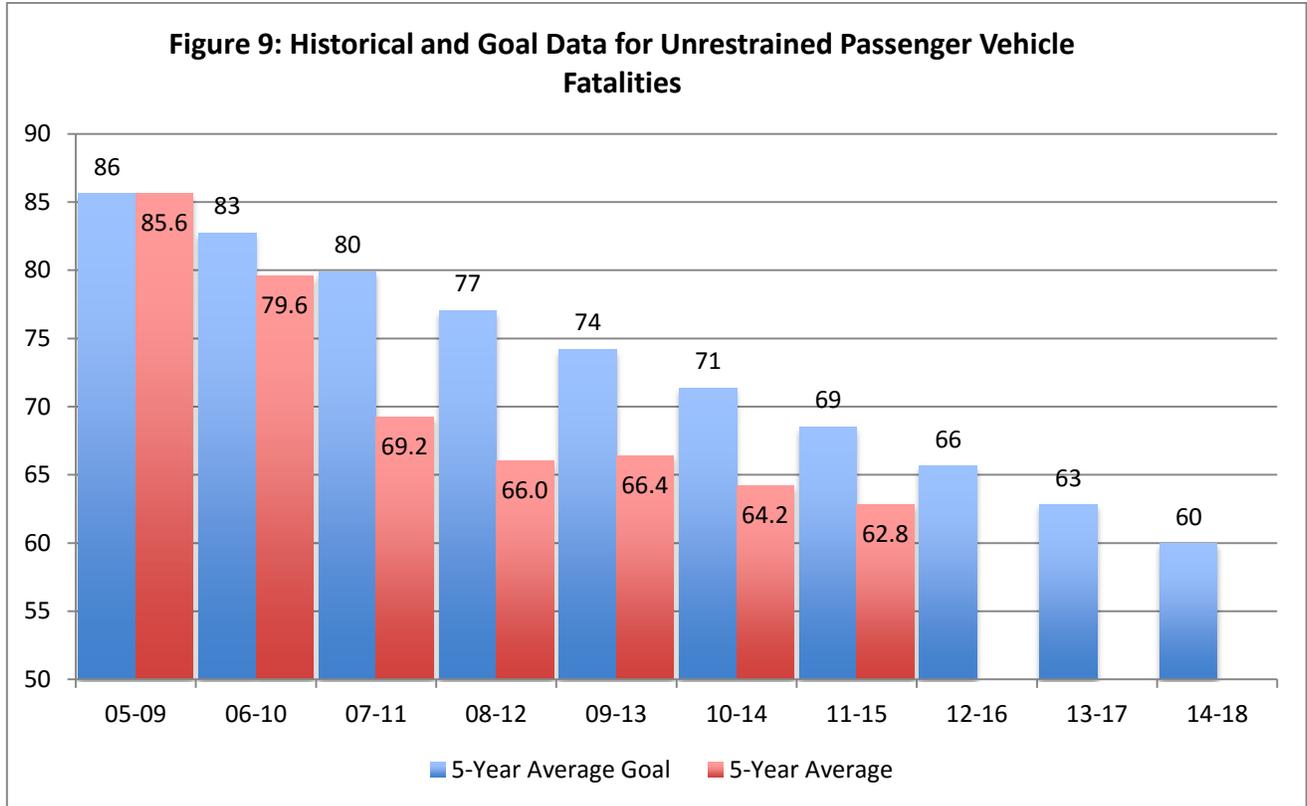
	Not Ejected	Partially Ejected	Totally Ejected	Total
None	6.1%	70.0%	96.5%	5.2%
Belt/harness	85.7%	20.0%	0.0%	68.1%
Other, Unreported, Unknown	8.0%	10.0%	3.5%	6.6%
Youth restraint used improperly	0.0%	0.0%	0.0%	0.0%
Youth restraint used properly	0.2%	0.0%	0.0%	0.2%
Grand Total	100.0%	100.0%	100.0%	100.0%

¹⁴ "Unrestrained" includes those who used no restraint or youth restraint system used improperly.

¹⁵ This table does not include individuals for whom injury data was unknown or missing. The total unrestrained passenger vehicle occupants for 2015 was 1595.

State Goal Calculations

As displayed in Figure 9, between 2005 and 2018, South Dakota aimed to reduce the five-year average for unrestrained passenger vehicle occupant fatalities by 30% (from 86 to 60). In order to be consistent with this goal, the five-year fatalities average for 2012-2016 needs to be at or below 66. However, in order to continue a general reduction in fatalities, the goal is to decrease the five-year average by at least 1.9 percent from the 2011-2015 average of 62.8 to a five-year average for 2012-2016 of 62; this equates to an annual value of 59 unrestrained passenger vehicle occupant fatalities or less for 2016.



2016 Performance Goal

Goal Statement: Decrease the alcohol impaired driving fatalities five-year average by at least 0.6 percent from the 2010-2014 annual average of 33.4 to a five-year annual average for 2011-2015 of 33.2.

Current Value (2011-2015): 40.4¹⁶

Current Status: Not Met

2017 Performance Goal

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

Key Observations

- The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above was 15% lower in 2015 than in 2014; the total number of crashes involving intoxicated drivers however increased by 1.5%.
- In 2015, 77.5% of fatalities (31) involving at least one driver or motorcycle operator with a BAC of .08 or above were sustained by intoxicated drivers themselves, leaving 22.5% of fatalities to be incurred by non-intoxicated drivers or passengers.

Recent Data

In South Dakota, it is considered a criminal offense for any driver to operate a motor vehicle while maintaining a blood alcohol content (BAC) level of .08 or higher.¹⁷ Altogether, 17,789 traffic crashes were reported in 2015, 477 of which involved at least one driver with a BAC reading of .08 or above. In other words, 2.7% of all accidents involved at least one driver with a BAC of .08 or higher. This is the same percent reported in 2014. A total of 865 individuals were involved in these accidents.

Of fatality victims, 31(77.5%) were themselves drivers with a BAC level of .08 or higher. Among drivers with a BAC of .08 or higher that were also fatalities, 83.9% (26) carried an in-state driver's license; 20.0% (8) were operating without or under a revoked or suspended license; 90.3% (28) were male; 83.9% (26) failed to use appropriate safety restraint devices or other protective equipment, and 12.9% (4) were 25 years old or younger.

Table 8 shows annual figures and percentage changes for crashes involving at least one driver or motorcycle operator with a BAC reading of .08 or higher, compared to figures for total crashes.¹⁸

¹⁶ This value includes updated data from FARS for BAC related fatalities from 2011-2014. This is not the data that was used to establish the goal for this year.

¹⁷ Drivers with a BAC level of .08 or higher will occasionally be referred to in this report as "intoxicated drivers."

¹⁸ 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: 2011-2015

	BAC Crashes	Total Crashes	% Total Crashes that were BAC Crashes	% Annual Change in BAC Crashes
2011	458	17,359	2.6%	+15.7%
2012	471 ¹⁹	16,259	2.9%	+2.8%
2013	473	16,620	2.8%	+0.4%
2014	470	17,344	2.7%	-0.6%
2015	477	17,789	2.7%	0.0%

Table 9 presents frequency counts of fatalities and injuries resulting from traffic crashes involving at least one driver with a BAC reading of .08 or higher. From 2005–2015, 509 fatalities and 876 serious injuries were sustained in crashes involving at least one operator exceeding the legal BAC limit. In 2015 alone, 40 fatalities and 74 serious injuries were reported in analogous traffic crashes. The fatality figure represents a sizable decrease from 2014 of 15.0%. The total number of accidents involving a driver with a BAC of .08 or above however the total number of crashes involving intoxicated drivers however increased by 1.5%.

Table 9. Injury Outcomes for Individuals Involved in BAC Crashes: 2005-2015²⁰

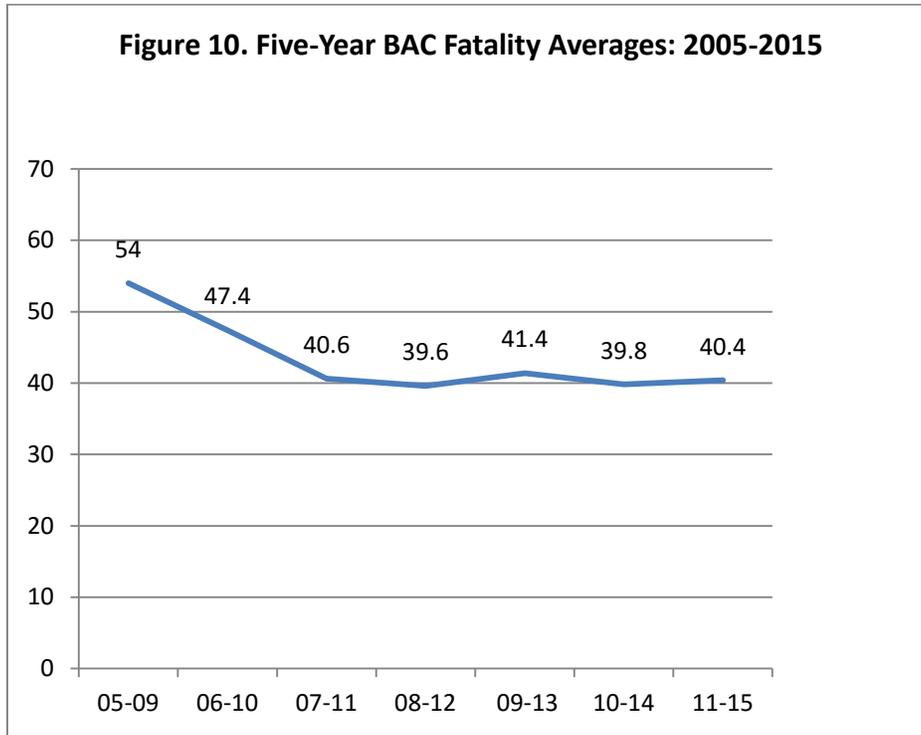
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2005	70	74	120	143	407
2006	67	83	192	181	523
2007	44	68	152	225	489
2008	35	75	187	328	625
2009	54	81	207	361	703
2010	37	80	199	367	683
2011	33	88	211	401	733
2012	39	104	268	382	793
2013	44	81	250	491	866
2014	46	68	216	452	782
2015	40	74	276	475	865
2015	4.62%	8.55%	31.91%	54.91%	100.00%
All Years (%)	6.8%	11.7%	30.5%	51.0%	100.0%

To partially allay the potentially misleading influence of small tabular values, Figure 10 displays five-year averages for fatalities reported from 2005–2015. Fatalities resulting from these traffic crashes accounted for 30.1% of all fatalities recorded in 2015.

¹⁹ This figure is corrected from the 2014 Highway Safety Plan.

²⁰ This table has been fully corrected with available FARS data on BAC related fatalities. This data is imputed from available accident records rather than the actual values recorded. The 2015 fatality figure, however, is from actual state data. Our goals and graphics have also been updated to reflect the inclusion of available FARS calculations for fatalities previous years. Counts of serious and other injuries are still based on actual state data since these figures are not available in the imputed FARS data.

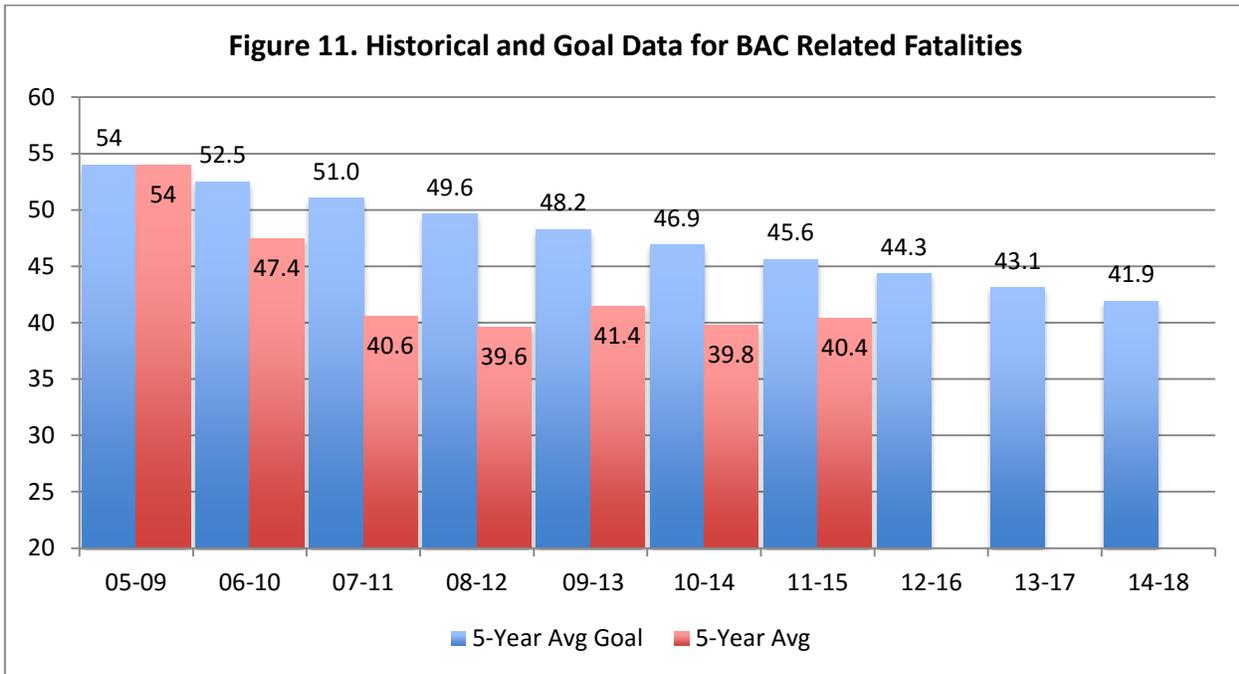
Figure 10. Five-Year BAC Fatality Averages: 2005-2015



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

State Goal Calculations

As illustrated in Figure 11, between 2005 and 2018, South Dakota aimed to reduce the five-year average for alcohol impaired driving fatalities by 25% (from 54 to 41.9). In order to be consistent with this goal, the five-year alcohol impaired driving fatalities average for 2012-2016 needs to be at or below 44.3. However, in order to maintain a general reduction in alcohol impaired driving fatalities, the goal is to only increase the five-year average by 0.5% from 40.4 to 40.6 for the 2012-2016 time period, this equates to an annual value of 34 alcohol impaired driving fatalities or less for 2016, a 15% decrease from the current value of 40.²¹



²¹ The decrease in number for 2016 still results in an increase in the five-year average because 2011, which will drop out of the average, was an exceptionally low year for BAC related fatalities.

C6: NUMBER OF SPEEDING-RELATED FATALITIES

2016 Performance Goal

Goal Statement: Decrease the speeding related fatalities five-year average by at least 2 percent from the 2010-2014 annual average of 31 to a five-year annual average for 2011-2015 of 30.4.

Current Value (2011-2015): 30.4

Current Status: Met

2017 Performance Goal

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

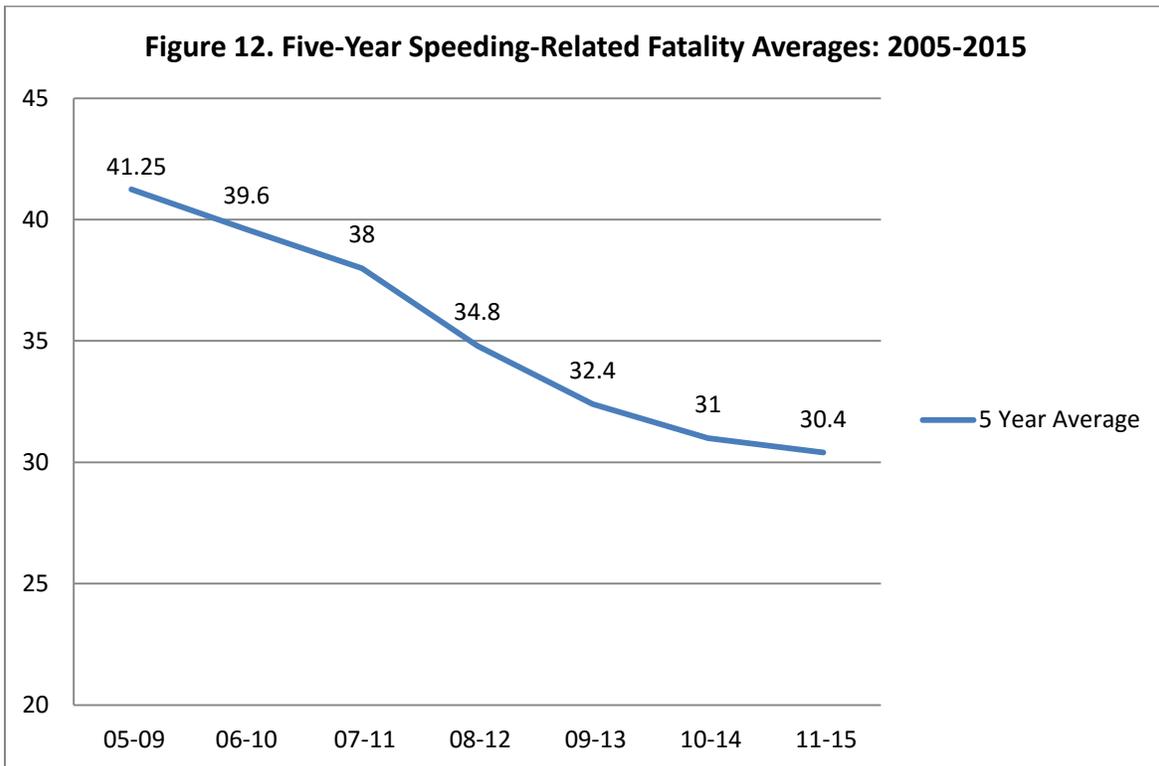
Key Observations

- A total of 30 individuals were killed in 2015 as a result of traffic crashes involving at least one speeding driver. This figure has decreased by 6.25% since 2014.
- 100% of speeding-related fatalities in 2015 were sustained by motor vehicle occupants; no pedestrians were killed in these traffic crashes.
- 80% of speeding-related fatalities in 2015 occurred on rural roadways. Additionally, speeding-related fatalities per VMT were substantially higher in rural areas.

Recent Data

Lead-footed motor vehicle drivers pose an ongoing challenge to highway safety planners. 22.6% percent of South Dakota's traffic crash fatalities in 2015 were sustained in roadway incidents involving at least one speeding driver. Existing data appears to suggest that South Dakotans send mixed signals with respect to the attitudes and behaviors that underlie this manner of driving. On the one hand, the 2012 Highway Safety Behaviors Survey shows that South Dakotans generally support the idea of reigning in speeding drivers. 87.5% of respondents believe that speeding increases the risk of an accident, and 95.7% agree that the enforcement of speeding laws is important. Consequently, 76.5% rate the chances of being ticketed as a consequence of driving over the speed limit as either somewhat likely or very likely. At the same time, 56.7% of respondents report having driven more than five miles per hour over the speed limit at least once in the last year. Only 43.5% claim to never drive faster than 70 mph in 65 mph zones, and 26.7% report never driving faster than 35 mph in 30 mph zones. In total, survey findings imply that while South Dakotans hope that speeding on the state's roadways can be reduced, this view may not inform their own driving practices.

In 2015, 1905 traffic crashes occurred that involved at least one speeding driver (10.7% of all reported traffic crashes); a total of 3,144 people were involved. Of these individuals, 30 (.95%) sustained fatal injuries, 141 (4.5%) suffered serious but non-fatal injuries, and 703 (22.4%) received non-serious injuries. Figure 12 displays the five-year averages for speeding-related fatalities during the 2005–2015 period.



100% of speeding-related fatalities in 2015 were sustained by motor vehicle occupants; no pedestrians were killed in these traffic crashes. Among those sustaining fatalities, the vehicle type occupancy was recorded as follows: 9 (30%) passenger car, 11 (36.7%) light truck, 6 (20%) motorcycle, 2 (6.7%) sport utility vehicle, and 2 (6.7%) mini-van or passenger van with 8 seats or less.

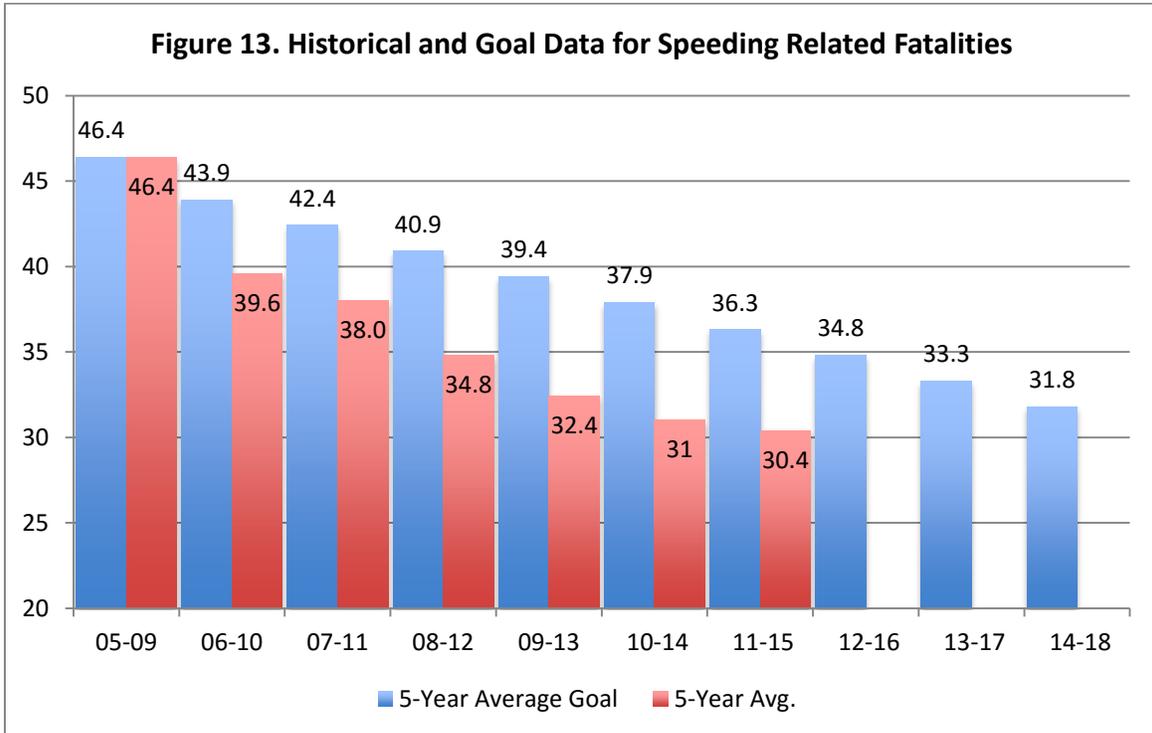
The difference in injury rates between road surface types would again seem to imply a broader difference in crash outcomes between rural and urban roadways. In 2015, 80.0% of speeding-related fatalities were recorded on rural roadways with only one fatality occurring in an urban area. Table 10 places data for speeding-related fatalities in the context of vehicle miles traveled, and further segments these figures by rural-urban crash location. Similar to the rates displayed in section C3, rural fatalities/VMT are considerably higher than their urban counterparts for all years under consideration.

Table 10. Speeding-Related Fatalities per VMT: 2011-2015

	Total Fatalities/VMT	Rural Fatalities/VMT	Urban Fatalities/VMT
2011	0.41	0.47	0.23
2012	0.33	0.43	0.08
2013	0.25	0.33	0.07
2014	0.35	0.5	0.12
2015	0.32	0.37	0.22

State Goal Calculations

As can be seen in Figure 13, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aims to reduce the five-year average for speeding-related fatalities by 30% (from 45.4 to 31.8). In order to be consistent with this goal, the five-year speeding related fatalities average for 2012-2016 needs to be at or below 34.8. However, in order to continue a general reduction in speeding-related fatalities, the goal is to decrease the five-year average by at least 4.6 percent from the 2011-2015 annual average of 30.4 to a five-year annual average for 2012-2016 of 29., this equates to an annual value of 30 speeding related fatalities or less for 2016, the same value we achieved in 2015.



C7: NUMBER OF MOTORCYCLIST FATALITIES

2016 Performance Goal

Goal Statement: Decrease the five-year average by at least 7.9 percent from the 2010-2014 annual average of 20.2 to a five-year annual average for 2011-2015 of 18.6.

Current Value (2011-2015): 21.0

Current Status: Not met

2017 Performance Goal

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

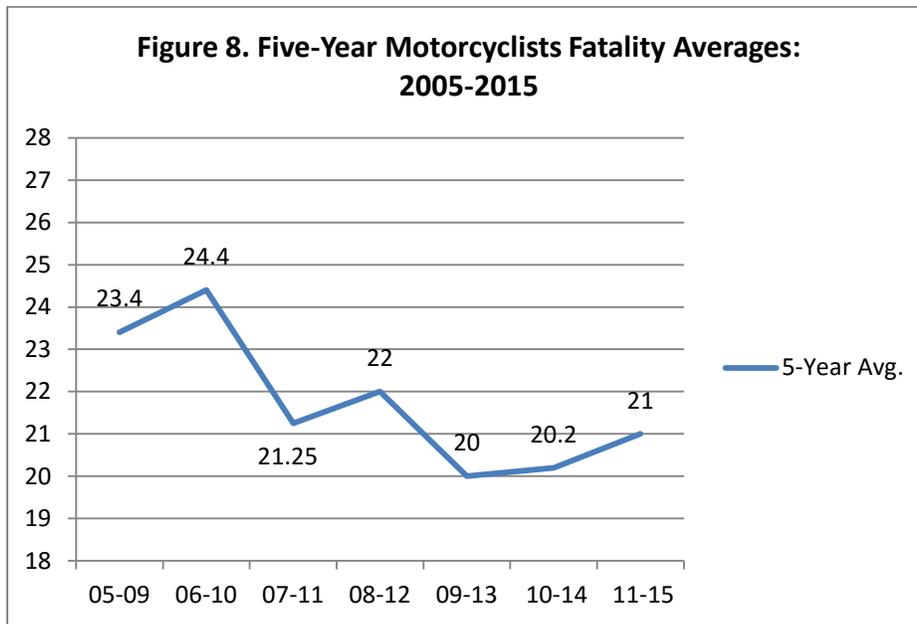
Key Observations

- The number of motorcycle fatalities per 1000 registered motorcycles for 2015 (.348) is 60% higher than the 2014 rate (.217).
- Motorcycles were involved in only 3.4% of traffic crashes in 2015, but these crashes accounted for (31) 23.3% of all fatalities.
- All of the fatalities sustained in traffic crashes involving motorcycles in 2015 were suffered by motorcycle occupants, with 87.1% being motorcycle drivers.
- 26 of the 31 motorcyclist fatalities (83.9%) recorded in 2015 were incurred by males.

Recent Data

In 2015, 604 traffic crashes involving motorcycles were reported, amounting to approximately 3.4% of all traffic crashes.²² Of the 761 motorcycle occupants involved in these accidents a total of 615 people (80.8%) received non-fatal injuries as a result of these crashes, and 31 motorcyclists (4.1%) were killed. The above fatality count of 31, reflects 23.3% of all fatalities reported in 2015. So despite only being involved in 3.4% of traffic crashes in 2015, accidents involving motorcycles accounted for 23.3% of all fatalities. Figure 14 displays five-year averages for motorcycle fatalities (motorcycle occupants only) for 2005-2015.

²² In sections C7 and C8, references to “motorcycles” and “motorcycle operators/occupants” also include mopeds and moped operators/occupants. For simplicity, the term “motorcycle” alone is used.



The average age of motorcyclists suffering fatal injuries was 52.4 years. Of the 17 motorcyclist fatalities in 2015, 26 (83.9%) were age 40 or older, 26 (83.9%) were incurred by males, four motorcycle passengers were killed all of whom were female. Almost half of the fatalities 15 (48.4%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2015 Sturgis Motorcycle Rally (August 3-9, 2015). The analogous figure for 2014 was 23.5%, which was significantly lower than most previous years. Only 9 of the 31 motorcycle operators that were killed (29.0%) were licensed in South Dakota and only two of the motorcyclists suffering fatal injuries were drivers with a blood alcohol content reading of .08 or above. Since South Dakota does not track motorcycle vehicle miles traveled, fatality per VMT rates cannot be computed. Table 11 displays figures for an alternative rate measure: motorcycle fatalities per 1000 registered motorcycles. While this metric is problematic for a number of reasons, it nonetheless supplies a relative indicator of motorcycle fatality rates.²³ From this table it can be seen that motorcycle fatalities, as a proportion of motorcycle registrations, increased 60% since 2014.

Table 11. Motorcycle Fatalities per Registered Motorcycle: 2010-2015

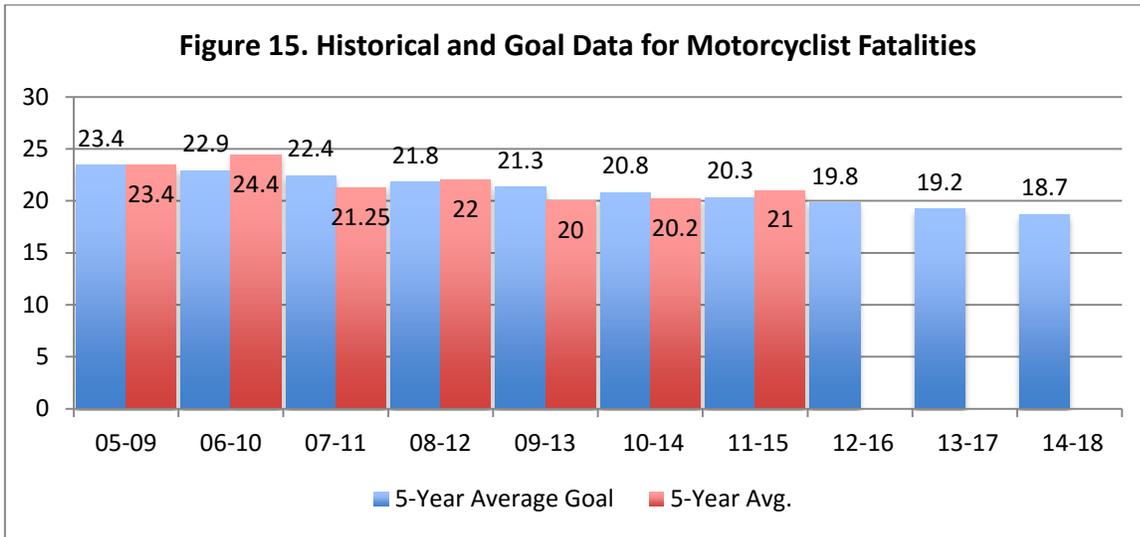
	Registered Motorcycles ²⁴	Motorcyclist Fatalities	Fatalities per 1000 Registered Motorcycles
2011	69,660	14	0.201
2012	73,310	25	0.341
2013	75,669	18	0.237
2014	78,380	17	0.217
2015	89,079	31	0.348

²³ 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.

²⁴ http://dor.sd.gov/Motor_Vehicles/Titling_and_Registration/Historical_Statistics/State_Totals.aspx

State Goal Calculations

As is exhibited in Figure 15, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aimed to reduce the five-year average for fatalities by 20% (from 23.4 to 18.7). In order to be consistent with this goal, the five-year motorcyclist fatalities average for 2012-2016 needs to be at or below 19.8. This would equate to an annual value of 8 motorcyclist fatalities for 2016, a 74% reduction from the current value.²⁵ This is an unrealistic reduction goal for one year. However, in order to continue a general reduction in motorcyclist fatalities, the goal is for no more than a 10% increase from the 2011-2015 annual average of 21 to a five-year annual average for 2012-2016 of 23.2. This equates to an annual value of 25 fatalities, a 19.4% reduction from the 2015 figure.



²⁵ A significant part of the challenge in meeting this goal is the loss of 2011, a particularly low year for motorcyclist fatalities in the five year average.

C8: NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

2016 Performance Goal

Goal Statement: Decrease the unhelmeted motorcyclist fatalities five-year average by 6.7% to 14 fatalities or less for 2011-2015.

Current Value (2011-2015): 15.6

Current Status: *Not met*

2017 Performance Goal

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

Key Observations

- Of the 31 motorcyclist fatalities in 2015, 22 (71.0%) were sustained by unhelmeted occupants.
- 15 of the 22 unhelmeted motorcyclist fatalities (68.2%) recorded in 2015 were sustained by out-of-state motorcyclists.
- Males accounted for 18 of the 22 (81.8%) unhelmeted motorcyclist fatalities recorded in 2015.

Recent Data

Motorcycle occupants accounted for 761 (3.1%) of the 24,251 people involved in motor vehicle traffic crashes in 2015; 465 (61.1%) of these riders were not wearing a helmet at the time the crash took place²⁶. This unhelmeted occupant percentage is higher than the 2014 percentage (54.8%). That unhelmeted riders make up such a large percentage of motorcyclists involved in traffic crashes, should perhaps come as no surprise, given that the *2009 South Dakota Statewide Seatbelt and Motorcycle Helmet Use Survey* found that helmets are used by only 35.6% of motorcyclists on South Dakota's roadways. This relatively low rate of helmet use may not sit well with South Dakotans at large. The 2012 Highway Safety Behaviors Survey suggests that 74% of the state's licensed motor vehicle drivers feel that the state should mandate the use of helmets by motorcycle occupants.

Table 12 presents comparative crash outcomes data for helmeted and unhelmeted motorcyclists from 2011-2015. Compared to 2014, the percentage of helmeted fatalities increased from 2.2% in 2014 to 4.7% in 2015, however the percentage of unhelmeted fatalities decreased slightly from 3.5% to 3.2% over the same time period. It should be noted though that the low n-values in these categories may be too small to justify the formation of practical inferences based on these figures alone.

²⁶ The helmet status of 20 riders, including one fatality was unknown.

Table 12. Injury Outcomes for Unhelmeted and Helmeted Motorcycle Occupants: 2011-2015

Unhelmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2011	11	108	181	52	352
2012	23	91	209	126	447
2013	11	85	146	42	284
2014	11	86	170	46	313
2015	22	130	254	59	465
2015 (%)	4.73%	27.96%	54.62%	12.69%	100.00%
All Years (%)	3.89%	28.64%	52.63%	14.89%	100.00%
Helmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2011	3	50	106	26	185
2012	2	53	69	34	158
2013	7	44	94	26	171
2014	5	75	121	32	233
2015	9	82	141	47	279
2015 (%)	3.23%	29.39%	50.54%	16.85%	100.00%
All Years (%)	2.85%	30.83%	53.78%	12.55%	100.00%

The 22 unhelmeted fatalities in 2015 only included seven bikers (31.8%) 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 86.4% (19) of all unhelmeted motorcyclist fatalities; 81.8% (18) of unhelmeted fatalities were sustained by males. Table 13 gives annual figures for unhelmeted motorcyclist fatalities per registered motorcycle from 2011-2015. Again, interpretive caution is warranted due to low n-values.

Table 13. Unhelmeted Motorcycle Fatalities per Registered Motorcycle: 2011-2015

	Fatalities per 1,000 Registered Motorcycles
2011	0.16
2012	0.29
2013	0.15
2014	0.14
2015	0.25

State Goal Calculations

For the purposes of establishing a goal, unhelmeted motorcyclist fatalities must be considered as a subset of motorcyclist fatalities. On average, unhelmeted motorcyclists incur 75% of motorcyclist fatalities. Since the five-year average goal for overall motorcyclist fatalities for the 2012-2016 time period is 23.2, the corresponding figure for unhelmeted motorcyclist fatalities will be 17.4 or less. While it would also be possible to reduce unhelmeted fatalities as a proportion of overall motorcycle fatalities, the lack of a mandatory helmet law in SD and the number of motorcyclist fatalities incurred by operators from out of state make this an unrealistic approach. Hence, our primary objective will be to reduce motorcycle fatalities as a whole.

2016 Performance Goal

Goal Statement: Decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least .4 percent from the 2010-2014 annual average of 18.8 to a five-year annual average for 2011-2015 of 18.4.

Current Value (2011-2015): 17

Current Status: Met

2017 Performance Goal

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

Key Observations

- 13 drivers under the age of 21 were involved in a fatal traffic crash in 2015, a 40.9% decrease since 2014.
- 14 fatalities resulted from crashes where drivers under the age of 21 were involved; this figure represents a 48% decrease since 2014. It is important to keep in mind the small values of the figures used to determine the percentage changes though.

Recent Data

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

Table 14 provides yearly counts and annual change figures of drivers under 21 involved in traffic crashes resulting in at least one fatality. As can be seen from the table, the number of drivers under 21 involved in fatal crashes has decreased 40.9% since last year.

Table 14. Drivers Under 21 Involved in Fatal Crashes: 2011-2015

	Drivers Under 21	Annual % Change
2011	14	-36.4%
2012	20	+42.8%
2013	16	-20.0%
2014	22	+37.5%
2015	13	-40.9%

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

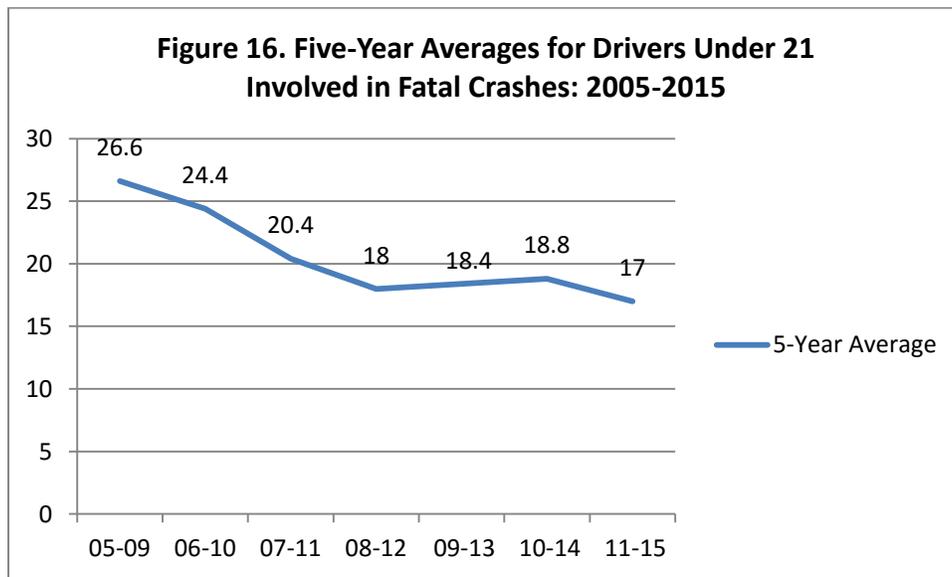


Table 15 presents additional data describing the proportional involvement of young drivers in traffic crashes in South Dakota. This table suggests that the relative level of involvement of drivers under 21 in both total crashes and fatal crashes continues to be relatively stable. Both the proportion of fatal crashes involving a driver under 21 and the proportion of total crashes involving a driver under 21 went decreased from 2014.

Table 15. Traffic Crashes Involving Drivers Under Age 21: 2011-2015

	Total Crashes	Total Crashes Involving Driver Under 21	% of Total Crashes Involving Driver Under 21	Total Fatal Crashes	Fatal Crashes Involving a Driver Under 21	% of Fatal Crashes Involving a Driver Under 21
2011	17,359	3,992	23.0%	101	13	12.87%
2012	16,259	4,114	25.3%	118	16	13.56%
2013	16,620	3,602	21.7%	121	15	12.40%
2014	17,344	3,602	20.7%	125	22	17.60%
2015	17,789	3,966	22.3%	115	13	11.30%

Table 16 presents fatality rates, expressed as fractions of total in-state population counts, for years 2011-2015. This table indicates that 14 fatalities resulted in 2015 from traffic crashes involving a driver under 21 years old, down from 27 in 2014. Additionally, the 2015 fatality rate of 1.63 fatalities per 100,000 in population is substantially lower than last year and the lowest rate for the last five years.²⁷

Table 16. Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2011-2015

	Population Estimate	Fatalities from Crashes Involving a Driver Under 21	Per 100,000 Population
2011	824,082	18	2.18
2012	833,354	24	2.87
2013	844,877	15	1.78
2014	853,175	27	3.16
2015	858,469	14	1.63

Of the 14 drivers under age 21 involved in fatal traffic crashes in 2015, 6 of them (42.9%) were killed. 13 of them (92.9%) were from South Dakota. Eleven of the 14 (78.6%) were male, and 2 (14.3%) recorded a positive blood alcohol content reading.²⁸ Five of the 14 drivers (35.7%) were operating a passenger vehicle, 5 (35.7%) were operating SUVs, 3 (21.4%) were operating light trucks and one was operating a motorcycle.

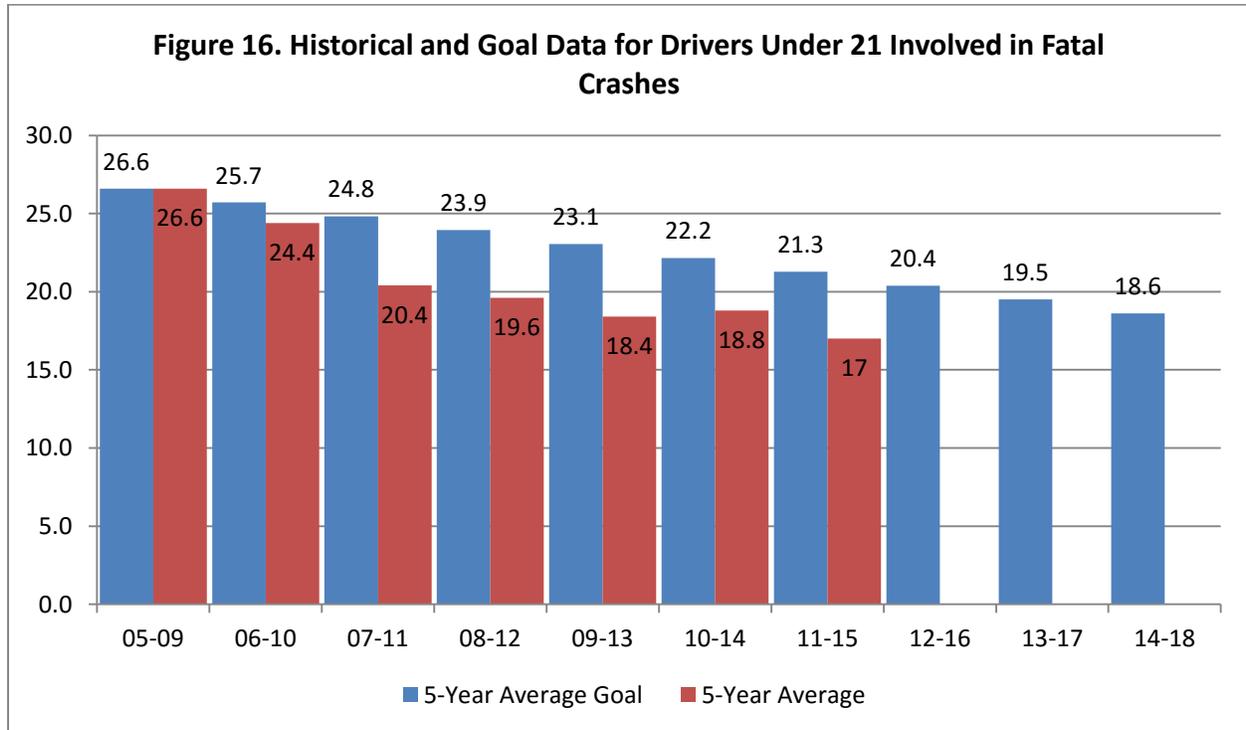
Among all passenger vehicle occupants (including operators) age 20 or younger involved in traffic crashes in 2015, 14 were killed (and 117 were seriously injured.) 12 (85.7%) of the passenger vehicle occupants age 20 or younger who were killed in 2015 were unrestrained (one was unknown and the other was wearing a lap belt and shoulder harness).

²⁷ It is worth nothing though that this does not take into account changes in the proportion of the population that are under 21.

²⁸ In the case of these drivers, a positive blood alcohol content reading is defined as a recorded BAC level of .02 or above.

State Goal Calculations

As is exhibited in Figure 15, from the 2005-2009 time period to the 2014-2018 time period, South Dakota aimed to reduce the five-year average for drivers aged 20 and under involved in fatal crashes by 30% (from 26.6 to 18.6). In order to be consistent with this goal, the five-year fatalities average for 2012-2016 needs to be at or below 20.4. However, in order to continue a general reduction in fatalities involving drivers under 21, the goal is to decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 1.2 percent from the 2011-2015 annual average of 17 to a five-year annual average for 2012-2016 of 16.8.



2016 Performance Goal

Goal Statement: Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2011-2015, despite expected increases in population.

Current Value (2010-2014): 5.4

Current Status: Met

2017 Performance Goal

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

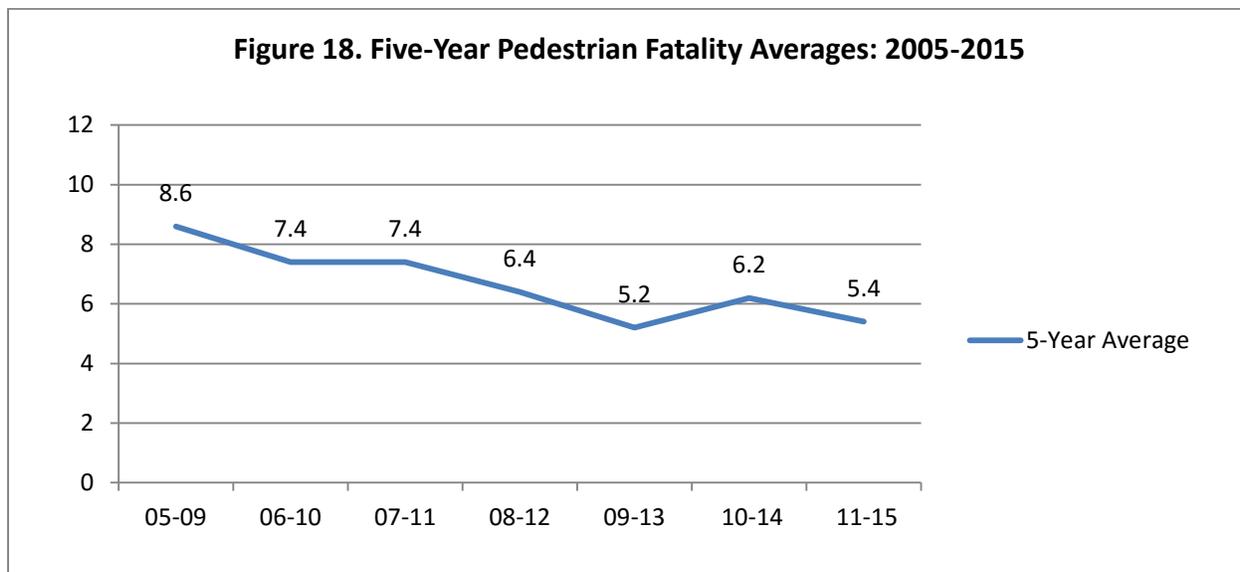
Key Observations

- Since 2008, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 6-7 fatalities per year; 5 were reported in 2015.

Recent Data

Urban streets and roadways constituted only 4.08% of all road miles in South Dakota in 2015. 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 27 pedestrian fatalities were recorded in the state from 2011 through 2015; this includes 5 such fatalities in 2015, a decrease from the previous year. Since 2005, the number of annual pedestrian fatalities has fluctuated around an average of 6-7 fatalities per year with the current five-year average for 2011-2015 at 5.4 pedestrian fatalities.

Figure 18 presents trend data for pedestrian fatalities from 2005–2015, as expressed by five-year averages.



In 2015, 100 traffic crashes occurred that involved at least one pedestrian (102 pedestrians were involved in total). These crashes resulted in 5 pedestrian fatalities, 26 serious injuries, and 69 other injuries. No traffic crashes produced multiple pedestrian fatalities. Only one of those killed reported blood alcohol contents of higher than .08 at the time of the crash.

In 2015, four of the pedestrians (80.0%) were killed in an urban area. In addition, 83.2% (79 of 95) of non-fatal pedestrian injuries were sustained in urban areas. While it is less prominent in the data for this year, previous data suggests that urban roadways produce a far greater proportion of pedestrian injuries than do rural areas, but the risk of sustaining an actual fatality (as opposed to a non-fatal injury) are much higher for pedestrians in rural areas. This is likely due to the higher maximum allowable speed limits in rural versus urban areas.

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

Table 17. Pedestrian Fatalities and Injuries by Location: 2015

	Rural Roadways	Urban Roadways	Total
Fatalities (%)	20.0%	80.0%	100.0%
Fatalities (n)	1	4	5
Non-fatal Injuries (%)	16.8%	83.2%	100.0%
Non-fatal Injuries (n)	16	79	95 ²⁹

²⁹ One additional pedestrian injury was recorded for which the functional class of the road was left blank.

Table 18. Pedestrian Injury Outcomes by Location: 2015

	Fatalities	Serious Injuries	Other Injuries	No injuries	Total
Rural (%)	5.56%	33.33%	55.56%	5.56%	100.00%
Rural (n)	1	6	10	1	18
Urban (%)	4.76%	23.81%	70.24%	1.19%	100.00%
Urban (n)	4	20	59	1	84

Finally, Table 19 displays pedestrian fatality counts indexed to statewide population figures. Although no linear pattern is apparent for this measure, it can be seen that over the five most recent years, roughly 0-1 pedestrians per 100,000 in-state population have been killed in motor vehicle crashes each year. The 2015 figure of .58 shows a decrease from the 2014 figure of 1.05.

Table 19. Pedestrian Fatalities per 100,000 In-State Population: 2011-2015

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2011	824,082	7	0.85
2012	833,354	2	0.24
2013	844,877	4	0.47
2014	853,175	9	1.05
2015	858,469	5	0.58

State Goal Calculations

The number of pedestrian fatalities in South Dakota is so small that analysis of statistical differences or the creation of projections is inappropriate. While South Dakota will continue to strive to reduce the likelihood of pedestrian fatalities, given the vastness of our state and large VMT, zero pedestrian fatalities would be an unrealistic goal. As such, the goal for the 2011-2015 five-year average is simply to maintain the already miniscule 7 pedestrian fatalities or less per year.

2016 Performance Goal

Goal Statement: Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2011-2015, despite expected increases in population.

Current Value (2011-2015): .8

Current Status: Met

2017 Performance Goal

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

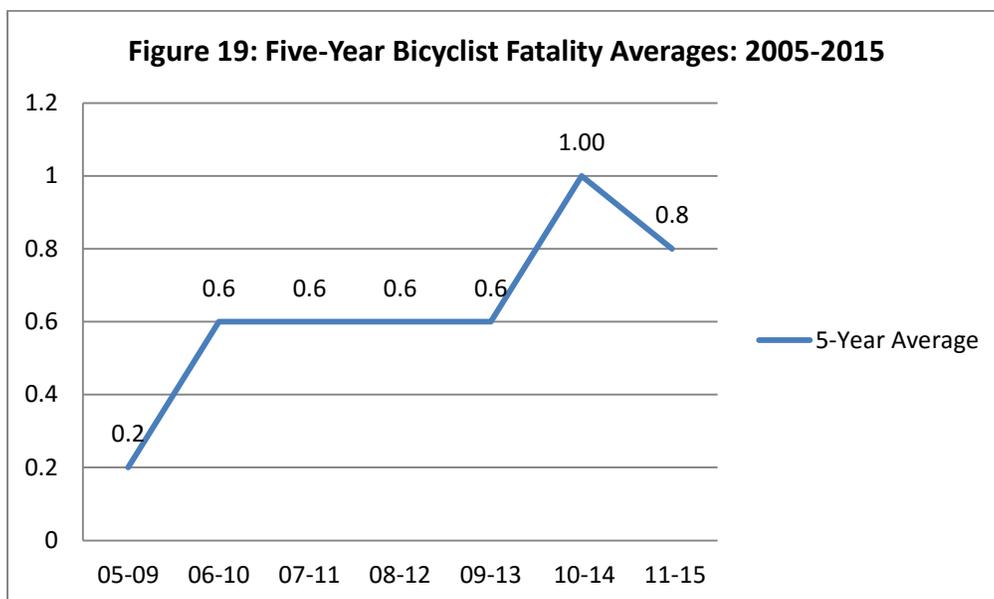
Key Observations

- The number of annual bicyclist fatalities in South Dakota is consistently very low. Only one was reported in 2015.

Recent Data

Bicycle fatalities are highly uncommon in South Dakota. Only 7 bicyclist fatalities were recorded in the state since 2005. There was one bicyclist fatality in 2015. Since 2005, the five-year average of bicyclist fatalities has remained at 1 fatality or less per year.

Figure 19 presents trend data for bicyclist fatalities from 2005–2015, as expressed by five-year averages. Given the very low number of fatalities per year though, the changes in the averages are a bit misleading. Since most years have zero fatalities, any one year with a fatality can inflate the averages for the entire time it is included in the time frame.



In 2015, 90 traffic crashes occurred that involved at least one bicyclist. These crashes resulted in 1 fatality, 9 serious injuries, and 81 other injuries. None of the bicyclists were reported as having no injuries; they were all recorded as at least having a possible or non-incapacitating injury. Of the 91 total bicyclists involved in these accidents, 69 (75.8%) were male, 46 (50.5%) were aged 20 or younger, and a significant majority, 84 (92.3%) were not wearing a helmet.

In 2015, 84.3% (75 of 89) of non-fatal bicyclist injuries were sustained in urban areas.³⁰ This proportion is even higher than what we find with pedestrian injuries.

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

Table 20. Bicyclist Injury Outcomes by Location: 2015

	Fatalities	Serious Injuries	Other Injuries	No injuries	Total
Rural (%)	0.00%	14.29%	71.43%	0.00%	100.00%
Rural (n)	0	1	5	0	6
Urban (%)	1.19%	9.52%	89.29%	0.00%	100.00%
Urban (n)	1	8	75	0	84

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

³⁰ The location for one accident, which produced one non-incapacitating injury, was unknown and is not included in this calculation.

Table 21. Bicycle Fatalities per 100,000 In-State Population: 2011-2015

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2011	824,082	1	0.12
2012	833,354	0	0.00
2013	844,877	0	0.00
2014	853,175	2	0.23
2015	858,469	1	0.12

State Goal Calculations

The number of bicyclist fatalities in South Dakota is so small that analysis of statistical differences or the creation of projections is inappropriate. While South Dakota will continue to strive to reduce the likelihood of bicyclist fatalities, given the vastness of our state and large VMT, permanently sustaining zero bicyclist fatalities for every year would be an unrealistic goal. As such, the goal for the 2012-2016 five-year average is simply to maintain the already miniscule 1 fatality or less per year.

2016 Performance Goal

- **Goal Statement:** Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.1 percentage points from the 2014 calendar year base year average usage rate of 68.9 percent to 70% percent by December 31, 2015.

Current Value (2011-2015): 73.6%

Current Status: Met

2017 Performance Goal

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

Key Observations

- The 2015 estimate for statewide estimated safety restraint usage on all road types was 73.6%, a an increase from 2014 (68.9%).

Recent Data

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

In June of 2015, the South Dakota Office of Highway Safety contracted with the Upper Great Plains Transportation Institute to conduct a statewide observational survey following methodological guidelines spelled out in NHTSA's Uniform Criteria for State Observational Surveys of Seat Belt Use. The underlying purpose of the annual survey is to observe safety restraint use of all drivers, right front passengers, and children under the age of five traveling on rural and urban highways and interstates. The 2015 report, *Seatbelt Use in South Dakota, June 2015* serves as the primary source document for all information

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

presented in this section.

From the sixteen counties selected from the sampling pool, a total of 28,663 automobile occupants in 20,947 vehicles were observed during the week of June 8-14, 2015. After weighing averages to account for VMT, the 2015 statewide estimated safety restraint use on all road types was 73.6%. This represents an increase of 4.7 percentage points from the 2014 statewide weighted estimate of 68.9%.

Table 20 exhibits the observed restraint use figures for 2011-2015.

Table 20. Observed Restraint Use by Year 2011-2015	
	Statewide
2011	73.4%
2012	66.5%
2013	68.7%
2014	68.9%
2015	73.6%
% Change ('14 to '15)	+4.7%

OTHER ONGOING PERFORMANCE MEASURE REPORTING EFFORTS

Continuing with the 2017 Annual Report, and in strict compliance with requirements stipulated by the National Highway Traffic Safety Administration, the S.D. Office of Highway Safety will report on core activity measures A1, A2, and A3, as defined in the Traffic Safety Performance Measures for States and Federal Agencies manual. These performance measures are based respectively on the number of seatbelt citations issued, number of impaired driving arrests made, and number of speeding citations issued through grant-funded enforcement activities between 7/1/2014 and 6/30/2015. Additionally, these core activity measures will supplement ongoing reporting of core outcome and core behavior measures.

A1 – Impaired Driving Citations: 9,271³²

A2 – Occupant Protection Citations: 9,042³³

A3 – Speed Citations: 46,760³⁴³⁵

³² <http://www.uj.s.sd.gov/uploads/annual/fy2015/FY2015%20DUI%20Filings%20and%20Dispositions.pdf>

³³ <http://www.uj.s.sd.gov/uploads/annual/fy2015/FY2015%20Traffic%20Violations.pdf>

³⁴ Ibid

³⁵ Includes citations for speeding on state highways, interstate highways, four-lane roads in rural areas, other roadways, in construction zones, in school zones and municipal speeding.

FY2017 BUDGET SUMMARY

FY2017 ADDENDUM A

ADDENDUM A

EMERGENCY MEDICAL SERVICES

The Office Rural Health, EMS Program provides mandatory refresher training for approximately 900 currently certified EMT personnel in South Dakota each month. The EMS Program also recertifies approximately 1000 EMTs each year. There were 975 re-certifications processed in calendar year 2015.

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

1.	<u>EMT Basic Level</u>	<u>NATIONAL HOURS</u>		
	975 – Recertification (CY 2015)	@ 24 hours each	=	23,400 hours
	383 – EMT (CY 2015)	@ 160 hours each	=	61,280 hours
2.	<u>ALS (Advanced Life Support includes Intermediate Levels 85 & 99)</u>			
	121 – Int. 85 Relicense (No New Classes)	@ 40 hours each	=	4,840 hours
	10 – Int. 99 Recertification (No New Classes)	@ 60 hours each	=	600 hours
	46 –AEMT Relicense (CY 2015)	@ 40 hours each	=	1,840 hours
	24-New AEMT Relicense (CY 2015)	@ 200 hours each	=	4,800 hours
3.	<u>Paramedic Level</u>			
	70 – New (CY 2015)	@ 1,800 hours each	=	126,000 hours
	509 – Recertification (CY 2015)	@ 60 hours each	=	30,540 hours

TOTAL TRAINING HOURS ACROSS LEVELS

253,300

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

$$253,300 \text{ Hours (x) } \$20.29 \text{ (=) } \underline{\$5,139,457.00}$$

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

80% of Training Budget \$153,600 (+) Volunteer Hours \$5,139,457.00 (=) \$ 5,293,057.00

To determine a proportionate share of EMS training as it relates to motor vehicle collision responses, the total training budget number of \$5,293,057 is multiplied by 5.78% as determined in the table below.

\$ 5,293,057.00 (x) 5.78% (=) \$ 305,938.69

According to this calculation, South Dakota's proportionate share would be \$305,938.69 which is well above the \$160,000 request for assistance in the FFY2017 Highway Safety Plan.

	2011	2012	2013	2014	2015
Total number of EMS Response for Services (only calls responded to, not total 911 calls received)	44,546	49,371	56,980	68,753	88,241
Total motor vehicle collision responses	2,970	2,810	3,186	3,803	4,751
Percent of motor vehicle responses compared to total number of response for services	6.7%	5.7%	5.6%	5.5%	5.4%
Five Year Average Motor Vehicle Collision EMS Responses	5.78% EMS				

PERFORMANCE MEASURE:

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

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

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

Notes:

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

FY2017 ADDENDUM B

Agency	Project Number	Equipment Description	Cost Per Unit	Section of Funding
Webster Police Department	2017-00-61	The item we are requesting is a portable display radar trailer from Kustom Signals, INC. The model of the trailer is SMART 650. This model features a 12" radar display, "SLOW" violator alert, and a traffic data recording system. We will use this trailer throughout the city of Webster in locations we have speeding issues.	\$6,124.00	Section 402
Lake County Sheriff's Office	2017-00-97	Stalker SAM-R Trailer/Solar to be utilized in speed areas where there are speed related problems.	\$6,715.00	Section 402
Box Elder Police Department	2017-00-99	Five (5) L3 Mobile Video System w/ Software. In-car video systems enhance criminal prosecution, limit liability, reduce personnel complaints, train officers, and reassure citizens that proper procedures are followed by law enforcement. These systems are current technology digital video systems capable of immediate uplink, sharing, and long term digital archival.	\$5,559.20	Section 405d-Impaired
Tea Police Department	2017-00-76	We would like to purchase (3) Cameras to aid in DUI convictions and thereby reducing alcohol related crashes.	\$5,000.00	Section 405d-Impaired
Souh Dakota Public Health Laboratory	2017-02-49	Agilent 7890B GC with (2) FIDs and 111-position headspace sampler that would decrease the standard deviation to ensure a smaller margin of error when performing chemical testing on impaired driver's blood samples.	\$61,000.00	Section 410HF

FY2017 ADDENDUM C

Advisory on Roadway Safety Committee

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

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

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

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

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

FY2017 ADDENDUM D

SPECIAL NOTATIONS & ACTIVITIES FOR HSP REVIEW:

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

The Evidence-Based enforcement program consists of:

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

FY2017 PROJECTS BY CORE PERFORMANCE AREA

TAB C1

Number of Traffic Fatalities (FARS)

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Office of Rural Health/EMS Program
HSP Project Title: Emergency Medical Services Education-Alcohol
Project Manager Name: Marty Link
Phone: (605) 367-5372
Application Name: CG17-ORH/EMS-OTH-00014
Major Performance Measure: C1-Reduce the number of traffic fatalities. Other-Reduce serious injuries by improving emergency response services.
Project Number: 2017-02-14

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$95,616.00	\$0.00	\$95,616.00	Section 164AL	20.608
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$1,065.00	\$0.00	\$1,065.00	Section 164AL	20.608
SUBTOTAL CATEGORIES	\$96,681.00	\$0.00	\$96,681.00		
Federal Funds	\$96,681.00	\$0.00	\$96,681.00		
State & Local Match	\$24,170.25	\$0.00	\$24,170.25		
TOTAL FEDERAL + MATCH	\$120,851.25	\$0.00	\$120,851.25		

Problem Identification

The EMS Program focuses on the development of a Technical Assistance component that will assist ambulance service leaders on issues surrounding workforce, sustainability, infrastructure, and quality. EMS is an evolving field and the industry is realizing change must occur in order to maintain access to highly quality services in South Dakota. One goal of the Technical Assistance Program will be promotion of community level awareness of injury prevention activities. It is essential EMS evolves from purely reacting to an event to an infrastructure that supports and promotes systems of care; including, injury prevention. As part of that infrastructure, South Dakota is fortunate to have a very robust and active trauma system that promotes such activities.

South Dakota has had an established statewide trauma system since 2009 including a trauma registry. South Dakota has 3 Level II trauma centers, 3 Level III trauma centers, 8 Level IV trauma centers, and 35 Level V trauma centers. Trauma transportation plans are required of every EMS agency to ensure prompt and immediate transport of traumatized patients occurs in the timeliest manner. In addition, trauma team alert criteria were established for activation of the system of care. This activation provides EMS agencies and hospitals black and white criteria; a means to activate for those patients who require the most urgent and specialized services.

Continuous Medical Education (CME) is essential to maintain a competent workforce. EMS in South Dakota is comprised of 123 ground ambulance services and 4 primary flight services. EMS personnel range anywhere from 18 years of age to those well into their 60's, 70's, and 80's, many still active in remote parts of the state. With such an age spectrum, challenges occur with maintaining the most current, most relevant, and most evidence-based knowledge to each pre-hospital provider. This education not only encompasses the knowledge necessary for an EMS response, it encompasses the true System of Care philosophy which includes prevention activities, chart reviews and data accuracy. Currently, EMS providers are educated on the knowledge necessary for an EMS response; we look to expand that in the future. The EMS Program is also continuing to promote and educate EMS providers on the safe operation of an ambulance through Emergency Vehicle Operation Courses across the state.

Currently, 110 ambulance services receive two hours of CME each month locally. This model allows ambulance personnel to

maintain CME requirements every two years without the burden of traveling and incurring additional expenses. Due to the decrease in funding, we are looking at alternative ways to deliver content locally to ambulance personnel without the need for them to travel great distances. A combination of face to face instruction, online coursework, and Simulation are all potential options. We are also exploring video conferencing options that will deliver timely content to participating ambulance services.

Brief Project Summary

Promote a System of Care philosophy to all 123 ground ambulance services promoting education, continuous quality improvement and prevention in FFY2017. The EMS Program will be conducting a needs assessment of 123 ground ambulance services with the expectation of 100% participation by FFY2017. This needs assessment will help determine how extensive the Systems of Care philosophy is understood in Rural America; especially, the understanding that an actual EMS response is only one component of a much larger picture emphasizing continued education and prevention activities.

Promote safe ambulance operation through an Emergency Vehicle Operation Course with the goal of educating 200 new EMS personnel in FFY2017. South Dakota recently passed SB27 which allows ambulance services to use a "Driver" with certain competencies. This position will increase the workforce for EMS agencies by allowing the Driver to function as a member of the team. One of the competencies this position must have includes an Emergency Vehicles Operations Course. This will help ensure safe ambulance operation under a variety of driving conditions and stressors. EVOC training will be provided via face to face, internet, and hybrid methods reaching over 200 new EMS personnel by FFY2017.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Office of Rural Health/EMS Program
HSP Project Title: Emergency Medical Services Education
Project Manager Name: Marty Link
Phone: (605) 367-5372
Application Name: CG17-ORH/EMS-OTH-00055
Major Performance Measure: C1-Reduce the number of traffic fatalities. Other-Reduce serious injuries by improving emergency response services.
Project Number: 2017-02-55

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$63,744.00	\$0.00	\$63,744.00	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$710.00	\$0.00	\$710.00	Section 402	20.600
SUBTOTAL CATEGORIES	\$64,454.00	\$0.00	\$64,454.00		
Federal Funds	\$64,454.00	\$0.00	\$64,454.00		
State & Local Match	\$16,113.50	\$0.00	\$16,113.50		
TOTAL FEDERAL + MATCH	\$80,567.50	\$0.00	\$80,567.50		

Problem Identification

The EMS Program focuses on the development of a Technical Assistance component that will assist ambulance service leaders on issues surrounding workforce, sustainability, infrastructure, and quality. EMS is an evolving field and the industry is realizing change must occur in order to maintain access to highly quality services in South Dakota. One goal of the Technical Assistance Program will be promotion of community level awareness of injury prevention activities. It is essential EMS evolves from purely reacting to an event to an infrastructure that supports and promotes systems of care; including, injury prevention. As part of that infrastructure, South Dakota is fortunate to have a very robust and active trauma system that promotes such activities.

South Dakota has had an established statewide trauma system since 2009 including a trauma registry. South Dakota has 3 Level II trauma centers, 3 Level III trauma centers, 8 Level IV trauma centers, and 35 Level V trauma centers. Trauma transportation plans are required of every EMS agency to ensure prompt and immediate transport of traumatized patients occurs in the timeliest manner. In addition, trauma team alert criteria were established for activation of the system of care. This activation provides EMS agencies and hospitals black and white criteria; a means to activate for those patients who require the most urgent and specialized services.

Continuous Medical Education (CME) is essential to maintain a competent workforce. EMS in South Dakota is comprised of 123 ground ambulance services and 4 primary flight services. EMS personnel range anywhere from 18 years of age to those well into their 60's, 70's, and 80's, many still active in remote parts of the state. With such an age spectrum, challenges occur with maintaining the most current, most relevant, and most evidence-based knowledge to each pre-hospital provider. This education not only encompasses the knowledge necessary for an EMS response, it encompasses the true System of Care philosophy which includes prevention activities, chart reviews and data accuracy. Currently, EMS providers are educated on the knowledge necessary for an EMS response; we look to expand that in the future. The EMS Program is also continuing to promote and educate EMS providers on the safe operation of an ambulance through Emergency Vehicle Operation Courses across the state.

Currently, 110 ambulance services receive two hours of CME each month locally. This model allows ambulance personnel to maintain CME requirements every two years without the burden of traveling and incurring additional expenses. Due to the decrease in funding, we are looking at alternative ways to deliver content locally to ambulance personnel without the need for

them to travel great distances. A combination of face to face instruction, online coursework, and Simulation are all potential options. We are also exploring video conferencing options that will deliver timely content to participating ambulance services.

Brief Project Summary

Promote a System of Care philosophy to all 123 ground ambulance services promoting education, continuous quality improvement and prevention in FFY2017. The EMS Program will be conducting a needs assessment of 123 ground ambulance services with the expectation of 100% participation by FFY2017. This needs assessment will help determine how extensive the Systems of Care philosophy is understood in Rural America; especially, the understanding that an actual EMS response is only one component of a much larger picture emphasizing continued education and prevention activities.

Promote safe ambulance operation through an Emergency Vehicle Operation Course with the goal of educating 200 new EMS personnel in FFY2017. South Dakota recently passed SB27 which allows ambulance services to use a "Driver" with certain competencies. This position will increase the workforce for EMS agencies by allowing the Driver to function as a member of the team. One of the competencies this position must have includes an Emergency Vehicles Operations Course. This will help ensure safe ambulance operation under a variety of driving conditions and stressors. EVOC training will be provided via face to face, internet, and hybrid methods reaching over 200 new EMS personnel by FFY2017.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Volunteers of America, Dakotas
HSP Project Title: LEL
Project Manager Name: Eric Majeres
Phone: (605) 444-6301
Application Name: CG17-VOA-D-OTH-00031
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-02-31

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$12,625.00	\$0.00	\$12,625.00	Section 402	20.600
Travel	\$1,706.00	\$0.00	\$1,706.00	Section 402	20.600
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$1,720.00	\$0.00	\$1,720.00	Section 402	20.600
SUBTOTAL CATEGORIES	\$16,051.00	\$0.00	\$16,051.00		
Federal Funds	\$16,051.00	\$0.00	\$16,051.00		
State & Local Match	\$4,012.75	\$0.00	\$4,012.75		
TOTAL FEDERAL + MATCH	\$20,063.75	\$0.00	\$20,063.75		

Problem Identification

In FFY15, the LELs were available to provide assistance to 66 county sheriff offices, 77 police departments, and 7 tribal law enforcement agencies. Of these, the following agencies received NHTSA funding in FFY15: 25 sheriff offices, 24 police departments, 1 tribal law enforcement agency, and 1 State park entity. The service area for this application is SE South Dakota, which includes approximately 79 total agencies eligible for grant funds.

Brief Project Summary

Reduce the number of traffic fatalities in South Dakota by 3% from 136 in 2014 to 132 by September 30, 2017. Law Enforcement Liaisons (LEL) will assist local law enforcement agencies to improve local highway safety through enforcement and public education. Responsibilities of the LEL include: encourage agencies to actively enforce traffic laws identified with alcohol, speed, and occupant protection, participate in training, and be involved with national mobilizations including high visibility enforcement. LEL duties require an assigned region encompassing the county and city law enforcement agencies in that region. The LELs monitor grant funded activities; provide resource materials to all agencies; and monitor traffic enforcement data submitted by law enforcement agencies. This role provides administrative oversight and support.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Community Outreach
HSP Project Title: Community Outreach-402
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00004
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-04

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Community Outreach-402	\$25,000.00		\$25,000.00	Section 402	20.600

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Community Outreach
HSP Project Title: Community Outreach-410HV
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00005
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-05

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Community Outreach-410HV	\$30,000.00		\$30,000.00	Section 410HV	20.601

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Community Outreach
HSP Project Title: Community Outreach-164AL
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00006
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-06

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Community Outreach-164AL	\$50,000.00		\$50,000.00	Section 164AL	20.608

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Grants Management System
HSP Project Title: Agate-402
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00007
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-07

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Agate-402	\$27,000.00		\$27,000.00	Section 402	20.600

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Grants Management System
HSP Project Title: Agate-410HV
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00008
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-08

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Agate-410HV	\$48,000.00		\$48,000.00	Section 410HV	20.601

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Driver Education Coordinator
HSP Project Title: Driver Education Coordinator
Project Manager Name: Christopher Grant
Phone: (605) 431-6520
Application Name: OHS-APP-2017-SDDPS_OHS-00012
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-12

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Driver Education Coordinator	\$55,000.00		\$55,000.00	Section 402	20.600

Brief Project Summary

The Driver Education Coordinator will provide coordination and support for the driver education process in South Dakota by re-establishing the South Dakota Driver Education Association, serving as the primary point-of-contact for any school district administrator or driver education instructor who has questions, and create and maintain a comprehensive database of active driver education instructors across the state.

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Media Projects
HSP Project Title: Generic Media-402
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00013
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-13

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Generic Media-402	\$300,000.00		\$300,000.00	Section 402	20.600

Brief Project Summary

To educate the public on impaired driving, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run during the national 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.

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Judicial Outreach Liaison
HSP Project Title: Judicial Outreach Liaison
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00015
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-15

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Judicial Outreach Liaison	\$60,000.00		\$60,000.00	Section 164AL	20.608

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Planning and Administration
 HSP Project Title: P & A
 Project Manager Name: Lee Axdahl
 Phone: (605) 773-4949
 Application Name: OHS-APP-2017-SDDPS_OHS-00018
 Major Performance Measure: C1-Reduce the number of traffic fatalities
 Project Number: 2017-03-18

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
P & A	\$80,000.00		\$80,000.00	Section 402	20.600

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Law Enforcement Liaisons
HSP Project Title: Law Enforcement Liaisons
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00019
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-19

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Law Enforcement Liaisons	\$100,000.00		\$100,000.00	Section 402	20.600

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Media Projects
HSP Project Title: Lawrence & Schiller-402
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00020
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-20

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Lawrence & Schiller-402	\$300,000.00		\$300,000.00	Section 402	20.600

Brief Project Summary

To educate the public on impaired driving, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run during the national 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.

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Public Information Officer
HSP Project Title: PIO-402
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00022
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-22

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
PIO-402	\$22,500.00		\$22,500.00	Section 402	20.600

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Roadway Safety
HSP Project Title: Roadway Safety-402
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00024
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-24

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Roadway Safety-402	\$10,000.00		\$10,000.00	Section 402	20.600

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-USD Government Research
HSP Project Title: USD Government Research-402
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00029
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-29

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
USD Government Research-402	\$25,000.00		\$25,000.00	Section 402	20.600

Brief Project Summary

The USD Government Research Bureau will draft a Highway Safety Plan for FY2018 using statistical analysis of crash data; the Plan will include short and long term goals, a summary of planning projects, and a budget for FY2018.

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-USD Government Research
HSP Project Title: USD Government Research-405(d)
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00030
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-30

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
USD Government Research-405(d)	\$55,000.00		\$55,000.00	Section 405d-Impaired	20.616

Brief Project Summary

The USD Government Research Bureau will draft a Highway Safety Plan for FY2018 using statistical analysis of crash data; the Plan will include short and long term goals, a summary of planning projects, and a budget for FY2018.

FY2017 PROJECTS BY CORE PERFORMANCE AREA

TAB C2

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

FY2017 PROJECTS BY CORE PERFORMANCE AREA

TAB C3

Fatalities/VMT (FARS, FHWA)

FY2017 PROJECTS BY CORE PERFORMANCE AREA

TAB C4

Number of Unrestrained Passenger Vehicle Occupant Fatalities

All Seat Positions (FARS)

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Yankton Police Department
HSP Project Title: YPD Highway Safety Speed
Project Manager Name: Michael Burgeson
Phone: (605) 668-5210
Application Name: LE17-Yankton Police Department-SSB-00078
Major Performance Measure: C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-78

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$1,600.00	\$0.00	\$1,600.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$1,600.00	\$0.00	\$0.00		
Federal Funds	\$1,600.00	\$0.00	\$1,600.00		
State & Local Match	\$400.00	\$0.00	\$400.00		
TOTAL FEDERAL + MATCH	\$2,000.00	\$0.00	\$2,000.00		

Problem Identification

The Yankton Police Department monitors two state highways and multiple municipal streets. The police department received 490 driving complaints during the last FY and responded to 505 total crashes (injury, non injury, and non reportable). In 2015, the Yankton Police Department issued 338 citations for speed zone violations. The plan is to reduce traffic crashes by increasing our speed zone enforcement within our jurisdiction. To do this, we have the appropriate staff engaged in highway safety to meet the needs of the community. In order to meet the needs, we are requesting Federal Highway Safety overtime to help offset our enforcement activities.

Brief Project Summary

Maintain zero unrestrained passenger vehicle occupant fatalities for all seated positions in the city of Yankton by September 30, 2017. Increase occupant protection citations in Yankton by 5% from 67 in FY2015 to 71 by September 30, 2017. Increase speed zone citations in Yankton by 5% from 338 in FY2015 to 355 by September 30, 2017. We plan to increase marked patrol units on the street to enforce speed zone violations with the use of patrol presence, stationary/moving radar, and extra patrols. Special events and community celebrations are examples of times when additional staff would be utilized for additional speed enforcement. In addition, we will conducting PSA, Yankton High School education classes, demonstrations, and drivers education to help reduce speed zone violations. We will also participate in all national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Oglala Sioux Tribe Department of Public Safety
HSP Project Title: Saturate to make a difference
Project Manager Name: Kenith Franks
Phone: (605) 867-5141
Application Name: LE17-OSTDPS-SSB-00102
Major Performance Measure: C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions. B1 -Increase observed seat belt usage for passenger vehicles and front seat occupants. A2 -Occupant Protection Citations
Project Number: 2017-01-02

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$9,146.00	\$0.00	\$9,146.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$2,400.00	\$0.00	\$2,400.00	Section 402	20.600
Equipment	\$8,036.00	\$0.00	\$8,036.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$19,582.00	\$0.00	\$0.00		
Federal Funds	\$19,582.00	\$0.00	\$19,582.00		
State & Local Match	\$4,895.00	\$0.00	\$4,895.00		
TOTAL FEDERAL + MATCH	\$24,477.00	\$0.00	\$24,477.00		

Problem Identification

We had a significant increase in motor vehicle crash fatalities. There were a total of 18 in FY2015. We continue to have a low rate of seat belt usage and child safety seat usage on all roads on the Pine Ridge Reservation. Our statistical data for the seat belt usage has crawled up a bit more, but is still at an unacceptable rate (57%) and is doubly reflected in the amount of MVC's that have fatalities and no restraints utilized. In the past we had a concerted effort of three grants working on the objectives of reducing crashes, increasing seat belt and child safety use. During this time we could see a trend that working collaboratively on this effort there was a decrease in fatalities and an increase in seat belt usage and child safety seat usage. A true community effort made significant impacts on increasing usage and reducing the number of fatalities related to mvc's. The data on seat belt usage is generated from a survey conducted by Indian Health Services Office of Environmental and volunteers from the Department of Public Safety. The survey is only conducted in the town of Pine Ridge. The fatality data is gathered by the OST Department of Public Safety.

Brief Project Summary

Reduce the number of unrestrained passenger fatalities for all seating positions by 55% from 18 in FY2015 to 10 by September 30, 2017. Increase seatbelt usage for all seat occupants during the annual seat belt surveys by 8% from 57% to 65% by September 30, 2017. Increase citations for seat belt usage in passenger vehicles by 8% from 297 in FY2015 to 319 by September 30, 2017. We will conduct targeted saturations utilizing the requested five radar units. In order to reduce the number of traffic related fatalities we will increase the number of pre-recorded messages on KILI radio so that we have a constant message of prevention. Map out the use of and non-use of all occupants in a vehicle, that were a fatality or serious injury, and were unrestrained. Maintain a high visibility in the community. Participate in mobilization campaigns that are required throughout the year.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Volunteers of America, Dakotas
HSP Project Title: Hwy Safety
Project Manager Name: Eric Majeres
Phone: (605) 444-6301
Application Name: CG17-VOA-D-SSB-00026
Major Performance Measure: C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions
Project Number: 2017-02-26

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$12,625.00	\$0.00	\$12,625.00	Section 402	20.600
Travel	\$5,750.00	\$0.00	\$5,750.00	Section 402	20.600
Contractual Services	\$6,000.00	\$0.00	\$6,000.00	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$16,750.00	\$0.00	\$16,750.00	Section 402	20.600
Indirect Costs	\$4,935.00	\$0.00	\$4,935.00	Section 402	20.600
SUBTOTAL CATEGORIES	\$46,060.00	\$0.00	\$46,060.00		
Federal Funds	\$46,060.00	\$0.00	\$46,060.00		
State & Local Match	\$11,515.00	\$0.00	\$11,515.00		
TOTAL FEDERAL + MATCH	\$57,575.00	\$0.00	\$57,575.00		

Problem Identification

Without a primary seat belt law for all ages/seating positions, education and awareness efforts are critical to promote occupant protection and to support the efforts of law enforcement. Nationwide seat belt use was 87% in 2014, as measured by the National Highway Traffic Safety Administration's National Occupant Protection Use Survey (NOPS). South Dakota seat belt use in the same time period was recorded at 69% and has been consistently below the national average. Education and awareness components are necessary elements to lowering the fatalities and injuries that result from the lack of/improper use of occupant restraint systems. Over the past 3 years, SD averaged 66 occupant fatalities and 832 injuries when no safety equipment has been used.

Brief Project Summary

Reduce the number of occupant fatalities (no safety equipment used) in South Dakota by 5% from 72 in 2014 to 68 by September 30, 2017. Public education enhances the effect of highway safety activities and law enforcement efforts. Positively influencing driver behavior in South Dakota requires continued and sustained relationship building with local stakeholders. To ensure this component continues, Volunteers of America, Dakotas will provide materials and resources compiled from a variety of local and national sources. Statewide messaging will focus on proper occupant restraint use for all ages. Awareness materials, safety supplies/resources, and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. Educational materials will address priority traffic safety problems to help meet the target/objective and thus lead to a reduction in killed/injured occupants.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: SDEMSC/University of South Dakota
HSP Project Title: Occupant Safety
Project Manager Name: Corolla Lauck
Phone: (605) 328-6668
Application Name: CG17-SDEMSC-SSB-00043
Major Performance Measure: C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions
Project Number: 2017-02-43

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$16,419.00	\$0.00	\$16,419.00	Section 402	20.600
Travel	\$500.00	\$0.00	\$500.00	Section 402	20.600
Contractual Services	\$2,500.00	\$0.00	\$2,500.00	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$955.00	\$0.00	\$955.00	Section 402	20.600
Indirect Costs	\$2,037.40	\$0.00	\$2,037.40	Section 402	20.600
SUBTOTAL CATEGORIES	\$22,411.40	\$0.00	\$22,411.40		
Federal Funds	\$22,411.40	\$0.00	\$22,411.40		
State & Local Match	\$5,602.85	\$0.00	\$5,602.85		
TOTAL FEDERAL + MATCH	\$28,014.25	\$0.00	\$28,014.25		

Problem Identification

A large percentage of people in SD do not use a seat belt; according to NOPUS 2014, SD has a 69% seat belt usage rate verses an 87% national usage rate. According to the 2014 SD Motor Vehicle Traffic Crash Summary 70% of all fatalities were not wearing a seat belt. Parents do not understand their children need to be 4'9" before transitioning into a seat belt; booster seats are not used and/or not used long enough. According to Safe Kids Worldwide 7 in 10 parents do not know that a child should be at least 4'9" to be transitioned from a booster seat to a seat belt, 9 out of 10 parents move their child from a booster seat to a seat belt before their child is big enough, and 1 in 5 parents say they bend the rules when they carpool letting children ride without seat belts and without the proper car seat.

Brief Project Summary

Reduce the number of unrestrained passenger vehicle occupant fatalities and injuries for all seating positions in South Dakota by 10% from 846 in 2014 to 761 by September 30, 2017. SD EMS for Children offers the following activities in support of the Office of Highway Safety messaging. 2017 activities will include; it's not fine till they're 4' 9"; a program developed to enhance parental/caregiver understanding of best practices in transitioning children to seat belts and assisting with booster seats on a needs basis. Continued work with our partners to deliver materials, education and resources compiled from a variety of local and national sources. Sustainable state wide messages will be coordinated throughout the year, with emphasis in May to support EMS week/May mobilization and back to school. Public education and messaging with vested partners to improve proper restraint use for all ages, thus improving seatbelt usage rates.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Seatbelt Survey
HSP Project Title: Seatbelt Survey
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00027
Major Performance Measure: C4-Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions
Project Number: 2017-03-27

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Seatbelt Survey	\$60,000.00		\$60,000.00	Section 402	20.600

Brief Project Summary

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

FY2017 PROJECTS BY CORE PERFORMANCE AREA

TAB C5

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Canton Police Department
HSP Project Title: Canton Police Department - DUI
Project Manager Name: David A. Jacobs
Phone: (605) 987-5612
Application Name: LE17-Canton PD-IMP-00011
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-11

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$2,124.00	\$0.00	\$2,124.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$600.00	\$0.00	\$600.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$2,724.00	\$0.00	\$0.00		
Federal Funds	\$2,724.00	\$0.00	\$2,724.00		
State & Local Match	\$2,724.00	\$0.00	\$2,724.00		
TOTAL FEDERAL + MATCH	\$5,448.00	\$0.00	\$5,448.00		

Problem Identification

The City of Canton is the County seat for Lincoln County, South Dakota. According to the US Census Bureau, the population of Lincoln County grew by 85.77% between 2000 and 2010. Annually, Lincoln County is listed among the fastest growing counties in the United States. Although the City of Canton has not seen the same level of population increase as Lincoln County, it has experienced considerable economic development. The growth in economic development led to the City of Canton being named the 2011 Small Community of the year by Governor Dennis Daugaard. The City of Canton experiences a relatively high volume of traffic on US Hwy 18, which goes through the business district of the city. This is due in part to the number of people traveling from northwest Iowa to the City of Sioux Falls for employment, entertainment, and shopping. There is a high volume of over-the-road truck traffic as US Hwy 18 is an unrestricted route and is used frequently for oversize loads traveling east/west. In 2015, the Canton Police Department saw a 7% increase in DUI arrests compared to 2014.

Brief Project Summary

Maintain zero fatal or Injury crashes involving impaired drivers within the city limits of Canton by September 30, 2017. Increase DUI arrests in Canton, SD by 5% from 46 in FFY2015 to 48 by September 30, 2017. The Canton Police Department intends on conducting saturation events on days that are likely to have an increased number of unsafe drivers on our roadways. This will include certain holiday weekends, major sporting events, large wedding dances, homecoming, prom, graduation, The Canton Car Show and Cruise Night, as well as weekends that our local alcohol establishments are advertising popular bands or unusual activities. These events will be in addition to our routine patrol. If this grant is approved, the Canton Police Department will conduct at least nine saturation events during the fiscal year, including a minimum of four saturation events during the three major highway safety mobilizations and will utilize the requested three PBTs.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Pennington County Sheriff's Office
HSP Project Title: Highway Safety Grant (410)
Project Manager Name: Kraig Wood
Phone: (605) 394-6113
Application Name: LE17-Penn CO SO-IMP-00014
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-14

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$6,323.20	\$0.00	\$6,323.20	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$13,457.50	\$0.00	\$13,457.50	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$19,780.70	\$0.00	\$0.00		
Federal Funds	\$19,780.70	\$0.00	\$19,780.70		
State & Local Match	\$19,780.70	\$0.00	\$19,780.70		
TOTAL FEDERAL + MATCH	\$39,561.40	\$0.00	\$39,561.40		

Problem Identification

According to statistics provided by the Office of Highway Safety, there were 17,392 traffic crashes in the State of South Dakota in Fiscal year 2015. In the same reporting period, Pennington County reported 2409 crashes, which is 14% of the total crashes in South Dakota. There were 11 fatalities and 698 injury crashes in Pennington County during fiscal year 2015. Some of these crashes were a result of high risk drivers. Alcohol and drug impairment are factors associated with high risk drivers. During fiscal year 2015, there were 157 crashes in Pennington County which were alcohol related. These are all factors that can be addressed through enforcement and education. Pennington County continues to be in the top ten counties in motor vehicle crashes in South Dakota.

Brief Project Summary

Increase the number of impaired driving arrests in Pennington County by 5% from 228 in fiscal year 2015 to 239 by September 30, 2017. Reduce the number of alcohol related traffic crashes in Pennington County by 3% from 157 in FFY 2015 to 152 by September 30, 2017. Utilize Pennington County Drug Recognition Experts to assist in the successful identification and apprehension of those drivers in which drug impairment is suspected. Make one DUI arrest or alcohol related arrest for every 10 hours of saturation patrol utilizing the requested seven in-car cameras and seven PBT's. Participate in eight sobriety checkpoints conducted during the grant period. Conduct 152 hours of saturation patrols to find and arrest impaired drivers.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: PIERRE POLICE
HSP Project Title: DUI COURT
Project Manager Name: JUSTIN HARMON
Phone: (605) 773-7410
Application Name: LE17-pierre police-IMP-00018
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-00-18

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$14,898.00	\$0.00	\$14,898.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$14,898.00	\$0.00	\$0.00		
Federal Funds	\$14,898.00	\$0.00	\$14,898.00		
State & Local Match	\$14,898.00	\$0.00	\$14,898.00		
TOTAL FEDERAL + MATCH	\$29,796.00	\$0.00	\$29,796.00		

Problem Identification

The 6th Judicial Circuit established a DUI Court Prevention & Education (an alcohol intervention program that targets repeat intoxicated drivers), which the Pierre Police Department has been tasked with tracking & monitoring these convicted DUI drivers with after hour home visits and compliance checks, to ensure that the participants are obeying their curfew and not drinking. The police department does not have adequate staffing to conduct these DUI compliance checks. Compliance checks are completed twice per week, as part of our commitment to the DUI Court Program.

Brief Project Summary

To conduct a minimum of two home compliance checks per week (104) for all DUI Court participants, which we estimate will take approximately 6 hours per week, by September 30, 2017. We will assign an officer to randomly conduct a minimum of 104 compliance checks for all DUI Court participants by September 30, 2017.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Campbell Co Sheriff
HSP Project Title: Highway Safety Program
Project Manager Name: Sheriff Lacey Perman
Phone: (605) 955-3355
Application Name: LE17-Campbell County Sheriff's Office-IMP-00023
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-23

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$172.50	\$0.00	\$172.50	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$172.50	\$0.00	\$0.00		
Federal Funds	\$172.50	\$0.00	\$172.50		
State & Local Match	\$172.50	\$0.00	\$172.50		
TOTAL FEDERAL + MATCH	\$345.00	\$0.00	\$345.00		

Problem Identification

The Campbell County Sheriffs Office is the sole law enforcement agency in Campbell County. Our department until recently consisted of the Sheriff and 1 deputy. Campbell County is a remote rural area. There are 5 bars and 2 off-sale liquor establishments located in the County. The mentality of some of our population is that drinking and driving is an acceptable practice and a right of passage. A large portion of the responsibility for traffic enforcement rests on the Sheriff's Department. Because of limited manpower, enforcement of DUI and other alcohol violations takes a back seat to the many other duties required of the Sheriffs Department. We have recently been approved to hire another deputy and we are excited to have an extra officer to assist us in enforcing DUI and other alcohol violations. With the approval of this grant, we will purchase 1 PBT to equip the new patrol vehicle. With the addition of 1 officer we anticipate increasing our DUI arrests by 100% from 2 in FY2015 to 4 by September 30, 2017. If approved our commitment will be to become more proactive in enforcing DUI and other alcohol violations.

Brief Project Summary

Maintain zero people killed and injured in alcohol related crashes in Campbell County by September 30, 2017. Increase the number of DUI citations in Campbell County by 100% from 2 in FY2015 to 4 by September 30, 2017.

Utilizing the requested PBT, Campbell County will conduct saturation patrols in conjunction with other agencies in the area, Walworth County, McPherson County, South Dakota Highway patrol. Campbell County will have one saturation patrol per month and have sobriety checkpoints each quarter. Campbell County will run ads in the local Newspaper before each mobilization. Will participate in national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Rapid City Police Department
HSP Project Title: Rapid City
Project Manager Name: Dave Kinser
Phone: (605) 519-0518
Application Name: LE17-Rapid City Police Department-IMP-00027
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-27

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$131,064.00	\$0.00	\$131,064.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$131,064.00	\$0.00	\$0.00		
Federal Funds	\$131,064.00	\$0.00	\$131,064.00		
State & Local Match	\$131,064.00	\$0.00	\$131,064.00		
TOTAL FEDERAL + MATCH	\$262,128.00	\$0.00	\$262,128.00		

Problem Identification

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

2013-889 arrests; 2014-966 arrests; 2015-875 arrests
 2013-107 crashes; 2014-96 crashes; 2015-84 crashes

Impaired drivers continue to be a persistent problem in Rapid City. It is also well known alcohol and intoxicated drivers are contributing factors in traffic crashes. Driving Under the Influence arrests dropped by 10% in 2015 while, impaired driver crashes increased by 22%. The data suggests that the drop in impaired arrests and increase in crashes indicates that there needs to be more officers dedicated to interdicting impaired drivers.

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

Brief Project Summary

Reduce the number of alcohol related crashes in Rapid City by 10% from 84 in 2015 to 76 in September 30, 2017. Increase the number of issued impaired driver citations in Rapid City by 10% from 875 in 2015 to 960 by September 30, 2017. Establish a dedicated impaired driver enforcement section of 2 officers whose primary duties are to conduct routine impaired driver enforcement activities during peak impaired driver hours between the times of 1600-0300 hours. Conduct minimum of 4 Driving Under the Influence saturations. Conduct 4 alcohol compliance checks of local bars, liquor stores, and convenience stores during the grant period. Participate in the National Enforcement Mobilizations. Use the media to keep the public aware of highway safety issues, mobilizations, saturations, and our objective.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Turner County Sheriff's Office
HSP Project Title: Project-17
Project Manager Name: Byron Nogelmeier
Phone: (605) 297-3225
Application Name: LE17-TurnerSO-IMP-00029
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-29

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$3,599.00	\$0.00	\$3,599.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$3,599.00	\$0.00	\$0.00		
Federal Funds	\$3,599.00	\$0.00	\$3,599.00		
State & Local Match	\$3,599.00	\$0.00	\$3,599.00		
TOTAL FEDERAL + MATCH	\$7,198.00	\$0.00	\$7,198.00		

Problem Identification

According to our research, we had 3 accidents during the FFY15, involving alcohol, and medical attention. We wish to reduce this number, by increasing our impaired driving patrol and saturations.

Brief Project Summary

Reduce the number of people injured in alcohol-involved injury accidents in Turner County by 100% from 3 in FFY15 to 0 by September 30, 2017. Increase the number of impaired driving citations in Turner County by 25% from 32 in FFY15 to 40 by September 30, 2017.

Using the requested two in-car cameras and three PBT's, we will increase our impaired driving patrol, specifically dedicated time to target impaired driving. We will participate in the annual "Drive Sober and Get Pulled Over". We will conduct a 2 saturation patrols on 275th St, SD Highway 44, SD Highway 46, and SD Highway 19 in December and July (1 each). We will increase our impaired driving patrol between 8pm and 2am.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Mellette County Sheriffs Office
HSP Project Title: highway safety
Project Manager Name: Mike Blom
Phone: (605) 259-3362
Application Name: LE17-Mellette County Sheriff's Office-IMP-00030
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-30

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

Problem Identification

The Mellette County Sheriff's Office consists of one Sheriff, two Deputy Sheriffs, one reserved deputy, and one Office Assistant. The Mellette County Sheriff's Office provides law enforcement for the city of White River, and the communities of Wood, Norris, Mosher, and Corn Creek. We are the only law enforcement in Mellette County. The Rosebud Police Department is the law enforcement for the tribal land in Mellette County. Throughout 2012, 2013, and 2014, we have had a total of 64 reported crashes with 19 injured and 4 killed. A total of 6 of these were alcohol related.

Brief Project Summary

Reduce the number of people killed or injured in alcohol crashes in Mellette County by 40% from a three year average of 7 to 4 by September 30, 2017. Increase the number of DUI arrests in Mellette County by 50% from 7 arrests in 2015 to 10 by September 30, 2017. The Mellette County Sheriff's Office will work with other surrounding agencies to promote safe driving in Mellette County. We will provide public education to the students and residents of the county regarding safe driving and impaired driving. Mellette County will conduct saturation patrols utilizing the requested two in-car cameras and provide media announcements to the public. We will do saturation patrols during major events and in areas dictated by crash data. We will also participate in all Highway Safety mobilizations.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Mitchell Police Department
HSP Project Title: DUI grant
Project Manager Name: Sgt. Adam Frerichs
Phone: (605) 995-8400
Application Name: LE17-Mitchell Police Department-IMP-00033
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-33

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,035.00	\$0.00	\$1,035.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$1,035.00	\$0.00	\$0.00		
Federal Funds	\$1,035.00	\$0.00	\$1,035.00		
State & Local Match	\$1,035.00	\$0.00	\$1,035.00		
TOTAL FEDERAL + MATCH	\$2,070.00	\$0.00	\$2,070.00		

Problem Identification

There has been a problem identified in the City of Mitchell related to intoxicated drivers. Information from Accident Records indicates there were 7 alcohol related injury crashes in FY2014. In FY2015, 7 alcohol related injury crashes and 1 alcohol related fatal crash occurred in the City of Mitchell. During the same time there has been a declining number of DUI arrests in the City of Mitchell. Mitchell Police Department arrest records show that in 2011 there were 120 DUI arrests in the City of Mitchell. In 2014 there were 96 and 201599 arrests for DUI. The alcohol related traffic crash statistics are increasing, however DUI arrests have declined. The Mitchell Police Department is comprised of 29 full-time officers when full staffed, providing police service 24 hours a day. All officers work traffic enforcement in addition to regular patrol duties. This grant would allow for the purchase of 6 new Alco Sensor brand PBTs to assist in the enforcement and prosecution of DUI and other alcohol related violations.

Brief Project Summary

Reduce alcohol related fatal crashes in the City of Mitchell by 100% from 1 in FY2015 to zero by September 30, 2017. Increase DUI arrests in Mitchell by 5% from 99 in 2015 to 104 by September 30, 2017. Conduct a minimum of 4 DUI enforcement patrol saturations and utilize the requested six PBT's. Deploy Officers at peak times to high risk areas to enforce DUI and other alcohol violations throughout the grant year. Assist with sobriety checks held in conjunction with the South Dakota Highway Patrol when possible. Participate in national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Sioux Falls Police Department
HSP Project Title: Impaired Driving
Project Manager Name: Sgt. Randy Brink
Phone: (605) 978-6644
Application Name: LE17-Sioux Falls Police Department-IMP-00037
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-37

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$349,960.00	\$0.00	\$349,960.00	Section 405d-Impaired	20.616
Travel	\$6,825.00	\$0.00	\$6,825.00	Section 405d-Impaired	20.616
Contractual Services	\$8,509.28	\$0.00	\$8,509.28	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$365,294.28	\$0.00	\$0.00		
Federal Funds	\$365,294.28	\$0.00	\$365,294.28		
State & Local Match	\$365,294.28	\$0.00	\$365,294.28		
TOTAL FEDERAL + MATCH	\$730,588.56	\$0.00	\$730,588.56		

Problem Identification

In the City of Sioux Falls we have continued to see that the impaired driver can cause serious or fatal crashes. According to SDARS, from January 1st, 2013 through December 31st, 2015 there have been a total of 19 fatal crashes and 3,326 injury crashes. Of the 19 fatal crashes 3 were alcohol related. According to SDARS, Sioux Falls experienced a total of 814 alcohol related crashes between 1/1/13 and 12/31/2015, 304 of which were injury crashes. The total number of alcohol related crashes with in the City of Sioux Falls has been trending upwards between 2013 to 2015. In 2013 there were 250 and that number has risen to 283 by 2015 with 99 being an injury crash. According to SFPD records between 2013-2015 the SFPD has made 3,306 arrests for driving while impaired. In 2013 there were 1,072 DUI arrests, in 2014 there were 1,106 DUI arrests, and 1,128 DUI arrests in 2015. We would like to increase DUI arrests by 1%, or to a total of 1,139. There were also a total of 28 zero tolerance arrest in 2015 which was an increase from 14 in 2014.

Sioux Falls has the busiest streets and intersections in the state given that it is the population center of the state and it is still consistently growing from year to year. Sioux Falls lies within 2 counties, Minnehaha and Lincoln County, with the majority being in Minnehaha County. Sioux Falls lies within the 2nd Circuit and we continue to be among the leaders in DUI filings in the State. The Sioux Falls Police Department's efforts in removing the impaired driver's from the roadways is integral to the safety of the motorists in the city. The continued efforts are paramount in attempting to stabilize or reduce the number of injury and fatal crashes involving the impaired driver. During the first 3 months of 2016 the SFPD has made 300 DUI arrests along with 2 zero tolerance arrests. According to department records there have been 342 (City and State combined) injury crashes through March 2016. Given our continuous enforcement efforts in these areas we would like to continue our efforts and suppress the dangerous drivers on the roadways.

Brief Project Summary

Maintain zero alcohol related fatalities during 2015 in Sioux Falls by September 30, 2017. Increase DWI arrests in Sioux Falls by 1% from 1,128 in 2015 to 1,139 by September 30th, 2017. The SFPD will take part in all mandatory National Mobilizations and conduct a minimum of 1 large high visibility enforcement saturation patrol per month. The SFPD will conduct saturation patrols during holidays or events that typically will have a higher likelihood of impaired drivers such as St. Patrick's Day, New Year's

Eve, and various summer events that occur such as Jazz Fest, Rib Fest, Hot Harley Nights, etc. During FFY 2017 we hope to increase the awareness on the repercussions of driving while impaired to the motoring public. The SFPD would utilize electronic and static billboards periodically during the year to include national mobilization periods. The billboards would share with drivers the cost and consequences of a DWI arrest. I would like to send 3 of the current DRE's to the International Association of Chiefs of Police annual training conference on drugs, alcohol, and impaired driving.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: South Dakota Highway Patrol
HSP Project Title: Drug Recognition Expert (DRE) School
Project Manager Name: Colonel Craig Price
Phone: (605) 773-3105
Application Name: LE17-South Dakota Highway Patrol-IMP-00040
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-40

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$81,640.00	\$0.00	\$81,640.00	Section 405d-Impaired	20.616
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$5,975.00	\$0.00	\$5,975.00	Section 405d-Impaired	20.616
Other Direct Costs	\$1,500.00	\$0.00	\$1,500.00	Section 405d-Impaired	20.616
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$89,115.00	\$0.00	\$0.00		
Federal Funds	\$89,115.00	\$0.00	\$89,115.00		
State & Local Match	\$83,140.00	\$0.00	\$83,140.00		
TOTAL FEDERAL + MATCH	\$172,255.00	\$0.00	\$172,255.00		

Problem Identification

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

Brief Project Summary

The South Dakota Highway Patrol has set a specific objective in its ongoing Strategic Plan, to increase the number of officers trained in DRE, ARIDE and SFSTs, with their law enforcement partners across the state by 10%. The objective of this project is to offer a DRE (Drug Recognition Expert) School and ARIDE (Advance Roadside Impaired Driving Enforcement) courses in South Dakota. These training sessions will be hosted by the South Dakota Highway Patrol and offered to all law enforcement officers in South Dakota. The DRE School will train law enforcement officers in the expertise of detection and apprehension of people under the influence of illegal and legal drugs. In addition, the ARIDE Training Course will address training for officers to identify suspected drug impairment by assessing drivers suspected of being impaired by illegal and legal drugs.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: McPherson County Sheriff's Office
HSP Project Title: In car camera
Project Manager Name: Dave Ackerman
Phone: (605) 439-3400
Application Name: LE17-McPherson County Sheriff's Office-IMP-00047
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2107-00-47

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,750.00	\$0.00	\$1,750.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$1,750.00	\$0.00	\$0.00		
Federal Funds	\$1,750.00	\$0.00	\$1,750.00		
State & Local Match	\$2,670.00	\$0.00	\$2,670.00		
TOTAL FEDERAL + MATCH	\$4,420.00	\$0.00	\$4,420.00		

Problem Identification

Thankfully McPherson County alcohol related crash numbers are relatively low and we would like to keep them that way. Data from Accident Records shows alcohol related crashes killed 1 person and injured 3 others in FY2014. In FY2015 there was 1 person injured in an alcohol related crash. Our county, geographically is fairly large consisting of approximately 1200 square miles. We are located in a remote rural area. There is still the mentality within some of our population that drinking and driving is acceptable. Unfortunately DUI and traffic enforcement often takes a back seat to other duties associated with the Sheriff's Office. The McPherson County Sheriff's Department until recently consisted of the Sheriff and 1 deputy. We have been approved to hire another deputy and we are excited to have an extra officer to assist us in enforcing DUI and other alcohol violations. With the approval of this grant, we will purchase 1 In Car Video System to equip the new patrol vehicle. With the addition of 1 officer we anticipate increasing our DUI arrests by 200% from 1 in FY2015 to 3 by September 30, 2017. If approved our commitment will be to become more proactive in enforcing DUI and other alcohol violations.

Brief Project Summary

Maintain zero people killed in alcohol related traffic crashes in McPherson County by September 30, 2017. Increase the number of DUI citations in McPherson County by 200% from 1 in FY2015 to 3 by September 30, 2017. We will conduct 4 DUI saturation patrols. Assist the South Dakota Highway Patrol with Sobriety Checks held in our Jurisdiction. Participate in all mandatory mobilizations. Conduct safety presentations to area schools about the importance of highway safety and the dangers associated with impaired driving.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Brookings County Sheriff's Office
HSP Project Title: Brookings County Traffic Enforcement
Project Manager Name: Sheriff Martin Stanwick
Phone: (605) 696-8300
Application Name: LE17-Brookings County Sheriffs Office-IMP-00052
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-52

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$15,000.00	\$0.00	\$15,000.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$15,000.00	\$0.00	\$0.00		
Federal Funds	\$15,000.00	\$0.00	\$15,000.00		
State & Local Match	\$15,000.00	\$0.00	\$15,000.00		
TOTAL FEDERAL + MATCH	\$30,000.00	\$0.00	\$30,000.00		

Problem Identification

In 2014 licensed South Dakota drivers under 25 years of age represent 15.2% of the total licensed drivers, but account for 33.8% of the drinking drivers in fatal and injury crashes. 60.7% of the drinking drivers are under 35 years of age but represent only 32% of all licensed drivers. Brookings County is no exception and faces those same problems, as we are one of the top 9 counties in South Dakota that accounted for 49.9% of rural fatal and injury crashes and 68.3% of all fatal and injury crashes. In 2014 in Brookings County, there were a total of 629 crashes and of those 132 people were injured & 4 were killed. Of those 32 were alcohol related crashes causing 3 deaths and 13 people injured. In 2015 there were a total of 270 people convicted of DWI, 376 people were also convicted of underage consumption, and 39 people were arrested for underage driving with .02 or more in Brookings County.

We have several lakes which are problem areas for underage drinking, and with the underage drinking comes the potential for vehicle crashes. Brookings County includes cities that have special events that bring in large numbers of people and increase the need for traffic enforcement to keep these communities safe. Some of those communities have street dances and most have softball tournaments, which also create the risk of drinking and driving related crashes. Brookings County is also the home of SDSU and nearly 13,000 students. There is also a problem around the Brookings area during HOBO days in the fall in regards to DUI's. I have also looked thru the Brookings County Crash Data on the South Dakota Hwy Safety's home page and found that our high accident days and times are Monday & Tuesday, & Thursday thru Saturday afternoon's & evenings between the hours of 12:00 PM to 6:00 PM. It also shows in the morning hours from 7:00 AM to 9:00 AM. It should also be noted that most of our alcohol related crashes occur during the early morning hours.

Brief Project Summary

Reduce the number of people killed or injured in alcohol involved crashes in Brookings County by 2% from 16 in FFY2014 to 15 by September 30, 2017. The goal of the Brookings County Sheriffs Office is to increase our DUI & alcohol enforcement actions while working enforcement overtime to average 1 DUI or alcohol enforcement action for every 10 hours of enforcement overtime worked in federal fiscal year 2017, this would add an extra 36 alcohol enforcement actions this year. We believe that goal will decrease the number of traffic crashes by 2% in Brookings County, which will be very measurable by monitoring the information

that is submitted to the State Department of Public Safety in our monthly reports. If these funds are granted it would allow us to have approximately 361 extra hours of patrol time to target these problem areas, while working enforcement overtime, which we believe would help reduce accidents, injuries, and possibly be a deterrent to drinking and driving.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Lincoln County Sheriff's Office
HSP Project Title: Impaired Driving
Project Manager Name: Dennis Johnson
Phone: (605) 764-5651
Application Name: LE17-LCSO-IMP-00053
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2107-00-53

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$2,200.00	\$0.00	\$2,200.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$2,200.00	\$0.00	\$0.00		
Federal Funds	\$2,200.00	\$0.00	\$2,200.00		
State & Local Match	\$2,200.00	\$0.00	\$2,200.00		
TOTAL FEDERAL + MATCH	\$4,400.00	\$0.00	\$4,400.00		

Problem Identification

Lincoln County has seen an increase in the number of DUI arrests during the past three years averaging 127 arrests (FFY2013-FFY2015) compared to averaging 100 arrests the previous three year span (FFY2010-FFY2012). This is a twenty seven percent increase during this time span. Lincoln County continues its population growth in and around the City of Sioux Falls and Interstate 29. This in turn leads to more traffic which will place increased demands on the Lincoln County Sheriff's Office with additional impaired drivers on the roadways. In 2014, there were 47 alcohol related crashes in Lincoln County. Of those, 22 were injury crashes and one was fatal.

Brief Project Summary

Reduce the number of people killed or injured in alcohol involved traffic crashes in Lincoln Co. by 4% from 23 in base year 2014 to 22 by Sept. 2017. We will conduct a minimum of 7 saturation patrols in the county. Participate in all national mobilizations. Assist the SD Highway Patrol with sobriety and safety checkpoints. Educate the public through the use of social media and safety materials at schools and public events.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Butte County Sheriff
HSP Project Title: Highway safety FFY2017
Project Manager Name: Gary
Phone: (605) 892-3324
Application Name: LE17-Butte County Sheriff-IMP-00057
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-57

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$2,000.00	\$0.00	\$2,000.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$1,000.00	\$0.00	\$1,000.00	Section 405d-Impaired	20.616
Equipment	\$1,750.00	\$0.00	\$1,750.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$4,750.00	\$0.00	\$0.00		
Federal Funds	\$4,750.00	\$0.00	\$4,750.00		
State & Local Match	\$4,750.00	\$0.00	\$4,750.00		
TOTAL FEDERAL + MATCH	\$9,500.00	\$0.00	\$9,500.00		

Problem Identification

According to the South Dakota Department of Public Safety reporting statistics for Butte County, the three year average from 2012-2014 for accidents caused by driving under the influence is 12 accidents per year. During this same time frame the average alcohol related arrest was 32 per year. We feel this is unacceptable. Another part of the problem is increased traffic due to the construction activity in our area and in North Dakota. Accidents with impaired drivers appear to happen in the mid to late evening hours, 1800-2200.

Brief Project Summary

Reduce the number of impaired driver related crashes in Butte County by 10% from the three year average of 12 to 11 by September 30, 2017. Increase the number of impaired driving citations in Butte County by 10% from 10 in 2015 to 11 by September 30, 2017.

We will participate in all the national mobilizations. Use paid advertising before and during the mobilizations to increase public awareness of the problems and cost related to driving under the influence. Assist in sobriety check points scheduled for Butte County. Participate in any public fairs or education events we are invited to or made aware of. Give drivers laws and information concerning driving impaired to classes at the schools we are invited to. Provide information hand outs when we attend these events. Have at least an average of one saturation a month utilizing the requested in-car camera, realizing in winter months having a saturation may not be probable. Assist in saturation patrols other agency may be having (Highway Patrol). Increase enforcement hours with saturation patrols for high public visibility. Use public service announcements to make the public aware of the fact law enforcement and the Department of public safety believe impaired driving is a serious problem.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Vermillion Police Department
HSP Project Title: Omnyx
Project Manager Name: Sergeant Ryan Hough
Phone: (605) 677-7070
Application Name: LE17-Vermillion Police Department-IMP-00060
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-60

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$3,172.80	\$0.00	\$3,172.80	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$3,172.80	\$0.00	\$0.00		
Federal Funds	\$3,172.80	\$0.00	\$3,172.80		
State & Local Match	\$3,172.80	\$0.00	\$3,172.80		
TOTAL FEDERAL + MATCH	\$6,345.60	\$0.00	\$6,345.60		

Problem Identification

The Vermillion Police Department has effected 40 arrests for DWI and impaired driving since the beginning of FY 2016. The City of Vermillion is a community that encompasses a state run university. Vermillion's population fluctuates based on the student population, which often causes a dramatic rise in alcohol related offenses. This information is gleaned from the local database in use, known as LEDS.

Brief Project Summary

Maintain zero fatalities in crashes involving an impaired driver or operator in the city of Vermillion by September 30th 2017. Increase the number of DWI arrests in the city of Vermillion by 4% from 77 in FY2015 to 80 in FY2017. We will conduct at least two publicized enforcement campaigns during the Christmas Holiday season and the Fourth of July Holiday season. Conduct routine saturation patrols on time frames identified as likely to have a higher than average number of impaired and at risk drivers. This information varies depending on the time of the year, and can be determined using reporting data from the Vermillion Police Department databases. We will participate in all national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Groton Police Department
HSP Project Title: Groton Impaired Driving Grant
Project Manager Name: Stacy E. Mayou
Phone: (605) 397-8100
Application Name: LE17-Groton Police Department-IMP-00063
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-63

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$2,995.00	\$0.00	\$2,995.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$2,995.00	\$0.00	\$0.00		
Federal Funds	\$2,995.00	\$0.00	\$2,995.00		
State & Local Match	\$2,995.00	\$0.00	\$2,995.00		
TOTAL FEDERAL + MATCH	\$5,990.00	\$0.00	\$5,990.00		

Problem Identification

US12 and SD37 are major highways that intersect in Groton. US12 is a four lane highway and a major thoroughfare between I-29 and the City of Aberdeen. These major highways generate an increased number of motor vehicle traffic through our community. We have three bars in the community and two other businesses that sell alcohol. Being a rural area, there still is the thought process that drinking and driving is an accepted practice by some of our population. Our department is active in DUI enforcement, but we realize we can do better. Using FY2013 to FY2015, we averaged 6 DUI arrests and 13 alcohol citations per year. Approval of this grant will provide our officers with reliable equipment, instilling confidence and resulting in solid DUI arrests to ensure convictions in court. In return our commitment is to become more proactive in DUI and other alcohol violation enforcement.

Brief Project Summary

Maintain zero people killed in alcohol related crashes in the city of Groton by September 30, 2017. Increase DUI citations in the city of Groton by 28% from 7 in FY2015 to 9 by September 30, 2017.

We will conduct a minimum of (4) DUI saturation patrols utilizing the requested two in-car cameras. Participate in sobriety checks in conjunction with the South Dakota Highway Patrol held in our jurisdiction. Disseminate safety information at traffic stops, public events and on display boards at City Hall and The Police Department to keep the public informed of the dangers of drinking and driving. Highway Safety announcements will also run on the local access channel (4) times. Participate in the national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Minnehaha County Sheriff's Office
HSP Project Title: Impaired Driving OT
Project Manager Name: Kristin Trana
Phone: (605) 978-5518
Application Name: LE17-Minnehaha County Sheriff's Office-IMP-00069
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-00-69

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$6,420.80	\$0.00	\$6,420.80	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$6,420.80	\$0.00	\$0.00		
Federal Funds	\$6,420.80	\$0.00	\$6,420.80		
State & Local Match	\$6,420.80	\$0.00	\$6,420.80		
TOTAL FEDERAL + MATCH	\$12,841.60	\$0.00	\$12,841.60		

Problem Identification

In 2015, the jurisdiction to which the Minnehaha County Sheriff's Office responds to had 3 fatality crashes, as well as 8 Injury2, 8 Injury3, and 3 Injury4 crashes for a total of 22 injury crashes due to alcohol related offenses. These crashes mainly occurred in the very late night/very early morning portion of the day, and most often Saturdays. (This information was provided in a report generated by a statistician at the SD State Accident Records office.) This data does not include crashes that occur within Sioux Falls or Brandon city limits, as the Minnehaha County Sheriff's Office does not have primary jurisdiction in those areas.

Brief Project Summary

Reduce the number of alcohol related injury crashes in Minnehaha County by 4.5% from 22 in 2015 to 21 by September 30, 2017. Increase patrols by conducting at least 10 special enforcement events focusing on traffic safety and enforcement utilizing deputies on overtime including National Mobilizations, saturation patrols, and special events in county communities. Participate in collaborative efforts with other law enforcement agencies to conduct sobriety checkpoints on major highways.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Belle Fourche Police Department
HSP Project Title: Highway Safety Program
Project Manager Name: Jamie Dinkel
Phone: (605) 892-4240
Application Name: LE17-Belle Fourche Police Department-IMP-00071
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-71

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$9,000.00	\$0.00	\$9,000.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,750.00	\$0.00	\$1,750.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$10,750.00	\$0.00	\$0.00		
Federal Funds	\$10,750.00	\$0.00	\$10,750.00		
State & Local Match	\$10,750.00	\$0.00	\$10,750.00		
TOTAL FEDERAL + MATCH	\$21,500.00	\$0.00	\$21,500.00		

Problem Identification

In the last four years there have been 14 alcohol related crashes. Our department made 299 DUI arrests during this same time period. This shows the need for additional enforcement and education in our community.

Brief Project Summary

Reduce alcohol fatalities in Belle Fourche from 1 in 2013-2015 to 0 and reduce alcohol crashes from 6 in 2013-2015 to 4 by September 30, 2017. Increase the amount of DUI arrests in Belle Fourche by 4% from 50 in 2015 to 52 arrests by September 30, 2017.

Participate in the mobilizations conducted through the grant period by hosting/participating in a minimum of 1 checkpoint within Butte County. Participate in the mobilizations conducted through the grant period by conducting at least 7 saturation patrols in addition to the checkpoint. Manpower will be utilized by using crash data for locations and times for deployment.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Tea Police Department
HSP Project Title: Highway Safety DUI Grant
Project Manager Name: Steve Lowry
Phone: (605) 498-5577
Application Name: LE17-Tea Police Department-IMP-00076
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-76

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$2,341.50	\$0.00	\$2,341.50	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$5,250.00	\$0.00	\$5,250.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$7,591.50	\$0.00	\$0.00		
Federal Funds	\$7,591.50	\$0.00	\$7,591.50		
State & Local Match	\$12,091.50	\$0.00	\$12,091.50		
TOTAL FEDERAL + MATCH	\$19,683.00	\$0.00	\$19,683.00		

Problem Identification

The City of Tea is a growing city with approximately 5,500 people. The City of Tea is a suburb to the largest city in the state, the City of Sioux Falls. As a suburb, the city sees heavy traffic volumes on roadways throughout the day especially around morning and afternoon rush hour traffic. The city handles traffic to and from Sioux Falls and continues to construct more streets in the city to meet the increasing demands of growing traffic volumes in the city limits. The Tea Police Department employs six full-time officers including a chief of police, assistant chief, and four police officers. As a result, this sometimes makes it difficult to focus primarily on DUI enforcement with calls for service due to one officer working at a given time. The City of Tea has seen an increase in the number of DUI arrests during the past three years averaging 37 arrests (FFY2013- FFY2015) compared to averaging 33 arrests the previous three year span (FFY2010- FFY2012). This is a ten percent increase during this time span. The City of Tea is also expanding and annexing land closer to the City of Sioux Falls and Interstate 29 in the upcoming years, which will place increased demands on the Tea Police Department with additional impaired drivers on the roadways in the City of Tea.

Brief Project Summary

Maintain zero crash fatalities involving a driver or motorcycle operator with a BAC of 0.08 or higher in the city of Tea by September 30, 2017. Increase the number of impaired driving citations by ten percent from 33 in FFY 2015 to 36 citations in base year 2017. The police department will place special emphasis to deploy officers during national mobilizations and certain holidays with increased impaired driving on our roadways. These holidays and events include New Year's Eve, Halloween, St. Patrick's Day, Thanksgiving Eve, NFL Super-Bowl, Independence Day, Cinco de Mayo, and also Tea Pot Days. With the help of the requested three in-car cameras, police officers will be able to conduct DUI saturations during the nighttime hours with increased impaired drivers on the roadways.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Yankton Police Department
HSP Project Title: Highway Safety, IMP Driver
Project Manager Name: Michael Burgeson
Phone: (605) 668-5210
Application Name: LE17-Yankton Police Department-IMP-00079
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-79

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$3,200.00	\$0.00	\$3,200.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,380.00	\$0.00	\$1,380.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$4,580.00	\$0.00	\$0.00		
Federal Funds	\$4,580.00	\$0.00	\$4,580.00		
State & Local Match	\$4,580.00	\$0.00	\$4,580.00		
TOTAL FEDERAL + MATCH	\$9,160.00	\$0.00	\$9,160.00		

Problem Identification

The Yankton Police Department monitors two state highways and multiple municipal streets. The Yankton Police Department received 490 driving complaints in 2015. In 2015, the Yankton Police Department issued 141 DUI/Impaired driving citations/arrests. 111 Alcohol citations and 614 narcotics/arrests. This information was obtained from the Yankton Police Department internal records. During high traffic times and special events, the drain of manpower and resources can be extreme. When any local area law enforcement agency (YPD, YCSO, SDHP) holds a sobriety checkpoint or increased patrol for special events, the Yankton Police Department is greatly impacted by the use of additional law enforcement officers to help control these events. This grant is essential in helping relieve the monetary burden of the city when paying for the overtime of the patrol officers.

Brief Project Summary

Maintain zero alcohol related traffic fatalities in the city of Yankton by September 30, 2017. Increase the number of DUI/Impaired arrests in the city of Yankton by 5% from 141 in FY 2015 to 148 by September 30, 2017. Saturation patrols utilizing the requested eight PBT's will be conducted during planned NHTSA mobilizations, city special events, and other times when interdiction enforcement is required.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: South Dakota Highway Patrol
HSP Project Title: SDHP Crash Reduction Project/Alcohol
Project Manager Name: Colonel Craig Price
Phone: (605) 773-3105
Application Name: LE17-South Dakota Highway Patrol-IMP-00081
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-00-81

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$238,672.00	\$0.00	\$238,672.00	Section 405d-Impaired	20.616
Travel	\$34,350.00	\$0.00	\$34,350.00	Section 405d-Impaired	20.616
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$21,625.00	\$0.00	\$21,625.00	Section 405d-Impaired	20.616
Other Direct Costs	\$77,400.00	\$0.00	\$77,400.00	Section 405d-Impaired	20.616
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$372,047.00	\$0.00	\$0.00		
Federal Funds	\$372,047.00	\$0.00	\$372,047.00		
State & Local Match	\$350,422.00	\$0.00	\$350,422.00		
TOTAL FEDERAL + MATCH	\$722,469.00	\$0.00	\$722,469.00		

Problem Identification

Alcohol abuse continues to be a problem in South Dakota. South Dakota is a rural state with several small communities. For many individuals access to and consumption of alcohol has been part of life. This approach is still pervasive and condoned by many communities. As a result, South Dakota's alcohol related fatality rate remains high compared to the rest of the nation. Alcohol involved crashes remain a significant problem for South Dakota. The problem of the impaired driver persists despite education efforts, high visibility enforcement, and changing social attitudes. The South Dakota Highway Patrol will continue to focus enforcement efforts on the drinking and drugged driver in an effort to remove these impaired drivers from South Dakota roadways. The need to focus on alcohol as a primary contributing factor in motor vehicle crashes is reinforced by South Dakota's traffic crash data. In CY 2015, 24.5% of the fatal crashes in South Dakota involved a driver that had been drinking; there were 41 fatal crashes that killed 48 people where alcohol was a contributing factor. Additionally, in CY 2015, there were 721 people injured in alcohol related crashes.

Brief Project Summary

Reduce the number of fatalities in alcohol-related crashes in South Dakota by 7% from the three year average of 46 to 43 by September 30, 2017. The South Dakota Highway Patrol's plans to reduce the number of DUI crashes, reduce the number of all highway crashes in South Dakota, decrease the number of alcohol related fatal crashes, and maintain sobriety checkpoint levels throughout the state. Detail troopers to 5000 hours of high visibility impaired driving enforcement. These hours will be utilized during sobriety checkpoints, impaired driving saturation patrols, and other high intense enforcement efforts. Enforcement efforts are centered on the SDARS identified top fatality and injury crash counties in the state. To allow state troopers that are trained as drug recognition experts 600 hours overtime to conduct evaluations on suspected drug impaired drivers. Maintain current level of public awareness of high visibility enforcement campaigns. To enhance public education through the use of safety and educational materials in safety and educational programs conducted throughout the state by troopers.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Brookings Police Department
HSP Project Title: Highway Safety Program
Project Manager Name: Lieutenant Justina Diamond
Phone: (605) 692-2113
Application Name: LE17-BrookingsPD-IMP-00087
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes. A1 -Impaired Driving Citations
Project Number: 2017-00-87

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$3,402.40	\$0.00	\$3,402.40	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$3,402.40	\$0.00	\$0.00		
Federal Funds	\$3,402.40	\$0.00	\$3,402.40		
State & Local Match	\$3,402.40	\$0.00	\$3,402.40		
TOTAL FEDERAL + MATCH	\$6,804.80	\$0.00	\$6,804.80		

Problem Identification

Brookings is a community 22,943. Located in Brookings is South Dakota State University, which is a Division I - AA University with full-time students at approximately 12,589. Population in 2013: 22,943 (99% urban, 1% rural). Population change since 2000 + 24%. Median resident age is 23.5. Brookings is known for "Hobo Day", the homecoming celebration for South Dakota State University. It is billed at "The Biggest One-Day Event in the Dakotas" and the events associated with Hobo Day brings thousands of people to our community. One common way that individuals celebrate this massive event is to gain access to alcohol at the many parties hosted throughout the city. In addition to Hobo weekend, Brookings sees a similar enforcement pattern with the annual "Pub Crawl" in March of every year and with "Move In" weekend, the annual influx of population due to the returning SDSU students. Overtime funding would be utilized to increase DUI and alcohol enforcement efforts for these three special events in the city that historically show a drastic increase in alcohol violations, impaired driving arrests, and accidents related to alcohol consumption. Another way the Brookings Police Department hopes to combat alcohol violations is through Alcohol Compliance Checks throughout the year to ensure that local businesses are not selling alcohol to underage individuals.

Brief Project Summary

Maintain zero fatalities involving a driver/motorcycle operator with a BAC of .08 or above in the city of Brookings by September 30, 2017. The Brookings Police Department takes pride in our DUI enforcement efforts and we hope to maintain zero fatalities within Brookings for the upcoming year by remaining observant and responding diligently to drivers whom we suspect are operating a motor vehicle under the influence of an alcoholic beverage. We will also provide enforcement for events throughout the year by increasing patrols with the objective of dedicating 160 hours combined federal and local to DUI enforcement and raise arrests by 10% from 2015 level of 184 to 202 arrests. In addition, the Brookings Police Department will conduct alcohol compliance checks 4 times a year with 2-3 hours at a time to ensure alcohol is not being sold to underage consumers/drivers.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Summerset Police Department
HSP Project Title: Impaired Driving Enforcement
Project Manager Name: Don Allen
Phone: (605) 721-6806
Application Name: LE17-Summerset Police Department-IMP-00096
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-96

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$4,088.00	\$0.00	\$4,088.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$4,088.00	\$0.00	\$0.00		
Federal Funds	\$4,088.00	\$0.00	\$4,088.00		
State & Local Match	\$4,088.00	\$0.00	\$4,088.00		
TOTAL FEDERAL + MATCH	\$8,176.00	\$0.00	\$8,176.00		

Problem Identification

The City of Summerset is a smaller community of approximately 2,350 citizens, according to the Meade County administration. This indicates an increase over the accepted previous population of 1,814 citizens, derived from the 2010 census. It is located 8 miles from Rapid City, which has a population of approximately 75,000 citizens. There are two major highways running through our city, Sturgis Road and Interstate 90. In 2015, officers issued 1332 citations and warnings. This is an increase of 296 from the previous year.

During the period of 01/01/2013 to 12/31/2014 there were 111 total traffic crashes within the geographic boundaries of Summerset, this includes Sturgis Road between Peaceful Pines and Elk Creek Road, Interstate 90 between mileposts 46 and 52 and Elk Creek Road between exit 46 and South Dakota 231. There were 11 crashes out of the 111, involving impaired drivers, or 10%. There was one fatality involving an impaired driver.

Brief Project Summary

Reduce the number of crashes involving alcohol in the city of Summerset by 45% from 11 in FFY15 to 6 by September 30, 2017. Increase Impaired Driving Citations in the city of Summerset by 40% from 11 FFY15 to 15 by September 30, 2017. The Summerset Police Department will conduct or participate in a minimum of 3 checkpoints, in addition to the National Mobilizations conducted. We will conducted saturation patrols in the areas of high traffic to reduce the number of impaired drivers. The saturation patrols will be done in two hour blocks, focusing on drugged and drunk drivers.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Box Elder Police Department
HSP Project Title: FFY2017 IMP Grant
Project Manager Name: Lt Chris Misselt
Phone: (605) 923-1401
Application Name: LE17-Box Elder Police Department-IMP-00099
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-00-99

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$6,363.00	\$0.00	\$6,363.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$8,750.00	\$0.00	\$8,750.00	Section 405d-Impaired	20.616
Other Direct Costs	\$13,950.00	\$0.00	\$13,950.00	Section 405d-Impaired	20.616
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$29,063.00	\$0.00	\$0.00		
Federal Funds	\$29,063.00	\$0.00	\$29,063.00		
State & Local Match	\$39,359.00	\$0.00	\$39,359.00		
TOTAL FEDERAL + MATCH	\$68,422.00	\$0.00	\$68,422.00		

Problem Identification

According to local data for FFY2015, the last full year of data that is available, Box Elder officers took 45 enforcement actions for DUI, a reduction of 8 from 53 in FFY2014. During calendar year 2015, the last full year for which data is available, the City of Box Elder had 58 state reportable crashes. In those crashes, there were 35 injuries of various types to occupants and no fatalities. Alcohol was a factor in 11. For comparison, in CY2014 there were 76 state reportable crashes, 41 injuries and 1 fatality. Alcohol was a factor in 5. Clearly, efforts underway have been successful and this project builds upon that success.

Brief Project Summary

Reduce the number of alcohol related crashes in the city of Box Elder by 5% from 11 in FFY15 to 10 by September 30, 2017. Increase enforcement actions for DUI in the city of Box Elder by 5% from 45 in FFY15 to 47 by September 30, 2017.

We will participate in all OHS/NHTSA impaired driver mobilizations during the grant period. Using the requested five in-car cameras, we will conduct 4 sobriety checks/saturation patrols during Highway Safety mobilizations plus and additional 4 during the rest of the grant period. Participate in the Freshman Impact program at Douglas High School and other districts as invited. Publish enforcement and offense data for community review via earned media or the agency website. Purchase and utilize paid broadcast and billboard media to communicate traffic safety messaging.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Marshall County Sheriff's Office
HSP Project Title: FFY2017 DUI
Project Manager Name: Ryan Vrchota
Phone: (605) 448-5181
Application Name: LE17-Marshall County Sheriff's Office-IMP-00103
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above. A1 -Impaired Driving Citations
Project Number: 2017-01-03

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$1,500.00	\$0.00	\$1,500.00	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,500.00	\$0.00	\$1,500.00	Section 405d-Impaired	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$3,000.00	\$0.00	\$0.00		
Federal Funds	\$3,000.00	\$0.00	\$3,000.00		
State & Local Match	\$3,000.00	\$0.00	\$3,000.00		
TOTAL FEDERAL + MATCH	\$6,000.00	\$0.00	\$6,000.00		

Problem Identification

Marshall County Sheriff's Office is currently the only law enforcement agency in the county. At full staff, department consists of five certified deputies and the sheriff. Marshall County consists of seven communities along with three Native American housing developments, two schools, three state parks, along with other various lake communities with influx of population throughout the summer months. There were 28 DUI arrests in Marshall County during 2015. Throughout the spring, summer, and fall seasons, traffic around the lake region areas increases dramatically with seasonal residents going to and from lake homes and campers taking advantage of Marshall County's three state parks. Recreation is highly popular in Marshall County. As recreation increases, so does alcohol consumption in both young and seasoned drivers. There is a need for DUI traffic enforcement around the lake region to ensure everyone has a safe stay. Along with employees of factories, students, campers, and seasonal residents, there are several road construction sites located in Marshall County within the warm weather months. There is a HIGH need for DUI traffic enforcement around these areas to insure the safety of drivers and pedestrians alike.

Brief Project Summary

Reduce the number of alcohol related injury crashes in Marshall County by 30% from 3 in base year 2015 to 2 by September 30, 2017. Increase the number of impaired drivers arrested in 2016 as base year 2015 (28 DUI's). This will be achieved by saturating high alcohol consumption areas such as street dances, town celebrations, and campgrounds as well as utilizing the requested in-car camera. While working DUI overtime, we will average one DUI per 10 hours of overtime worked.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Minnehaha County State's Attorney's Office
HSP Project Title: DUI/Vehicular Crimes Prosecutors and Legal Office Assistant
Project Manager Name: Aaron McGowan
Phone: (605) 367-4226
Application Name: CG17-Minnehaha County State's Attorney-IMP-00008
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-08

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$194,529.22	\$0.00	\$194,529.22	Section 164AL	20.608
Travel	\$2,600.00	\$0.00	\$2,600.00	Section 164AL	20.608
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$5,200.00	\$0.00	\$5,200.00	Section 164AL	20.608
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$202,329.22	\$0.00	\$202,329.22		
Federal Funds	\$202,329.22	\$0.00	\$202,329.22		
State & Local Match	\$202,329.22	\$0.00	\$202,329.22		
TOTAL FEDERAL + MATCH	\$404,658.44	\$0.00	\$404,658.44		

Problem Identification

Minnehaha County is a growing urban community with accompanying increases in traffic and related alcohol-impaired traffic violations. In 2014, the Minnehaha County State's Attorney's Office charged out 1,530 DUI, Vehicular Battery, and Vehicular Homicide cases, according to statistics maintained by the State's Attorney's Office.

Brief Project Summary

Maintain at 19% or reduce to lower than 19% the dismissal and reduction rates of DUI and Vehicular Battery cases prosecuted by the Minnehaha County State's Attorney's Office from fiscal year 2015 to September 30, 2017. The DUI/vehicular crimes prosecutors will prosecute and coordinate the prosecution of DUI and vehicular crime cases in Minnehaha County, provide training as needed to local law enforcement officers and prosecuting attorneys in Minnehaha County on investigating and prosecuting impaired driving cases, and document reasons for reductions or dismissals of DUI cases in Minnehaha County.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Unified Judicial System
HSP Project Title: DUI Court Grants Brown and Meade
Project Manager Name: Noreen Plumage
Phone: (605) 773-4161
Application Name: CG17-Unified Judicial System-IMP-00011
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-11

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

Problem Identification

There are over two million drivers with 3 or more Driving While Impaired (DWI/DUI) convictions in the United States. Every year, more than half of the alcohol-impaired fatalities involve a driver with a Blood Alcohol Content (BAC) of .15 or higher. These individuals, repeat DWI offenders and/or those with a BAC of .15 or higher, are classified as a Hardcore Drinker and Driver. Most 1st time DUI offenders do not repeat the crime; they learn from the consequences and do not reoffend. However, 1/3 of DWI offenders reoffend, which means they are either unwilling or unable to change their dangerous behavior on their own. (National Center for DWI Courts, DWI: A Legislative Guide)

Statistics from South Dakota Motor Vehicle Traffic Crash Summary (2013) indicate alcohol was involved in 30.6% of traffic fatalities of all crashes in South Dakota. Statewide, Unified Judicial System data reports in 2013 there were 6,279 DUI 1st Offenses, 1,962 DUI 2nd Offenses, 1,209 Felony Offense filings. Approximately 13% of the State's prison population is incarcerated due to DUI offenses. According to the South Dakota Department of Human Service, approximately 86% of inmates have an illegal drug or alcohol dependency. Addiction related offenses, and DWI offenses in particular, impose a strain on the current court and correctional system. DWI Court are the most effective intervention for breaking the cycle of the hardcore Drinker and Driver Offender. DWI Courts seek to change the behavior of the hardcore DWI offender, following the highly successful Drug Court model of operation. DWI Courts combine accountability and long-term treatment to address the root cause of repeat and high BAC drunk driving: alcohol and drug dependency. (National Center for DWI Courts, DWI Courts: A Legislative Guide) The DWI Court model provides an effective, research based alternative to incarceration or probation alone. The South Dakota Unified Judicial System is requesting funding to operate two DWI Courts. The two courts, locate in the Meade/Lawrence/Butte region and the Brown County region, would serve 4 counties and 5 communities. The target population will be felony DUI offenders (3 or more)with alcohol dependency diagnosis.

Brief Project Summary

Increase the DUI Court successful completion rate of the hard core drinking driver from 55% to 56% by September 30, 2017. Other goal(s) of the programs will be to decrease the number of failed PBTS and UA by 1% and to increase the number of clients

obtaining legal driving status (work permit or drivers license) from 25% to 26%. DWI Court meetings and status hearings held weekly and attended by Team members and participants. Special quarterly or bi-yearly meetings held to review program goals and development, to include community stakeholders. DWI Court participants will participate in Community Service Learning projects on a annual basis. DWI Courts will expand community partnerships with the 24/7 program, law enforcement, employers, local housing authorities, and community service organizations.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: South Dakota State University Wellness Center
HSP Project Title: Safe Ride Home
Project Manager Name: Mariah Weber
Phone: (605) 688-4585
Application Name: CG17-SDSU-IMP-00015
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-15

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$2,885.00	\$0.00	\$2,885.00	Section 410HF	20.601
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$44,492.00	\$0.00	\$44,492.00	Section 410HF	20.601
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$16,345.00	\$0.00	\$16,345.00	Section 410HF	20.601
SUBTOTAL CATEGORIES	\$63,722.00	\$0.00	\$63,722.00		
Federal Funds	\$63,722.00	\$0.00	\$63,722.00		
State & Local Match	\$63,722.00	\$0.00	\$63,722.00		
TOTAL FEDERAL + MATCH	\$127,444.00	\$0.00	\$127,444.00		

Problem Identification

Impaired driving and alcohol-related car crashes are nationally known safety problems and have the potential for deadly consequences. According to the South Dakota State University (SDSU) spring 2015 American College Health Association (ACHA) survey, 2.3% of SDSU students reported driving after having 5 or more drinks in the last 30 days and 24.4% reported driving after having any amount of alcohol in the last 30 days. The National Highway Traffic Safety Administration (NHTSA) estimates that in 2014, there were 9,967 fatalities in crashes involving a driver with a BAC of .08g/dL or higher which accounted for 31% of total traffic fatalities for the year. In 2014, the 21- to 24-year-old age group had the highest percentage of drivers with BACs of .08 g/dL or higher (30%) in fatal crashes. Interestingly, the rate of alcohol impairment among drivers involved in fatal crashes in 2014 was nearly 4 times higher at night than during the day (34% versus 9%). In addition, in 2014, 16% of all drivers involved in fatal crashes during the week were alcohol-impaired, compared to 29% on weekends. According to the 2015 South Dakota Motor Vehicle Traffic Crash Summary released by the Department of Public Safety, Brookings County had 32 reportable alcohol related motor vehicle crashes including 3 fatal crashes and 13 injury crashes.

The South Dakota State University Safe Ride Home program provides transportation to potentially impaired drivers. The mission of Safe Ride is to save lives by keeping impaired drivers off of the road and offering SDSU students, Brookings community members, and visitors a safe transportation alternative. Offering a transportation alternative also helps to increase overall safety to sober students and community members who would otherwise be faced with the decision to walk alone at night, ride with an intoxicated friend who refuses to hand over the keys, or ride with a stranger. Safe Ride encourages SDSU college students and Brookings community members to make educated and responsible decisions regarding their actions before and after drinking alcoholic beverages. Since inception in September 2006, SDSU's Safe Ride program has provided transportation to a total of 122,166 riders through March 2016. During the 2014-2015 academic year, Safe Ride provided transportation to a total of 16,289 riders. During the 2015-2016 academic year the Safe Ride program has provided transportation to a total of 14,958 riders. The program is on track to meet or exceed ridership numbers for the 2015-2016 academic year (as compared to base academic year 2014-2015).

Safe Ride has helped to keep high risk special events safe including: Hobo Days, SDSU Graduation, Halloween, St. Patrick's

Day, Pub Crawl, Swiftel Center hosted rodeos and dances, and various SDSU Athletic events. This program is a highly respected and successful partnership between the SDSU Wellness Center, the SDSU Students' Association, Brookings Area Transit Authority (BATA), and the City of Brookings. From 2007-2016, the City of Brookings has funded \$5,000 per year through a subsidy grant to the program. Local businesses and the liquor wholesale distributors have expressed their support through Safe Ride stop sponsorships and in-kind contributions. Developing relationships with businesses strengthens the ties to the community and helps to provide longevity, commitment, and support for the program. These relationships are especially important as we continue to move forward in expanding the availability of safe transportation.

Evidence of Safe Ride's viability is its growing number of riders and its effort to provide a safe method of transportation for potentially impaired drivers. Safe Ride's impact on reducing and maintaining alcohol involved motor vehicle crashes along with the reduction of DWI's shows that Safe Ride is a valuable service to all.

Brief Project Summary

Reduce the number of people killed or injured in alcohol involved crashes in Brookings County by 5% from 16 in 2015 to 15 by September 30, 2017. Increase or maintain the Safe Ride bus ridership numbers by 800 (5%) from 16,000 in base academic year 2015-2016. Provide Safe Ride Monitor trainings to 8-10 students three times per year. Provide Safe Ride transportation on Wednesday, Friday, and Saturday nights, 9pm–3am for 31 weeks during the 2016-2017 academic year. Provide Safe Ride transportation during three day holiday weekends and during special events that occur on days other than Wednesday, Friday, or Saturday. Advertise Safe Ride using the BATA bus wraps, SDSU Collegian newspaper, the SDSU Wellness Center Neptune Radio, bus shelter decals, and digital display boards.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Department of Social Services, Behavior Health Prevention Program
HSP Project Title: Community Alcohol Impaired Driving Prevention
Project Manager Name: Gib Sudbeck
Phone: (605) 773-3123
Application Name: CG17-DSS Prevention Program-IMP-00037
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-17

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$106,000.00	\$0.00	\$106,000.00	Section 164AL	20.608
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$106,000.00	\$0.00	\$106,000.00		
Federal Funds	\$106,000.00	\$0.00	\$106,000.00		
State & Local Match	\$0.00	\$0.00	\$0.00		
TOTAL FEDERAL + MATCH	\$106,000.00	\$0.00	\$106,000.00		

Problem Identification

The Prevention Program will focus on reducing alcohol impaired driving. Young drivers are predominantly the drinking drivers in all crashes. Those drivers under 25 years of age represent 15.3% of all licensed drivers in the State. According to the SD Department of Highway Safety, young drivers account for the following: 2.3% of drivers involved in fatal drinking accidents and 27% of drivers in drinking injury crashes. In addition, drivers under the age of 25 are involved in 26.4% of all South Dakota crashes. The SD Department of Highway Safety also reports that research shows the leading cause of young driver collisions involve one or a combination of the following factors: lack of awareness of the consequence of risk-taking behavior; inexperience with complexities of driving; peers in vehicles with the youthful driver; driving as a social activity; speeding; and driving under the influence of alcohol or drugs. The SD Youth Risk Behavioral Survey is conducted every other year in South Dakota among 9-12th grade students. The Youth Risk Behavioral Survey also demonstrates that youth are engaging in risky behavior when it comes to alcohol use. According to the 2013 YRBS: 17.3% of 9-12th graders rode in a car with a driver who had been drinking; 6.6% of 9-12th graders drove a car when they had been drinking; 30.8% of 9-12th graders drank alcohol in the past 30 days.

Brief Project Summary

To reduce the number of people under the age of 35, killed or injured in alcohol-involved traffic crashes in South Dakota by 10 individuals or 9.5% from 446 in FFY15 to 436 by September 30, 2017. The Prevention Resource Centers, community based providers, and community coalitions will disseminate National Mobilization campaigns messages across the state supported by the Office of Highway Safety. These campaigns include: Super Bowl Sunday, St. Patrick's Day, Fourth of July, Labor Day Halloween and Christmas/New Years. Reduce the number of 9-12 graders who recently rode with a drinking driver by 26 or 2% according to the Youth Risk Behavior Survey during 2017. The PRC's will train students (middle, high school and college) from at least 28 communities and from the trainings at least 25 activities will be completed in schools from across the state.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Pennington County State's Attorney's Office
HSP Project Title: Impaired Driving Prosecutor
Project Manager Name: Koln Fink -- Deputy State's Attorney
Phone: (605) 394-2191
Application Name: CG17-Penn Co State's Attorney's Office-IMP-00020
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-20

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$230,961.00	\$0.00	\$230,961.00	Section 164AL	20.608
Travel	\$4,000.00	\$0.00	\$4,000.00	Section 164AL	20.608
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$1,000.00	\$0.00	\$1,000.00	Section 164AL	20.608
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$235,961.00	\$0.00	\$235,961.00		
Federal Funds	\$235,961.00	\$0.00	\$235,961.00		
State & Local Match	\$235,961.00	\$0.00	\$235,961.00		
TOTAL FEDERAL + MATCH	\$471,922.00	\$0.00	\$471,922.00		

Problem Identification

As of May 2015, the Pennington County State's Attorney's Office employs 18 full time prosecutors. Two of those prosecution positions are currently under the Impaired Driving Prosecutor grant. There are two Public Defender Offices in Pennington County that employ a combined total of 16 attorneys at this time. Other than the court appointed attorneys, there are numerous private attorneys from across South Dakota that represent DUI offenders in Pennington County. Our records show that Pennington County filed 1,390 cases against DUI offenders in FY2015. As there were approximately 9,271 DUI cases charged in the State of South Dakota for FY2015, Pennington County DUI charges accounted for 15% of the total DUI charges in the State of South Dakota during that fiscal year. Approximately 2,511 cases were dismissed in the State during that time period; resulting in a 27% dismissal rate state-wide for DUI cases. During FY2015, Pennington County dismissed or reduced a total of 163 DUI cases, which results in a 11.7% dismissal/reduction rate in Pennington County. That is a significant reduction from FY2014 when the dismissal/reduction rate was 14%. Finally, Pennington County took 11 DUI cases to trial in FY2015. Of those 11 trials, 5 resulted in convictions, 2 resulted in acquittals, and 3 resulted in hung juries, and 1 mistrial.

According to these statistics and in-house data kept by the Pennington County State's Attorney's Office, since a dedicated DUI prosecutor has been assigned to oversee these cases (last 5 years total), there has been an overall decrease in dismissals, reductions, and "no-charges." These numbers also reflect that Pennington County is devoting a great deal of time and resources to DUI trials. These numbers and statistics demonstrate the accomplishments that have been made since there has been a dedicated DUI prosecutor in Pennington County. These numbers further demonstrate the continued need for the dedicated DUI Prosecutors to address and monitor the dismissal rates of DUI offenses in Pennington County and to ensure that DUI cases are handled appropriately. The DUI prosecutors, misdemeanor and felony level, along with the DUI legal assistant help in continuing to address dismissals and enhance the overall prosecution of DUI offense in Pennington County. The current Felony DUI prosecutor handles all felony-level DUI offenses, as well as all of the complex vehicular battery and vehicular homicide cases within the County. Due to the addition of a misdemeanor DUI prosecutor, the felony DUI prosecutor is not currently handling any significant number of misdemeanor DUI cases. The Misdemeanor DUI prosecutor is currently able to focus on only misdemeanor DUI cases thus allowing the Felony DUI prosecutor to devote his time strictly to felony DUI cases. In addition to maintaining an intense caseload, the misdemeanor DUI prosecutor is working side-by-side with the felony DUI prosecutor in briefing various DUI

related motions and objections, in preparing for jury trials, and in staying up-to-date with recent case law and literature focusing on DUI prosecution. The special DUI legal assistant is strictly tasked with assisting the DUI prosecutors and is responsible for preparing all required paperwork for the DUI caseload. The DUI team is ensuring that DUI cases are monitored properly and that all results are warranted. The team continues to enhance the prosecution of DUI offenses in this county.

Brief Project Summary

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

The Pennington County State's Attorney's Office has a further objective to continue to enhance prosecutions of vehicular homicides, vehicular batteries, and DUI offenses. Performance measures to enhance vehicular homicides, vehicular batteries, and DUIs include providing training to local law enforcement and other prosecutors, working with law enforcement immediately following a vehicular battery or vehicular homicide, participating in briefings, working closely with the officers in the area, and attending DUI specific trainings when they are available.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: South Dakota School of Mines and Technology
HSP Project Title: Driving Safety Prevention Program
Project Manager Name: Patricia Mahon, PhD
Phone: (605) 394-1218
Application Name: CG17-SDSMT-IMP-00024
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-24

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$17,291.00	\$0.00	\$17,291.00	Section 410HF	20.601
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$7,000.00	\$0.00	\$7,000.00	Section 410HF	20.601
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$700.00	\$0.00	\$700.00	Section 410HF	20.601
Indirect Costs	\$2,499.00	\$0.00	\$2,499.00	Section 410HF	20.601
SUBTOTAL CATEGORIES	\$27,490.00	\$0.00	\$27,490.00		
Federal Funds	\$27,490.00	\$0.00	\$27,490.00		
State & Local Match	\$20,490.00	\$0.00	\$20,490.00		
TOTAL FEDERAL + MATCH	\$47,980.00	\$0.00	\$47,980.00		

Problem Identification

For the past eleven years, the Campuses Community Wellness Coalition (CCWC) has provided alcohol education information and offers a Safes Ride Home program to approximately 4,000 college students in the Rapid City area. Students from 7 colleges are using the Safe Rides Home Service. Each year an alcohol survey is sent to students and we have found the numbers are decreasing by students who report they don't drink and drive. However approximately 40% of the student body are occasional or frequent binge drinkers (4 or more drinks in one setting). CCWC has helped hundreds of students better understand BAC levels and levels of impairment, especially related to impaired driving. The Safe Rides Home program uses Rapid Taxi and provides an average of 50 rides each month. The great majority use this service between midnight and 4:00 a.m. Most have 1 to 3 passengers. About half come from local bars and the other half from private residences. Safe Rides has decreased impaired driving, harm to self and others, fewer DUI's and increased a student's ability to find alternative ways to get home safely after drinking.

Brief Project Summary

To increase the number of impaired students using the Safety Rides Home Program by 5% from 630 in FY15 to 662 by September 30, 2017. Increase awareness of the Safe Rides program via 7 orientation programs, brochures, posters, website and 9 table events at various colleges by October, 2017. Increase awareness of the benefits of using a taxi rather than driving, by producing 4 information materials about health, legal and education consequences by October, 2017. Increase education on BAC levels and better understanding of what impairment means via graphs, 8 education programs, DUI information by October, 2017.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: USD Student Counseling Center
HSP Project Title: USD Safe Rides
Project Manager Name: Michele Turner
Phone: (605) 677-5777
Application Name: CG17-USD: Student Counseling Center-IMP-00027
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-27

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$2,940.00	\$0.00	\$2,940.00	Section 410HF	20.601
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$9,499.00	\$0.00	\$9,499.00	Section 410HF	20.601
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$1,244.00	\$0.00	\$1,244.00	Section 410HF	20.601
SUBTOTAL CATEGORIES	\$13,683.00	\$0.00	\$13,683.00		
Federal Funds	\$13,683.00	\$0.00	\$13,683.00		
State & Local Match	\$13,683.00	\$0.00	\$13,683.00		
TOTAL FEDERAL + MATCH	\$27,366.00	\$0.00	\$27,366.00		

Problem Identification

Students at the University of South Dakota, like students across the nation, will engage in high-risk behavior including driving after having consumed any amount of alcohol. The University's composition of students changes every year as students graduate and new students arrive. The changing demographics make prevention planning and services ongoing and transitional. According to the CORE Alcohol and Drug Survey administered to USD students in 2015, 89.5% of students reported consuming alcohol in the past year ("annual prevalence") and 82.8% of students reported consuming alcohol in the past 30 days (30-day prevalence). 37.7% reported some form of public misconduct (such as trouble with the police, fighting/argument, DWI/DUI, vandalism) at least once during the past year as a result of drinking or drug use. 20.7% reported that they had driven a car while under the influence. This data suggests that USD students engage in high-risk behaviors. According to the South Dakota Department of Public Safety, there were 9 alcohol-related traffic accidents which resulted in 15 injuries. In 2014, of these 9 accidents, zero (0) of them were USD students during the scheduled Safe Ride hours. In 2015, there were 15 alcohol-related traffic accidents resulting in 21 injuries. Of these 15 accidents, zero (0) of them were USD students during the scheduled Safe Ride hours.

Brief Project Summary

Maintain 0 number of USD students injured in alcohol related crashes in Vermillion during scheduled Safe Ride's nights by September 30, 2017. We will contract with the Vermillion Public Transit (VPT) to operate one Safe Ride bus regularly on Thursday, Friday and Saturday nights during the Fall & Spring semesters at USD. Increase operation during nonstandard events, for example: 3 buses will run on Friday and Saturday during USD's Homecoming Celebration. Provide ongoing awareness and education about binge drinking, drinking and driving, as well as other alcohol-related items throughout the Fall and Spring semesters. Collaborate with on and off campus entities to provide awareness materials throughout the year.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Volunteers of America, Dakotas
HSP Project Title: Impaired Driving
Project Manager Name: Eric Majeres
Phone: (605) 444-6301
Application Name: CG17-VOA-D-IMP-00029
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-29

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$25,250.00	\$0.00	\$25,250.00	Section 405d-Impaired	20.616
Travel	\$1,686.00	\$0.00	\$1,686.00	Section 405d-Impaired	20.616
Contractual Services	\$7,500.00	\$0.00	\$7,500.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$15,825.00	\$0.00	\$15,825.00	Section 405d-Impaired	20.616
Indirect Costs	\$6,031.00	\$0.00	\$6,031.00	Section 405d-Impaired	20.616
SUBTOTAL CATEGORIES	\$56,292.00	\$0.00	\$56,292.00		
Federal Funds	\$56,292.00	\$0.00	\$56,292.00		
State & Local Match	\$56,292.00	\$0.00	\$56,292.00		
TOTAL FEDERAL + MATCH	\$112,584.00	\$0.00	\$112,584.00		

Problem Identification

Impaired driving continues to be a safety priority in South Dakota as illustrated by 9,450 DWI arrests in 2014. This level has increased 6.5% from the previous 3 year average. There were 470 alcohol related fatal and injury crashes in South Dakota during 2014. Those crashes resulted in 47 fatalities and 583 injuries. Volunteers of America, Dakotas will work toward a 5% reduction in the total number killed by focusing on individuals aged 21-39, who represent 49% of the persons killed.

Brief Project Summary

Reduce the total number of impaired driving fatalities in South Dakota by 5% from 47 in 2014 to 45 by September 30, 2017. Public education enhances the effect of highway safety activities and law enforcement efforts. Positively influencing driver behavior in South Dakota requires continued and sustained relationship building with local stakeholders. To ensure this component continues, Volunteers of America, Dakotas will provide materials and resources compiled from a variety of local and national sources. Statewide messaging will focus on the reduction of impaired drivers. Awareness materials, safety supplies/resources, and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. Educational materials will address priority traffic safety problems to help meet the target/objective and thus lead to a reduction in impaired driving injuries/fatalities.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Alliance for Substance Abuse Prevention, Inc.
HSP Project Title: Operation Extra Eyes
Project Manager Name: Linda Colhoff-Glover
Phone: (605) 718-0532
Application Name: CG17-A.S.A.P.-IMP-00033
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-33

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$1,503.60	\$0.00	\$1,503.60	Section 164AL	20.608
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$8,500.00	\$0.00	\$8,500.00	Section 164AL	20.608
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$10,003.60	\$0.00	\$10,003.60		
Federal Funds	\$10,003.60	\$0.00	\$10,003.60		
State & Local Match	\$10,003.60	\$0.00	\$10,003.60		
TOTAL FEDERAL + MATCH	\$20,007.20	\$0.00	\$20,007.20		

Problem Identification

Over the past four years, the Rapid City Police Department made 877 DUI arrests in 2012, 889 DUI arrests in 2013, 966 DUI arrests in 2014, and 875 DUI arrests in 2015. As shown by the DUI statistics, impaired drivers continue to be a persistent problem in Rapid City, SD. It is also known that impaired driving is a contributing factor in traffic crashes. In 2012 there were 97 alcohol related crashes with 54 people injured. In 2013 there were 107 alcohol related crashes with 80 people injured and 2 killed. In 2014, there were 96 alcohol related crashes with 58 people injured and 1 killed.

Brief Project Summary

Reduce the number of people killed or injured in alcohol related crashes in Rapid City by 5% from 673 during 2012-2014 to 639 by September 30, 2017. Through the use of media (radio and billboard), we look to deter impaired driving and to catch impaired drivers. The media campaign will give the public the impression that EXTRA EYES volunteers and law enforcement are likely to catch any impaired driver and serve to deter impaired driving. The media campaign will also be designed to educate the public to call 911 when they suspect a driver is driving impaired.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization FROM THE H.E.A.R.T., INC.
HSP Project Title: Get A Ride Don't Drink and Drive
Project Manager Name: Nancy Scharenbroich
Phone: (605) 321-4542
Application Name: CG17-FROM THE H E A R T INC-IMP-00040
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-40

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$47,500.00	\$0.00	\$47,500.00	Section 410HF	20.601
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$47,500.00	\$0.00	\$47,500.00		
Federal Funds	\$47,500.00	\$0.00	\$47,500.00		
State & Local Match	\$47,500.00	\$0.00	\$47,500.00		
TOTAL FEDERAL + MATCH	\$95,000.00	\$0.00	\$95,000.00		

Problem Identification

The state of SD has seen an increase in the number of alcohol related crashes from 42 in 2013 to 47 in 2014. Source: South Dakota Traffic Statistical Summary 2013-2014 Annual Crash Report.

Brief Project Summary

Reduce the number of people killed in alcohol involved crashes in South Dakota by 5% from 47 in 2014 to 44 by September 30, 2017. Since January 2010 From The H.E.A.R.T., Inc. has been supplying the Drivers License Program Offices across the state of SD with a public educational tool to convey the dangers of drinking and driving. This video may be the only place to hear and see some of the dangers they may encounter on the roadways. This video will educate the general public as they sit and wait to acquire or update their SD driver's license. This tool is a video that plays a full hour and is looped 8 times a day at all Drivers License Offices across the state of SD. Our message "Get a Ride Don't Drink and Drive". This message is reinforced by billboards and public service announcements on radio and TV across the state of South Dakota.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Traffic Safety Resource Prosecutor
HSP Project Title: Traffic Safety Resource Prosecutor
Project Manager Name: Paul E. Bachand
Phone: (605) 224-0461
Application Name: CG17-Traffic Safety Resource Prosecutor-IMP-00044
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-44

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$117,000.00	\$0.00	\$117,000.00	Section 164AL	20.608
Travel	\$24,000.00	\$0.00	\$24,000.00	Section 164AL	20.608
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$4,000.00	\$0.00	\$4,000.00	Section 164AL	20.608
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$145,000.00	\$0.00	\$145,000.00		
Federal Funds	\$145,000.00	\$0.00	\$145,000.00		
State & Local Match	\$0.00	\$0.00	\$0.00		
TOTAL FEDERAL + MATCH	\$145,000.00	\$0.00	\$145,000.00		

Problem Identification

Many prosecutors say that due to complex technical and legal issues, prosecuting an impaired driving case may be more difficult than prosecuting a murder case. Despite that fact, most deputy prosecutors responsible for handling the impaired driving and other traffic cases are the least experienced in the office. The high volume of traffic cases, combined with a well-funded defense bar that is constantly presenting new legal challenges and a constant turnover of deputy prosecutors who try impaired driving cases exacerbate the difficulty in obtaining convictions. Prosecutors in South Dakota are elected every four years and recently elected prosecutors may have limited experience prosecuting driving under the influence cases. Funding is necessary in order to provide specialized training to prosecutors to effectively prosecute impaired driving cases. In light of these issues, supplemental training and technical assistance is desperately needed to fulfill NHTSA's state goal of prosecutor preparedness in the area of impaired driving prosecution. It is for this reason that continued funding of the Traffic Safety Resource Prosecutor grant position is necessary. The South Dakota Unified Judicial System noted that there were 9,271 total DUI filings in the state during fiscal year 2015. This is a reduction of 179 filings from FY 2014. In FY 2015 there were 81 DUI trials with 11 acquittals. (2015 Criminal Caseload Date - South Dakota Unified Judicial System) 2,511 dismissals occurred during FY 2015. Work is still needed to lower the dismissal rate. Assistance must be provided to prosecutors so that they are able to address the still high volume of traffic related cases and to lower the dismissal rate.

Brief Project Summary

This grant intends to reduce impaired driving fatalities by 10% by providing training and support to prosecutors to enhance DUI enforcement. The TSRP intends to train law enforcement officers and prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers and other traffic related offenses to fulfill a prosecuting attorney's ethical responsibility to see that "justice is done." In order for justice to be done, prosecutors and law enforcement officers must be continuously trained in the current applicable state statutes and regulations that govern traffic offenses as well as the ever changing case law produced by appellate court decisions that impact traffic offense cases. Statewide Training for prosecutors and law enforcement officer on traffic safety related topics will be offered throughout the year. The TSRP intends to provide one dedicated statewide training for traffic safety issues. The TSRP will provide trainings for law enforcement officer related to traffic safety issues. The TSRP will provide trainings for law enforcement officer related to traffic safety at differing geographic locations

in the state. It is also important that the Traffic Safety Resource Prosecutor maintain superior knowledge of the issues as they relate to traffic offenses on both a state and national level. To this end, the Traffic Safety Resource Prosecutor will review each new amendment to South Dakota Codified Laws Title 32 and each South Dakota Supreme Court decision that relates to traffic offenses.

The Traffic Safety Resource Prosecutor will be available for telephone, e-mail, or in person consultations on any traffic offense case to all prosecutors and law enforcement officers in South Dakota. The TSRP will also be available to travel to any jurisdiction throughout South Dakota to provide on-site consultations to prosecutors on pending impaired driving fatality or serious bodily injury cases to assist them in preparing for trial. In exceptionally complicated or unique cases that could impact appellate court decisions, the TSRP will be available to actually assist the local prosecutor or deputy prosecutor with the trial of such a case. The TSRP will present an annual training for prosecutors to address the prosecution of traffic related cases. This training will be in conjunction with the annual State's Attorneys conference wherein approximately 75-100 prosecutors will be in attendance.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: South Dakota Department of Health, Laboratory Services
HSP Project Title: Impaired Driving Forensic Laboratory Support
Project Manager Name: Kathryn Sieverding
Phone: (605) 773-3368
Application Name: CG17-Souh Dakota PHL-IMP-00049
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-49

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$61,000.00	\$0.00	\$61,000.00	Section 410HF	20.601
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$61,000.00	\$0.00	\$61,000.00		
Federal Funds	\$61,000.00	\$0.00	\$61,000.00		
State & Local Match	\$244,000.00	\$0.00	\$244,000.00		
TOTAL FEDERAL + MATCH	\$305,000.00	\$0.00	\$305,000.00		

Problem Identification

The South Dakota State Public Health Laboratory (SDPHL) has seen an increase in the number of alcohol, solid dose drug and DRE submissions. In FY05, the number of submissions for impaired driving was 4,571. In FY15, the number of submissions for impaired driving was 5,120. The increase in submissions was primarily a result of Senate Bill 1 of the 2006 legislative session, which required all DUI arrests to submit to chemical testing and growth of the Drug Recognition Evaluation Program. In FY05 the SDPHL performed 4,523 urine drug screens in support of law enforcement. By FY15 that number had an increase to 7,182. One factor that contributed to the urine drug workload increase is the samples from DRE, the Drug Recognition Evaluation Program. Secondly, the DRE program is starting to use blood for drug testing. The testing of blood has gone from screening for 3 classes of drugs with very few confirmations to 6 classes of drugs plus 3 individual ones and a larger demand for confirmations. Our workload has gone from 339 screens in FY05 to 748 in FY15. Already in FY16 we are at 875 blood drug screens.

Brief Project Summary

Decrease the BAC instrument's percent standard deviation from 5.7% to 3.7% to ensure a smaller margin of error by September 30, 2017. The SDPHL runs multiple controls throughout a BAC analysis batch (a group of calibrators, controls, and unknown samples run at one time). These controls which are purchased and of known value are being tracked and statistically analyzed by the SDPHL. This data shows that the instrument to be replaced has a larger range of values for the same control than that of another instrument in the laboratory. Statistically speaking, the percent standard deviation for the instrument to be replaced is 5.7%. The new instrument will have a percent standard deviation closer to 3.7%, decreasing the margin of error by approximately 35%. The SDPHL chemists are routinely asked about the margin of error in our BAC analysis in a courtroom setting. As the instrument continues to age, the margin of error will continue to increase which could impact testimony in the courtroom.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: SD Division of Criminal Investigation
HSP Project Title: DUI Instructor Training
Project Manager Name: Scott Rechtenbaugh
Phone: (605) 773-3584
Application Name: LE17-SD Office of Attorney General - DCI-IMP-00095
Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-02-95

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$1,890.00	\$0.00	\$1,890.00	Section 405d-Impaired	20.616
Contractual Services	\$9,305.00	\$0.00	\$9,305.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$11,195.00	\$0.00	\$0.00		
Federal Funds	\$11,195.00	\$0.00	\$11,195.00		
State & Local Match	\$11,195.00	\$0.00	\$11,195.00		
TOTAL FEDERAL + MATCH	\$22,390.00	\$0.00	\$22,390.00		

Problem Identification

Traffic crash data for the years 2012-2014 indicates a definite need for advanced traffic enforcement training. For this three-year period, South Dakota experienced 50,227 reportable crashes. Alcohol was involved in 2,085 fatal and injury crashes. Within these numbers, there were 404 fatal crashes. Nearly 35% of all fatal crashes had alcohol involved. There were 142 alcohol related fatal crashes in the three-year period. The widespread use of alcohol and resulting crashes necessitate the need for training in the development of programs to counter these types of issues. Random enforcement is only so effective; programs need to be designed to target the high risk issues and focus the attention on certain areas. As of June 2015, South Dakota had 1,816 full and part-time law enforcement officers. Continuing education in DWI Detection is a necessity. The course we are proposing is an advanced level class not provided during the basic law enforcement academy. The volume of work created by alcohol related crashes requires the most up to date training, especially for court cases dealing with vehicular homicide, vehicular battery, and manslaughter. It is crucial to provide advanced training in the field, as there are presently no mandated requirements for traffic enforcement training after completion of the basic academy. So the courses need to be taken to the officers so they can be kept current on new technology and improvements in curriculums.

Brief Project Summary

Provide DUI instructor training to officers by April 1, 2017 to increase the number of trained law enforcement officers by 30. This project will provide traffic enforcement opportunities to law enforcement officers throughout South Dakota. Currently, Law Enforcement Training conducts traffic programs at the basic level. This task expands the training into the advanced levels that are not presently available within the state.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Media Projects
HSP Project Title: Alcohol Media-164AL
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00009
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-03-09

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Alcohol Media-164AL	\$200,000.00		\$200,000.00	Section 164AL	20.608

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Media Projects
HSP Project Title: Alcohol Media-410HF
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00010
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-03-10

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Alcohol Media-410HF	\$4,146.84		\$4,146.84	Section 410HF	20.601

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Media Projects
HSP Project Title: Alcohol Media-410HV
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00011
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-03-11

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Alcohol Media-410HV	\$298,015.14		\$298,015.14	Section 410HV	20.601

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Mountain Plains Evaluation
HSP Project Title: Impaired Driving Task Force
Project Manager Name: Roland Loudenberg
Phone: (605) 425-3305
Application Name: OHS-APP-2017-SDDPS_OHS-00014
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-03-14

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Impaired Driving Task Force	\$49,797.00		\$49,797.00	Section 405d-Impaired	20.616

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Media Projects
HSP Project Title: Motorcycle Media-2010
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00016
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-03-16

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Motorcycle Media-2010	\$83,517.55		\$83,517.55	Section 2010	20.612

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Media Projects
HSP Project Title: Lawrence & Schiller-164AL
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00021
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-03-21

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Lawrence & Schiller-164AL	\$400,000.00		\$400,000.00	Section 164AL	20.608

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Public Information Officer
HSP Project Title: PIO-405(d)
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00023
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-03-23

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
PIO-405(d)	\$32,500.00		\$32,500.00	Section 405d-Impaired	20.616

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-Roadway Safety
HSP Project Title: Roadway Safety-405(d)
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00025
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-03-25

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Roadway Safety-405(d)	\$10,000.00		\$10,000.00	Section 405d-Impaired	20.616

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: South Dakota Broadcasters Association
HSP Project Title: SD Broadcasters
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00026
Major Performance Measure: C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project Number: 2017-03-26

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
SD Broadcasters	\$200,000.00		\$200,000.00	Section 154	20.607

Brief Project Summary

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

FY2017 PROJECTS BY CORE PERFORMANCE AREA

TAB C6

Number of Speeding Related Fatalities (FARS)

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Davison County Sheriff's Office
HSP Project Title: Speed Overtime
Project Manager Name: Steve Harr
Phone: (605) 995-8630
Application Name: LE17-Davison County Sheriff's Office-SSB-00007
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-07

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$22,391.18	\$0.00	\$22,391.18	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$22,391.18	\$0.00	\$0.00		
Federal Funds	\$22,391.18	\$0.00	\$22,391.18		
State & Local Match	\$5,597.80	\$0.00	\$5,597.80		
TOTAL FEDERAL + MATCH	\$27,988.98	\$0.00	\$27,988.98		

Problem Identification

The Davison County Sheriff's Office's proposal is to assist us in the enforcement of speeding violations. We have 432 square miles to patrol. We have seven full time sworn deputies. These include the Sheriff, Chief Deputy, Jail Administrator, and four deputies. We also have two sworn part time deputies. Due to scheduling constraints we usually have one deputy working during the evening. This shift is generally from 4pm to 2am. We have several large events that are taking place this year. They include the following: Corn Palace Stampede Rodeo, Bull Bash, Corn Palace Week Festival, DakotaFest, mud runs, golf tournaments, and several concerts at the Corn Palace. These all bring in a large number of people to Davison County. Traffic violations cause a large problem during these events.

In 2012, overall crashes were at 210. Of these crashes, 31 were injury crashes, with 46 people being injured. There were no recorded fatalities recorded in Davison County in 2012. 33 of these crashes were speed related. In 2013, overall crashes decreased to 182. This is a decrease of 28 crashes, or 13.4%. Of these crashes, 20 were injury crashes, with 30 people being hurt. This is a decrease of 16 people being injured. There were 2 fatalities recorded in Davison County in 2013.12.1%, or 22 of these crashes were speed related. In 2014, overall crashes increased to 185. This is an increase of 3 crashes, or 1.6%. Of these crashes, 27 were injury crashes, with 32 people being injured. This is an increase of 2 people being injured. During these 3 years there have been a total of 577 motor vehicle crashes.12.1%, or 70, of these crashes had speed as a factor.

In 2013 there were 737 Speeding Citations issued by our office. Our office also issued 169 Seat Belt Violations, 27 DUI Citations, and 44 citations for other alcohol offenses. In 2014 there were 645 Speeding Citations issued by our office. We also issued 142 Seat Belt Citations, 19 DUI Citations, and 37 citations were issued for other alcohol offenses. In 2015 there were 691 Speeding Citations issued by our office. We also issued 102 Seat Belt Citations, 28 DUI Citations, and 48 citations were issued for other alcohol offenses.

Brief Project Summary

Reduce speed related injury crashes in Davison County by 4% from our 3 year average of 70 to 67 by September 30, 2017. Increase the number of speed citations in Davison County by 2% from 691 in 2015 to 704 by September 30, 2017. We will continue to enforce speed laws by utilizing the overtime requested. Our targeted areas for this enforcement will include I-90 and

Highway 37. These are the two areas that have the largest number of crashes in our county. We will target this area mostly during the evening, as this seems to be peak traffic time. We will also work this area early in the mornings and at night. We will target areas around the outskirts of Mitchell during late evenings and early mornings, either of our two golf courses during and after tournaments, and any other events that could have speeding violations coming from them. We will take part in a minimum of 7 speed saturation patrols. Three of these will occur during the national mobilizations. These will occur during high traffic times in our county.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Miller Police Department
HSP Project Title: Miller Highway Safety
Project Manager Name: Shannon Speck
Phone: (605) 853-2400
Application Name: LE17-Miller Police Department-SSB-00010
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-10

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$9,542.00	\$0.00	\$9,542.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$2,800.00	\$0.00	\$2,800.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$12,342.00	\$0.00	\$0.00		
Federal Funds	\$12,342.00	\$0.00	\$12,342.00		
State & Local Match	\$3,085.50	\$0.00	\$3,085.50		
TOTAL FEDERAL + MATCH	\$15,427.50	\$0.00	\$15,427.50		

Problem Identification

The City of Miller is located in a rural setting with a population of approximately 1,489 people. Because of the rural setting and wide open spaces there is a mindset that speeding is acceptable and tolerated. SD 45 and US 14 are 2 State Highways that travel through Miller. On a daily basis, several thousand vehicles pass through Miller on these State Highways. Throughout the year traffic violations and traffic crashes occur on these state highways. Fortunately, due to approval of past grants and our enforcement efforts we have been able to keep the speed related injury crashes and speed related fatal crashes at zero for FY2015. Our enforcement statistics show that we still have work to keep these crashes at a minimum. The Miller Police Department consists of 4 full time officers. With all the duties associated with our agency, traffic enforcement and education often takes a backseat. If approved, this grant will allow us to dedicate enforcement hours focusing on speed and occupant protection violations.

Brief Project Summary

Maintain zero people killed in speed related crashes in the city of Miller by September 30, 2017. Increase occupant protection citations in the city of Miller by 5% from 47 in FY2015 to 50 by September 30, 2017. Increase speed citations in the city of Miller by 10% from 113 in FY2015 to 125 by September 30, 2017. Participate in a minimum of 12 speed /seatbelt saturation patrols with a focus on SD 45 and US 14 while utilizing the requested speed sign. Continue to enforce traffic violations during normal patrol hours. Extra enforcement will take place during special events throughout FFY2017 that generate high traffic volumes, such and the Sturgis Motorcycle Classic and the South Dakota State Fair. Participate in all required mobilizations and assist in all sobriety checks in conjunction with the South Dakota Highway Patrol held in our jurisdiction. Continue to maintain a safety information display rack at the Police Department.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Canton Police Department
HSP Project Title: Canton Police Department - Speed
Project Manager Name: David A. Jacobs
Phone: (605) 987-5612
Application Name: LE17-Canton PD-SSB-00012
Major Performance Measure: C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions. C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-12

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$1,416.00	\$0.00	\$1,416.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$2,800.00	\$0.00	\$2,800.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$4,216.00	\$0.00	\$0.00		
Federal Funds	\$4,216.00	\$0.00	\$4,216.00		
State & Local Match	\$1,054.00	\$0.00	\$1,054.00		
TOTAL FEDERAL + MATCH	\$5,270.00	\$0.00	\$5,270.00		

Problem Identification

The City of Canton is the County seat for Lincoln County, South Dakota. According to the US Census Bureau, the population of Lincoln County grew by 85.77% between 2000 and 2010. Annually, Lincoln County is listed among the fastest growing counties in the United States. Although the City of Canton has not seen the same level of population increase as Lincoln County, it has experienced considerable economic development. The growth in economic development led to the City of Canton being named the 2011 Small Community of the year by Governor Dennis Daugaard. The City of Canton experiences a relatively high volume of traffic on US Hwy 18, which goes through the business district of the city. This is due in part to the number of people traveling from northwest Iowa to the City of Sioux Falls for employment, entertainment, and shopping. There is a high volume of over-the-road truck traffic as US Hwy 18 is an unrestricted route and is used frequently for oversize loads traveling east/west. The Canton Police Department has seen an increase in citizen complaints on Speeding in residential areas. In 2015, the Canton Police Department saw a 76% increase in Speed Citations compared to 2014.

Brief Project Summary

Maintain zero fatal crashes within the City Limits of Canton by September 30, 2017. Increase total seatbelt citations in Canton, SD by 10% from 46 in FFY2015 to 51 in FFY2017. Increase total Speed citations in Canton, SD by 5% from 115 in FFY 2015 to 121 in FFY2017. The Canton Police Department intends on conducting speed saturation events in citizen complaint areas as well as areas with historically higher incidents of speeding. These events will be in addition to our routine patrol. To accomplish the objectives, the Canton Police Department will conduct at least 3 Speed saturation events during FFY 2017. The Canton Police Department will also participate in the three National mobilizations. If this grant is approved, the Canton Police Department will utilize the data collected from the requested portable speed radar sign to pinpoint the locations, days, and times that have the highest incidents of speeding.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Campbell Co Sheriff
HSP Project Title: Highway Safety Program
Project Manager Name: Sheriff Lacey Perman
Phone: (605) 955-3355
Application Name: LE17-Campbell County Sheriff's Office-SSB-00015
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-15

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$2,316.00	\$0.00	\$2,316.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$2,316.00	\$0.00	\$0.00		
Federal Funds	\$2,316.00	\$0.00	\$2,316.00		
State & Local Match	\$579.00	\$0.00	\$579.00		
TOTAL FEDERAL + MATCH	\$2,895.00	\$0.00	\$2,895.00		

Problem Identification

The Campbell County Sheriffs Office is the sole law enforcement agency in Campbell County. Our department until recently consisted of the Sheriff and 1 deputy. We have recently been approved to hire another deputy. Campbell County is a remote rural area. The mindset seems to be that speeding is acceptable and in some cases expected by our local population, as well as motorists travelling through our County. A large portion of the responsibility for traffic enforcement rests on the Sheriff's Department. US83 is a major thoroughfare through Campbell County. Past experience has proven that a majority of speed violators on US83 are traveling in excess of 80 miles per hour, as pointed out by our Law Enforcement Liaison during the FY2015 review. Our small department has issued an average of 45 speed citations per year for FY2013-FY2015. Although we didn't experience any speed related fatal crashes in FY2015, past history has shown that that number could change at anytime, considering the high speeds we are encountering. We still have work to do and we are excited to have an extra officer to assist us in addressing our speed violation problem. With the approval of this grant, we will purchase a RADAR to equip the new patrol vehicle. With the addition of 1 officer we anticipate increasing our speed citations by 30%.

Brief Project Summary

Maintain zero people killed in speed related crashes in Campbell County by September 30, 2017. Increase speed citations in Campbell County by 30% from 57 in FY2015 to 75 by September 30, 2017.

Utilizing the requested radar unit, we will conduct 12 speed saturation patrols (1 per month) in Campbell County. Strategically place speed signs and download speed data from the signs. Use this information to direct speed enforcement activities to areas and times identified by speed sign data, as well as accident trends. Participate in traffic safety & sobriety checkpoints in conjunction with and as scheduled by the South Dakota Highway Patrol and participate in national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Pennington County Sheriff's Office
HSP Project Title: Highway Safety Grant (402)
Project Manager Name: Kraig Wood
Phone: (605) 394-6113
Application Name: LE17-Penn CO SO-SSB-00016
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-16

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$8,320.00	\$0.00	\$8,320.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$11,484.48	\$0.00	\$11,484.48	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$19,804.48	\$0.00	\$0.00		
Federal Funds	\$19,804.48	\$0.00	\$19,804.48		
State & Local Match	\$4,951.12	\$0.00	\$4,951.12		
TOTAL FEDERAL + MATCH	\$24,755.60	\$0.00	\$24,755.60		

Problem Identification

According to statistics provided by the Office of Highway Safety, there were 17,392 traffic crashes in the State of South Dakota in fiscal 2015. In the same year reporting period, Pennington County reported 2,409 crashes, which is 14% of the total crashes in South Dakota. There were 11 fatalities and 698 injury crashes in Pennington County during FFY 2015. Some of these crashes were a result of high risk drivers. Speed and lack of seatbelt usage are factors associated with high risk drivers. During FFY 2015, Pennington County had 342 speed related crashes. Three of the speed related crashes resulted in fatalities. These are all factors that can be addressed through enforcement and education. Pennington County continues to be in the top ten counties in motor vehicle crashes in South Dakota.

Brief Project Summary

Reduce the number of speed related crashes in Pennington County by 2% from 342 in fiscal year 2015 to 335 by September 30, 2017. A reduction of 7 crashes. Increase speed citations in Pennington County by 2% from 2275 citations in fiscal year 2015 to 2321 citations by September 30, 2017. Make five traffic stops/contacts for every four hours of grant related speed and seatbelt enforcement time utilizing the requested seven radar units. Conduct the Freshman Impact Alcohol and Drug Awareness Program in three school districts (Wall, Douglas, and Rapid City) which will reach over 360 students. Conduct 200 hours of saturation patrols that will focus on speed and seatbelt enforcement.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Pierre Police
HSP Project Title: SPEED OVERTIME
Project Manager Name: JUSTIN HARMON
Phone: (605) 773-7410
Application Name: LE17-pierre police-SSB-00019
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-19

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$15,011.40	\$0.00	\$15,011.40	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$15,011.40	\$0.00	\$0.00		
Federal Funds	\$15,011.40	\$0.00	\$15,011.40		
State & Local Match	\$3,752.85	\$0.00	\$3,752.85		
TOTAL FEDERAL + MATCH	\$18,764.25	\$0.00	\$18,764.25		

Problem Identification

The Pierre Police Department does not have any officers assigned to work traffic enforcement on a full time basis. Patrol officers watch for traffic violations between calls for service whenever possible. On average, the department handles 10,000 calls for service. These calls are divided up amongst the (16) patrol officers, leaving very little time for traffic enforcement during the regular course of duty. Previous year's grants have allowed us to deploy officers to work traffic enforcement. With this increased enforcement, the City of Pierre has noticed a dramatic decrease in State Reportable Accidents. In FY2015 Accidents Records data shows 5 speed related crashes and zero speed related fatal crashes. The attached 2014 State Reportable Motor Vehicle Crashes Report for Pierre shows a map that indicates the majority of State Reportable accidents in Pierre occurred on 1 of the 3 highways that run through the city (US14/SD34/SD1804). *2014 Accident Map & Accident Report are included on the Miscellaneous Attachments form.

Brief Project Summary

Maintain zero people killed in speed related crashes in the City of Pierre by September 30, 2017. Increase the number of seatbelt citations in the City of Pierre by 10%, from 69 in FY2015 to 76 by September 30, 2017. Increase the number of speed citations in the City of Pierre by 10%, from 176 in FY2015 to 194 by September 30, 2017. Special emphasis will be to deploy these officers during national mobilizations and campaigns established by NHTSA. A minimum of four high visibility enforcement activities, such as checkpoints or saturation patrols, will be performed during the national mobilizations, May Seatbelt, Labor Day Impaired Driving, and Holiday Season Impaired Driving and four additional high visibility enforcement activities during the remainder of the grant year. The Pierre Police Department will also coordinate traffic Public Safety Announcements and Press Releases for Traffic Safety Educational Awareness during such times as, but not limited to the beginning & end of the school year, holidays, and other appropriate NHTSA campaign calendar.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Stanley County Sheriff's Office
HSP Project Title: Slow Down 2
Project Manager Name: Deputy Dustin Baxter
Phone: (605) 223-7792
Application Name: LE17-Stanley CO SO-SSB-00022
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-22

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$14,660.00	\$0.00	\$14,660.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$4,276.00	\$0.00	\$4,276.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$18,936.00	\$0.00	\$0.00		
Federal Funds	\$18,936.00	\$0.00	\$18,936.00		
State & Local Match	\$5,269.99	\$0.00	\$5,269.99		
TOTAL FEDERAL + MATCH	\$24,205.99	\$0.00	\$24,205.99		

Problem Identification

US Highway 83 is a major highway which links not only Fort Pierre to Interstate 90, but also the South Dakota Capitol in Pierre. On this four lane highway there is a school zone, this causes a great challenge when attempting to enforce speed limits. There is constant local traffic with the addition of traffic to the state capitol in Pierre which is located just over the Missouri River Bridge. We have seen an increase in speed on US Highway 83 due to the increase of the speed limit on Interstate 90 and there is a continuous speeding problem on the rural highways. The FFY data 2015 grant timeframe showed we had a total of 26 contacts for seatbelts, 22 of those were citations. In addition, during the Federal Fiscal Year Data 2015 grant time frame we had a total of 933 speed contacts, of those 372 citations were issued. Several events occur on a regular basis in the area which include the South Dakota sanctioned horse races in the Spring, the Casey Tibbs Ride of Champs in June, the famous three day Forth of July Rodeo (Rodeo, Fireworks, Parade and Celebration, trail rides, and the annual 4-H Finals Rodeo during the last week of August. During these events there is an increase in alcohol consumption, vehicle traffic and the population of the area doubles in size. There is also an increase in fishermen, campers and tourists in the early Spring, Summer and Fall which adds to the problems of speed, DUI and underage drinking enforcement.

Brief Project Summary

Increase seatbelt usage in Stanley County by increasing the number of citations by 25% from 22 in 2015 grant year to 28 by September 30, 2017. Decrease speeding in Stanley County by increasing the number of citations by 15% from 372 in 2015 grant year to 428 by September 30, 2017. Decrease the number of speed-related injuries in Stanley County by 10% from 8 in 2015 grant year to 7 by September 30, 2017. Utilizing the requested lidar unit, we will conduct 3 speed saturation patrols and 2 saturation patrols targeting seat belt usage. Take part in all national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Hot Springs Police Department
HSP Project Title: Speed Enforcement Grant
Project Manager Name: William Wainman
Phone: (605) 745-5200
Application Name: LE17-Hot Springs Police Department-SSB-00025
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-25

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

Problem Identification

We are seeing an increase in speed in the city limits of Hot Springs. In 2013 we issued 187 speeding citations and had 89 traffic crashes. In 2014 we issued 91 speeding citations and had 104 traffic crashes. In 2015 we issued 565 and only 70 crashes. The more speeders we stop, the more crashes we prevent.

Brief Project Summary

Reduce the number of people killed or injured in speed related crashes in Hot Springs by 20% from 6 per year to 5 by September 30, 2017. Increase speed citations by 20% which will be an increase of 56.2 tickets per year over the average of the last 3 years of 281 citations per year.

Utilizing the requested three radar units, we will increase speed enforcement within the city limits of Hot Springs which would include Hwy 18, Hwy 18 Bypass, Hwy 71, Hwy 385. Increase speed enforcement in school zones. Increase speed enforcement on all municipal streets. Participate in 4 highly publicized speed enforcement campaigns. Participate in the national mobilizations. We will use crash data statistics to distribute manpower to reduce crashes and address speed violations.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Mitchell Police Department
HSP Project Title: Speed Grant 2017
Project Manager Name: Sgt. Adam Frerichs
Phone: (605) 995-8400
Application Name: LE17-Mitchell Police Department-SSB-00026
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-26

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$5,700.00	\$0.00	\$5,700.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$8,026.96	\$0.00	\$8,026.96	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$13,726.96	\$0.00	\$0.00		
Federal Funds	\$13,726.96	\$0.00	\$13,726.96		
State & Local Match	\$3,431.74	\$0.00	\$3,431.74		
TOTAL FEDERAL + MATCH	\$17,158.70	\$0.00	\$17,158.70		

Problem Identification

The City of Mitchell has many areas of the city that invite motorists to speed. These areas include our Main Street, which is a 20 mph zone in the business district; many wide open 4-lane traffic ways; SD37 which comes into Mitchell from the north; as well as the 4-lane roads of Sanborn, Havens and Burr which are main traffic routes through town. These areas are also where accidents most frequently occur. Mitchell has several tourist attractions which brings extra traffic onto the above listed roads. Most tourists entering Mitchell exit off of the I-90 Interstate and out of habit do not slow down for city limit speed limits. Mitchell hosts many events throughout the year including poker runs, Dakota Fest Farm show, Corn Palace Festival, Corn Palace Stampede Rodeo and numerous athletic events hosted at the Corn Palace. Tourists and out of town drivers who are unfamiliar with Mitchell along with heavily traveled 4-lane roads often causes distracted driving, speeding and other traffic violations which ultimately lead to more traffic crashes. The Mitchell Police Department is comprised of 29 full-time officers when full staffed providing police service 24 hours a day. The Mitchell Police Department does not have officers assigned to traffic enforcement. All officers work traffic enforcement when time allows when not responding to calls for service. This grant would allow the Mitchell Police Department to provide extra time and effort for speed enforcement, which otherwise would not be available. The equipment requested will also assist in our speed enforcement efforts.

Brief Project Summary

Reduce the number of people killed in speed related crashes in Mitchell from 1 in FY2015 to 0 by September 30, 2017. Increase speed citations in the city of Mitchell by 5% from 130 in FY2015 to 136 speed citation by September 30, 2017. We will assign officers to work traffic enforcement in high crash areas during peak hours throughout the grant year utilizing the three requested radar units and one lidar unit. We will use downloads from speed boards to help determine these areas. Place 3 speed boards throughout the City in locations identified as high crash areas. Conduct a minimum 4 speed enforcement saturation patrols in the City of Mitchell. Participate in national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Union County Sheriff's Office
HSP Project Title: Union County Sheriff's Office Safety Grant
Project Manager Name: Josh Bridenstine
Phone: (605) 356-2679
Application Name: LE17-Union Co So-SSB-00032
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-32

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$5,500.00	\$0.00	\$5,500.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$5,500.00	\$0.00	\$0.00		
Federal Funds	\$5,500.00	\$0.00	\$5,500.00		
State & Local Match	\$1,375.00	\$0.00	\$1,375.00		
TOTAL FEDERAL + MATCH	\$6,875.00	\$0.00	\$6,875.00		

Problem Identification

The mission of the Union County Sheriff's Office is to reduce the number of motor vehicle crashes and to reduce the economic and emotional loss resulting from vehicle crashes. In 2015, Union County had a total of 146 crashes. While the total number of crashes dramatically decreased from 154 in 2014. Union County had a total of 10 injury crashes, with 47 persons injured. Speeding remains an issue in Union County. Union County increased speed citations from 260 in 2014, to 355 in 2015, and 554 warnings to 680 warnings. (www.dps.sd.gov) Union County has a resident population of 15,029. (<http://quickfacts.census.gov/qfd/states/46/46127.html>). It encompasses 460 square miles. Major travel lanes are Interstate 29 and South Dakota Highways 46, 48, and 50.

Brief Project Summary

Reduce the number of people injured in speed-related crashes in Union County by 100% from 10 in 2015 to 0 by September 30, 2017. To increase seatbelt citations by 30% from 23 citations FY15 to 35 citations by September 30, 2017. To increase speed citations by 10% from 375 citations FY15 to 406 citations by September 30, 2017. We will accomplish our goals by increasing our routine patrols, saturations, checkpoints, public awareness, four media announcements, and participation in the four national mobilization times during the FY year along with four more saturations/checkpoints. The Union County Sheriff's Office will also focus on the importance of seatbelt usage by the travelers within our jurisdiction.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Hughes County Sheriff's Office
HSP Project Title: Highway Safety
Project Manager Name: Chris Gross
Phone: (605) 773-7470
Application Name: LE17-Hughes County Sheriff's Office-SSB-00034
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-34

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$9,991.12	\$0.00	\$9,991.12	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$9,991.12	\$0.00	\$0.00		
Federal Funds	\$9,991.12	\$0.00	\$9,991.12		
State & Local Match	\$2,497.78	\$0.00	\$2,497.78		
TOTAL FEDERAL + MATCH	\$12,488.90	\$0.00	\$12,488.90		

Problem Identification

The problem is that the Hughes County Sheriff's Office does not have deputies assigned to work traffic enforcement on a full time basis. The Hughes County Sheriffs Office asks that all of its officers address traffic violations between calls for service whenever possible. Last year the Hughes County Sheriff's Office handled 2332 calls for service. Our department consists of the Sheriff and 5 deputies. With the calls for service and other duties associated with the Sheriff's Department, there is very little time for traffic enforcement. Data entered on the Department of Public Safety website shows that our department issued 149 speed citations in FY2012, 163 speed citations in FY2013, and 27 speed citations in FY2014. The decline in FY2014 was due to the fact our RADAR units were worn out and unreliable. The RADAR units were removed from our patrol vehicles and as a result we didn't issue any speed citations in FY2015. Our department has recently purchased new RADAR units and we are ready once again to contribute to the highway safety effort. If approved this grant will allow our department to dedicated manpower to enforce speed and occupant protection laws.

Brief Project Summary

Maintain zero people killed in speed related crashes in Hughes County by September 30, 2017. Increase occupant protection citations in Hughes County from zero in FY2015 to 35 by September 30, 2017. Increase speed citations in Hughes County from zero in FY2015 to 35 by September 30, 2017.

A minimum of four high visibility enforcement activities, such as checkpoints or saturation patrols, will be performed during the national mobilizations: May Seatbelt, Labor Day Impaired Driving, and Holiday Season impaired Driving, and four additional high visibility enforcement activities during the remainder of the grant year. The Hughes County Sheriff's Office will also coordinate traffic Public Safety Announcements and Press Releases for Traffic Safety Educational Awareness during such times as but not limited to the beginning and end of the school year, holidays, and other appropriate NHTSA campaign calendar.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Huron Police Department
HSP Project Title: Speed/Safety Enforcement
Project Manager Name: Kevin Van Diepen
Phone: (605) 353-8550
Application Name: LE17-Huron Police Department-SSB-00035
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-35

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$22,550.00	\$0.00	\$22,550.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$22,550.00	\$0.00	\$0.00		
Federal Funds	\$22,550.00	\$0.00	\$22,550.00		
State & Local Match	\$5,637.50	\$0.00	\$5,637.50		
TOTAL FEDERAL + MATCH	\$28,187.50	\$0.00	\$28,187.50		

Problem Identification

Speed violators and unrestrained drivers have been identified as a problem in our jurisdiction. Our department issued 229 speed citations and 47 seatbelts citations in FY2015. In FY2015 there were a total of 20 speed related reportable crashes in the City of Huron, with 9 of those being injury crashes. So far in FY2016 the Huron Police Department has issued 65 speed citations and 18 restraint violations. With the requested additional hours, we would be able to increase patrols in the high traffic/crash areas to enforce speed and unrestrained driver violations. With our current man-power shortage, we don't have assigned traffic officers. Traffic enforcement takes a backseat to calls for service and other duties related to our Public Safety mission. If this grant is approved, the overtime will allow us to address highway safety issues that otherwise would not be addressed.

Brief Project Summary

Reduce the number of speed related injury crashes in the City of Huron by 14% from 9 in FY2015 to 8, by September 30, 2017. Increase seatbelt citations by 10% from 47 in FY2015, to 52 citations by September, 30, 2017. Increase speed citations by 5%, from 229 in FY2015 to 240 citations by September, 30, 2017.

We will conduct 4 publicized speed and seatbelt patrol saturations. The Beadle County Sheriff's Department and the South Dakota Highway Patrol will be invited to participate. The saturations will be publicized on our local cable channel and on our local radio station. Officers will be assigned to work overtime throughout the grant year to address speed and seatbelt violations. Officers will participate in extra patrols in our school zones. We will use the allotted overtime to increase patrols during high traffic times and dates such as the South Dakota State Fair, Wheel Jam and The Wisconsin 100 Car Races, and other events that create a high influx of traffic in our city. Participate in national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Groton Police Department
HSP Project Title: Groton Highway Safety
Project Manager Name: Stacy E. Mayou
Phone: (605) 397-8100
Application Name: LE17-Groton Police Department-SSB-00036
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-36

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$15,930.90	\$0.00	\$15,930.90	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$15,930.90	\$0.00	\$0.00		
Federal Funds	\$15,930.90	\$0.00	\$15,930.90		
State & Local Match	\$3,982.73	\$0.00	\$3,982.73		
TOTAL FEDERAL + MATCH	\$19,913.63	\$0.00	\$19,913.63		

Problem Identification

US12 and SD37 are major highways that intersect in Groton. US12 is a four lane highway and a major thoroughfare between I-29 and the City of Aberdeen. Three miles west of Groton is a BIO Refinery Plant which employs 41 people and takes in 19 to 20 thousand truck loads of corn per year, in addition to other truck traffic associated with plant operations. All things considered, this makes speeding violations a safety issue for the City of Groton. Data from the Department of Public Safety website shows 151 speed citations were written in FY2013, compared to 87 in FY2015. Data from Accident Records indicates there were zero fatal and zero injury crashes that were speed related. Comments received from the motoring public and the fact speeding numbers are down indicate our persistent enforcement effort is making a difference. With the help of a FY2017 speed grant, it is our intention to continue to send a message to motorists that speeding is not tolerated in the City of Groton, so we can continue to experience low crash numbers.

Brief Project Summary

Maintain zero people killed in speed related crashes in the City of Groton by September 30, 2017. Increase speed citations in the City of Groton by 10% from 87 in FY2015 to 95 by September 30, 2017.

Our speed board will be used a minimum of (8) eight times this grant period in our school zones and (12) times on major highways within the city. Safety information will be disseminated at traffic stops, public events and on display boards at City Hall and Police Department to keep the public informed. Highway Safety announcements will also run on the local access channel (4) times. We will participate in all required National Mobilizations. We will participate in a minimum of 4 saturation patrols and or sobriety checks (Sobriety Checks in conjunction with the Highway Patrol).

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Beadle County Sheriff's Office
HSP Project Title: Speed Enforcement
Project Manager Name: Chris Olerud
Phone: (605) 353-8424
Application Name: LE17-Beadle County Sheriff's Office-SSB-00041
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-41

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$13,513.60	\$0.00	\$13,513.60	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$10,380.00	\$0.00	\$10,380.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$23,893.60	\$0.00	\$0.00		
Federal Funds	\$23,893.60	\$0.00	\$23,893.60		
State & Local Match	\$5,973.40	\$0.00	\$5,973.40		
TOTAL FEDERAL + MATCH	\$29,867.00	\$0.00	\$29,867.00		

Problem Identification

The Beadle County Sheriff's Department is responsible for Beadle County, South Dakota, which is 1,320 square miles and has a population of 17,408. The Beadle County Sheriff's Office is providing law enforcement for the area with a Sheriff and four sworn officers. Each officer is provided a fully equipped patrol vehicle. Within Beadle County there are 12 communities. Huron is the only community that has a police department. Beadle County has two major US highways that run through the county. These are US Hwy 281 and US Hwy 14. Beadle County also includes state highways 28, 37, and about 230 miles of paved county roads.

The Beadle County Sheriff's Office duties include answering all calls for service in the rural communities, warrant service, and civil paper service. The Beadle County Sheriff's Office is also responsible for the transportation of prisoners to the State Penitentiary in Sioux Falls and transporting the mentally ill to the State Hospital in Yankton. With 5 employees these tasks consume a majority of our time. With a Law Enforcement Highway Safety Grant we will be able to take time for speed enforcement through overtime.

Brief Project Summary

Maintain zero people killed in speed related crashes in Beadle County by September 30, 2017. Increase the number of speed citations in Beadle County by 185% from the three-year average of 14 to 40 by September 30, 2017.

Deputies will work speed overtime throughout the fiscal year with an emphasis on high traffic events to include Wheel Jam, South Dakota State Fair, and the Wisconsin 100 car races. We will participate in four publicized saturation patrols in identified high crash areas by September 30, 2017. We will participate in all required National Mobilizations. We will participate in all sobriety checks in conjunction with the South Dakota Highway Patrol in our jurisdiction.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: McPherson County Sheriff's Office
HSP Project Title: 2017 Highway Safety Program
Project Manager Name: Dave Ackerman
Phone: (605) 439-3400
Application Name: LE17-McPherson County Sheriff's Office-SSB-00042
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-42

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$5,096.00	\$0.00	\$5,096.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$5,096.00	\$0.00	\$0.00		
Federal Funds	\$5,096.00	\$0.00	\$5,096.00		
State & Local Match	\$1,346.00	\$0.00	\$1,346.00		
TOTAL FEDERAL + MATCH	\$6,442.00	\$0.00	\$6,442.00		

Problem Identification

McPherson County is a rural area, remotely located in north central South Dakota. McPherson County has multiple state highways running through it to include Highway 10, 45, 47, 239, 247. Due to projects in the area there has been a significant increase in the traffic going through McPherson County. Highway 10 is the highway that passes through our two largest communities of Eureka and Leola. Data obtained from speed signs located in Eureka for March 2016 shows 43,498 vehicles passed by both signs. A total of 5,294 vehicles were traveling over the posted speed limit of 30 miles per hour, with the highest speed being 78 miles per hour. Until recently, the McPherson County Sheriff's office consisted of the Sheriff and one deputy. The only other law enforcement in the county is one part-time police officer in Leola. Because of the minimal manpower, calls for service take priority leaving very little time for highway safety. We have recently hired another deputy, which will allow us to be more proactive when addressing our speed violation issue. If this grant is approved we will add two movable speed signs to other locations in the county and a new RADAR will be purchased to outfit the additional patrol vehicle.

Brief Project Summary

Maintain zero people killed in speed related crashes in McPherson County by September 30, 2017. Increase speed citations in McPherson County by 20% from our 3 year average of 29 (FY2013-FY2015), to 35 by September 30, 2017. We will conduct a minimum of 4 speed enforcement saturations. Set-up the speed signs and rotate them to different locations in Leola and Eureka. Use data from our speed signs to identify areas/times of concern for speed violations and focus our enforcement efforts on these areas. Conduct safety talks to the Leola School driver's education class with an emphasis on obeying speed and seatbelt laws.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Brown County Sheriff's Office
HSP Project Title: Speed and Seatbelt enforcement
Project Manager Name: Mark Milbrandt
Phone: (605) 626-7100
Application Name: LE17-BCSO-SSB-00043
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-43

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$24,010.80	\$0.00	\$24,010.80	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$24,010.80	\$0.00	\$0.00		
Federal Funds	\$24,010.80	\$0.00	\$24,010.80		
State & Local Match	\$6,002.70	\$0.00	\$6,002.70		
TOTAL FEDERAL + MATCH	\$30,013.50	\$0.00	\$30,013.50		

Problem Identification

According to information received from Accident Records, Brown County (excluding the City of Aberdeen) shows there were 20 speed related injury crashes reported in FY2015. Speed related injury crashes were up 8 from 13 in FY2014. Speed related crashes have averaged 16 for FY2012 to FY2014. Although the increase is slight, it is evident we still have work to do. The Brown County Sheriffs Department doesn't have deputies assigned to work traffic enforcement. With all other duties required of our department, traffic enforcement tends to take a back seat. Approval of this grant will allow for our deputies to work traffic enforcement outside their normal duties, to address violations that normally would not be addressed.

Brief Project Summary

Reduce the number speed related traffic crashes in Brown County by 11% from 20 in FY2015 to 18 by September 30, 2017. To increase the number of passenger restraint/child restraint citations in Brown County by 5% from 92 in FY2015 to 96 by September 30, 2017. Maintain the number of speed citations issued in FY2015 of 366 by September 30, 2017.

To enhance our efforts at reducing speed related crashes, we will continue to enforce traffic laws at all hours of the day and night. Participate in all national mobilizations and assist the South Dakota Highway Patrol in all sobriety checkpoints within Brown County. Conduct a minimum of 4 speed enforcement saturations with emphasis given to high traffic events within our county.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Bennett County Sheriff's Office
HSP Project Title: Speed Enforcement
Project Manager Name: Paul Williams
Phone: (605) 685-6516
Application Name: LE17-Bennett County Sheriffs office-SSB-00044
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-44

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$3,186.72	\$0.00	\$3,186.72	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$4,800.00	\$0.00	\$4,800.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$7,986.72	\$0.00	\$0.00		
Federal Funds	\$7,986.72	\$0.00	\$7,986.72		
State & Local Match	\$2,022.48	\$0.00	\$2,022.48		
TOTAL FEDERAL + MATCH	\$10,009.20	\$0.00	\$10,009.20		

Problem Identification

Bennett County has been seeing an increase in traffic stops made for speeding motorists, as well as civilian complaints about speeding and unsafe motorist on the public roadways. While this has not lead to an increase of speed related crashes yet, the Bennett County sheriff's office wants to slow motorist down and promote safe driving before there is an increase in traffic crashes due to speed. In the crash data from 2010 to 2012 there were 53 total crashes, 8 of those crashes were proven to be a direct result of speed. Between 2013 and 2015 there were a total of 76 crashes of those 5 were proven to be a direct result of speed. In those six years there were a total of 129 crashes reported to the state, 13 were confirmed to be a direct result of speed. Of the remaining 88 non wild animal crashes 25% of those were suspected to be the result of drivers driving too fast for the road conditions. From 2010 to 2016 we have seen an increase of speeding enforcement from 3 citations reported to the highway safety office in 2010 to 35 in 2013. In 2014 we saw a slightly slower number of citations issued at only 30, in 2014 we also saw a lower number of crash reports being sent into the state with only 9. In the first 6 months of 2016 we have seen 17 total crashes which is remaining on par with prior years however we have seen increased speed enforcement with 23 citations issued in only the first 6 months.

Brief Project Summary

Reduce the number of total crashes in Bennett County by 15% from an average of 35 to 30 total crashes by September 30, 2017. Increase speeding citations in Bennett County by 60% from 46 citations in FY2016 to 75 by September 30, 2017. Conduct two saturation patrols per month during high traffic times. The saturation patrols will be conducted in locations that are known for speeding violations and crashes. Using the requested two radar units, we will also focus on conducting speed enforcement for on hour Monday through Friday during the high crash rate times of 4 pm to 7 pm when traffic is traveling at an increased rate of speed. We will participate in all Mobilizations for Highway Safety.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Aurora County
HSP Project Title: Speed Enforcement
Project Manager Name: David Fink
Phone: (605) 942-7736
Application Name: LE17-ACSO-SSB-00045
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-45

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$7,264.80	\$0.00	\$7,264.80	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$7,264.80	\$0.00	\$0.00		
Federal Funds	\$7,264.80	\$0.00	\$7,264.80		
State & Local Match	\$1,816.20	\$0.00	\$1,816.20		
TOTAL FEDERAL + MATCH	\$9,081.00	\$0.00	\$9,081.00		

Problem Identification

Aurora County is a rural county with a population of 2,745 in 713 square miles and contains three organized municipalities and two other smaller areas of population. The mentality of our rural population is that speeding is acceptable and in some cases expected. As law enforcement officers we know that speed is a large factor in traffic accidents, whether non-injury or injury related. In FY2015 our agency issued 106 speed citations. At the end of the 2nd quarter for FY2016 we have already issued 144 speed citations. This increase is largely possible due to the fact that our Deputies were afforded the opportunity to work speed overtime because of a FY2016 grant. Our department consists of the Sheriff and two deputies. We are the only law enforcement agency in our County. As a small law enforcement agency we lack the manpower and as a result we often do not have staff to work speed enforcement, because of other duties involved with the Sheriff's Department. This grant will allow officers to work dedicated speed enforcement to address traffic safety issues that otherwise would not be addressed.

Brief Project Summary

To maintain zero people killed in speed related crashes in Aurora County by September 30, 2017. Our objective is to increase the speed citations in Aurora County by 10% from 106 in FY2015 to 117 by September 30, 2017.

We will conduct a minimum of 6 speed saturation patrols in Aurora County. Officers will spend an average of 10 hours per month on speed enforcement, focusing on areas we have identified as having a high probability of speed violators. We will participate in Highway Patrol sobriety checks and saturations in our area and provide extra effort during local and state events that generate increased traffic. We will participate in national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Madison Police Department
HSP Project Title: Speed Enforcement Grant
Project Manager Name: Aaron Talich
Phone: (605) 256-7506
Application Name: LE17-Madison Police Department-SSB-00046
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-46

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$4,000.00	\$0.00	\$4,000.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$4,000.00	\$0.00	\$0.00		
Federal Funds	\$4,000.00	\$0.00	\$4,000.00		
State & Local Match	\$1,000.00	\$0.00	\$1,000.00		
TOTAL FEDERAL + MATCH	\$5,000.00	\$0.00	\$5,000.00		

Problem Identification

The Madison Police Department is composed of eleven full-time officers that are state certified, who provide 24-hour law enforcement services to residents of the community and the Campus of Dakota State University (DSU). Our officers are cross deputized with the county Sheriff's Office. The department serves approximately 6,650 residents and 3,050 college students as well as the influx of tourists and sportsmen who utilize nearby lakes and parks and/or travel on highways 81, 19, and 34. These three highways produce a large amount of traffic through Madison. The same things that make Madison an attractive community also create a problem for law enforcement. College students are a truly "mobile" group and travel great distances to obtain their education. Our major highways also provide quick means of relocation for seasonal residents. These, along with transient traffic, contribute to additional traffic collisions & injuries, some of which are caused by speed, alcohol, careless driving, unlicensed drivers, and the lack of usage of safety restraints.

The Madison Police Department historically faces the same problems each year:

- Our citizens have become complacent and tend to disregard the posted speed limits
- Our citizens are still driving without safety restraints
- Our citizens are still showing unsafe driving habits (texting, talking on phone, etc.)
- Speed, alcohol, and other factors are contributing to motor vehicle collisions and unsafe driving
- Perception among the people in our community is that it is socially acceptable to drive without a license; drive faster than the posted speed limits; drive or ride without wearing seatbelts; & consume alcohol before operating a vehicle

Speeding Citations 2010: 174; 2011: 206; 2012: 136; 2013: 96; 2014: 83; 2015: 137
 Traffic Accidents 2010: 210; 2011: 200; 2012: 190; 2013: 188; 2014: 187; 2015: 206
 Traffic Warnings 2010: 987; 2011: 978; 2012: 985; 2013: 809; 2014: 830; 2015: 1,220
 Seatbelt Citations 2010: 37; 2011: 50; 2012: 56; 2013: 37; 2014: 61; 2015: 27
 Table 1: (Source: Madison (SD) Police Department year-end raw data summary sheets)

As shown by Table 1, our community does indeed face the highlighted problems addressed by this grant. Looking at the numbers, speeding citations were very high in 2011 and have gradually decreased in the following years. I feel this is partially due

to the overtime made available to officers by this grant with increased patrols. Traffic accidents have gradually gone down over the past six years with the lowest being in 2014. We noticed a spike in 2015 which we believe can be partially attributed to not having a federal grant for most of the year. We believe the lower numbers in the previous years is from increased patrols and enforcement actions made possible by this grant, as well as public service announcements on our Facebook page.

Brief Project Summary

Maintain zero speed related fatalities in the city of Madison by September 30, 2017. Increase the number of speeding citations in Madison by 10% from 137 in 2015 to 150 by September 30, 2017. The Madison Police Department will try to increase enforcement activities by requiring officers working overtime to obtain 2 citations per grant hour. This grant will allow us to work roughly 130 hours of enforcement time. This time multiplied by 2 citations per hour equals 260 citations if all of the hours are worked.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Lincoln County Sheriff's Office
HSP Project Title: Highway Safety Program
Project Manager Name: Dennis Johnson
Phone: (605) 764-5651
Application Name: LE17-LCSO-SSB-00049
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
Project Number: 2017-00-49

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$2,600.00	\$0.00	\$2,600.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,680.00	\$0.00	\$1,680.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$4,280.00	\$0.00	\$0.00		
Federal Funds	\$4,280.00	\$0.00	\$4,280.00		
State & Local Match	\$1,070.00	\$0.00	\$1,070.00		
TOTAL FEDERAL + MATCH	\$5,350.00	\$0.00	\$5,350.00		

Problem Identification

As Lincoln County's population continues to increase, so does the amount of traffic on all roadways. During the three year period from 2012 - 2014, Lincoln County averaged 781 crashes per year. Of these, injury crashes averaged 195 (25% of total crashes) per year during this period. Speed continues to contribute to these figures. During the three year period, speed as a contributing factor in crashes averaged 102 per year.

Brief Project Summary

Reduce the number of people injured in speed-related traffic crashes in Lincoln Co. by 5% from 23 in base year 2015 to 22 by Sept. 30, 2017. We will work to reduce traffic crashes, including those causing injury from speed during patrol and while using available Federal Overtime funds. We will conduct six (6) speed enforcement campaigns in identified problem areas utilizing the requested lidar unit, use remaining Federal Overtime funds to target complaint areas, and aggressively enforce speed limits on the all highway systems within Lincoln County.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Brookings County Sheriff's Office
HSP Project Title: Brookings County Traffic Enforcement.
Project Manager Name: Sheriff Martin Stanwick
Phone: (605) 696-8300
Application Name: LE17-Brookings County Sheriffs Office-SSB-00055
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-55

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$15,000.00	\$0.00	\$15,000.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$7,000.00	\$0.00	\$7,000.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$22,000.00	\$0.00	\$0.00		
Federal Funds	\$22,000.00	\$0.00	\$22,000.00		
State & Local Match	\$5,990.00	\$0.00	\$5,990.00		
TOTAL FEDERAL + MATCH	\$27,990.00	\$0.00	\$27,990.00		

Problem Identification

In 2014 licensed South Dakota drivers under 25 years of age represent 15.2% of the total licensed drivers, but account for 49% of the speeding drivers in fatal and injury crashes. 68.1% of the speeding drivers in fatal and injury crashes are under 35 years of age but represent only 32% of all licensed drivers. Brookings County is no exception and faces those same problems, as we are one of the top 9 counties in South Dakota that accounted for 49.9% of rural fatal and injury crashes and 68.3% of all fatal and injury crashes. In 2014 in Brookings County there were a total of 629 crashes and of those 132 people were injured 4 killed. Of those 102 speed or overdriving the road conditions was a factor in the crashes causing 1 death and 22 being injured.

Brookings County includes cities that have special events that bring in large numbers of people and increase the need for traffic enforcement to keep these communities safe. Some of those communities have street dances and most have softball tournaments, which also create the potential for speed related crashes. Brookings County is also the home of SDSU and nearly 13,000 students, and several of these students live in rural areas that contribute to our speed related crashes.

We also have several areas where we receive complaints of speeders on most of our State Highways, Interstate, and oil County roads. After reviewing the State Crash Map from 2014 which was supplied by SD Office of Accident Records, you can see that there have been several crash's in those areas. We also receive several complaints regarding speeders before and after school, in the cities of White, Elkton, and Volga where we provide law enforcement coverage around those schools. I have also looked thru the Brookings County Crash Data on the South Dakota Highway Safety's home page and found that our high accident days and times are Monday & Tuesday, & Thursday thru Saturday afternoon's & evenings between the hours of 12:00 PM to 6:00 PM. It also shows in the morning hours from 7:00 AM to 9:00 AM.

Brief Project Summary

Reduce the number of people killed or injured in speed related crashes in Brookings County by 2% from 23 in FFY 2014 to 22 by September 30, 2017. The goal of the Brookings County Sheriffs Office is to increase our speeding enforcement actions while working enforcement overtime to average 3 speeding enforcement actions for every 4 hours of enforcement overtime worked in federal fiscal year 2017, this would add an extra 270 speeding enforcement actions to the department this year. We believe that

goal will decrease the number of traffic crashes by 2% in Brookings County, which will be very measurable by monitoring the information that is submitted to the State Department of Public Safety in our monthly reports. The Brookings County Sheriffs Office will be participating in all the national mobilizations with a minimum of 4 activities during the three major mobilizations and 4 during the rest of the year. We will also utilize saturation patrols in the above listed problem areas, to deter speeding and seatbelt violations. We will place extra officers on patrol after school to have extra enforcement on seatbelt and speeding problems. We will go into the schools and educate the students on the dangers of not wearing seatbelts. We will also promote seatbelt awareness thru the use of local radio PSA's and letters to our local papers. Brookings County has also bought with our own funds a speed trailer, which we will set up in problem areas in hopes that it will help deter speeding in those areas.

We will provide extra patrol before and after school at Deubrook, Sioux Valley, and Elkton, which will provide a visible patrol to promote the safety of our children by enforcing seatbelt and speeding laws. The requested two speed display signs will be placed in Elkton to help deter the motoring public from speeding. Brookings County has one part time deputy to assist in the area of traffic safety. That deputy will be assigned to assist with extra patrol during special events. We have also purchased a Lidar thru our own funds to assist with identifying speeders in high traffic areas, which will be used during extra patrol duties.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Corson County Sheriffs Office
HSP Project Title: Highway Safety Grant 2017
Project Manager Name: Sheriff Keith E. Gall
Phone: (605) 273-4210
Application Name: LE17-Corson County Sheriffs Office-SSB-00056
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-56

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$7,140.00	\$0.00	\$7,140.00	Section 402	20.600
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$7,140.00	\$0.00	\$0.00		
Federal Funds	\$7,140.00	\$0.00	\$7,140.00		
State & Local Match	\$1,785.00	\$0.00	\$1,785.00		
TOTAL FEDERAL + MATCH	\$8,925.00	\$0.00	\$8,925.00		

Problem Identification

The last year of 2015, Corson County has a high number of crashes on Highway 12 between mile post markers 163 and 187. Corson County had 13 documented crashes in the county in 2015 compared to only 20 documented crashes between mile post 100 and 162. Speed related crashes are occurring between the times of 5am to 9am and 5pm to 7pm. Some of these crashes involve unbelted drivers and passengers and some of these crashes may have been avoided with a reduction in speed. Corson County has had a total of 24 injury crashes during the years of 2014 and 2015 combined. Three of these were speed related. During this same time frame Corson Co Deputies issued 2,056 speed citations/warnings. This information was collected from the South Dakota State Accident records and the DPS website.

Brief Project Summary

Reduce the number of fatalities in Corson County by 75% from 3 in FFY15 to 1 by September 30, 2017. Increase occupant protection citations in Corson County by 30% from 19 citations in FFY15 to 25 by September 30, 2017. Increase the number of speed citations in Corson County by 2% from 317 in FFY2015 to 322 by September 30, 2017.

The Corson County Sheriffs Office will increase seatbelt and speed citations and would include at least 4 additional saturation patrols. We will utilize speed trailer from the Dewey County Sheriff's Office and set up in problem areas where speed and crashes occur. We will use the crash data will be utilized for manpower placement. Participate in all national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Butte County Sheriff
HSP Project Title: Highway safety FFY2017
Project Manager Name: Gary Brunner
Phone: (605) 892-3324
Application Name: LE17-Butte County Sheriff-SSB-00058
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-58

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$5,000.00	\$0.00	\$5,000.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$1,500.00	\$0.00	\$1,500.00	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$6,500.00	\$0.00	\$0.00		
Federal Funds	\$6,500.00	\$0.00	\$6,500.00		
State & Local Match	\$1,625.00	\$0.00	\$1,625.00		
TOTAL FEDERAL + MATCH	\$8,125.00	\$0.00	\$8,125.00		

Problem Identification

Speed related accidents are a problem in Butte County. According to accident records from the Department of Public Safety there were a total 321 speed related accidents in the last three years, 2012-2014. This is a three year average of 107 speed related accidents a year. The Butte County Sheriff's Office believes this is unacceptable.

Brief Project Summary

Reduce the number of speed related crashes in Butte County by 5% from the three year average of 107 to 102 by September 30, 2017. Increase speed related citations in Butte County by 10% from 134 in 2015 to 148 citations by September 30, 2017.

We will participate in all mobilizations. We will conduct a minimum of one saturation patrol a month. We will use paid media and PSA's informing public of speed related dangers. We will participate in fairs and classes disseminating the importance of driving the speed limit. We will advise the public of winter driving hazards. We will use crash data to distribute our manpower. We will use saturation patrols during high traffic events.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Hand County Sheriff's Office
HSP Project Title: HCSO2017DPS-OHS
Project Manager Name: Sheriff DeBoer
Phone: (605) 853-2408
Application Name: LE17-Hand County Sheriff's Office-SSB-00059
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-59

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$10,229.47	\$0.00	\$10,229.47	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$250.00	\$0.00	\$250.00	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$10,479.47	\$0.00	\$0.00		
Federal Funds	\$10,479.47	\$0.00	\$10,479.47		
State & Local Match	\$2,619.87	\$0.00	\$2,619.87		
TOTAL FEDERAL + MATCH	\$13,099.34	\$0.00	\$13,099.34		

Problem Identification

Hand County is rural county with three organized municipalities within it's boundaries. The continued public perception is that because we lack population but have substantial geography that speeding is acceptable or tolerated and in some cases expected by the motoring public. It is this "tolerance" for speed which causes our highways to become unsafe. As an organization we know that speed is a large factor in traffic accidents, whether non-injury or injury related. We are a small agency; we lack manpower and as a result we often struggle to work speed enforcement unless time is specifically dedicated to speed and traffic enforcement. This grant allows officers to work dedicated enforcement activities directed at traffic complaints, problem areas and speeding on our roadways. All to often speeding motorists are also drinking or drugged motorists which compounds the problems above.

Brief Project Summary

Maintain zero people killed in speed related crashes in Hand County by September 30, 2017. To increase speed citations in Hand County by 20% from 122 in FY2015 to 147 by September 30, 2017.

We will conduct a minimum of 12 speed saturation patrols of known areas where violations occur; primarily US HWY 14 and SD HWY 45. We will also work other roadways (SD HWY 26 and US HWY 212 and rural hard surface roads during appropriate events) to enforce speed and hazardous traffic behaviors. Our monthly plan will be to spend between 8 and 16 hours on speed enforcement. Extra effort will given during organized mobilization periods, high traffic events like the Sturgis Bike Rally, the State Fair, Brown County Fair, local sporting events which increase traffic (ball games & car races), class reunions and special events. Participate in all national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Webster Police Department
HSP Project Title: speed grant
Project Manager Name: Officer Burns
Phone: (605) 345-4040
Application Name: LE17-Webster Police Department-SSB-00061
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
Project Number: 2017-00-61

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$3,500.00	\$0.00	\$3,500.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$3,500.00	\$0.00	\$0.00		
Federal Funds	\$3,500.00	\$0.00	\$3,500.00		
State & Local Match	\$2,624.00	\$0.00	\$2,624.00		
TOTAL FEDERAL + MATCH	\$6,124.00	\$0.00	\$6,124.00		

Problem Identification

We have a major speeding issue on the road ways in the city of Webster. In 2015 the Police Department gave out 723 warning and 70 citations due to the speeding issues. These issues stem mainly from having two major highways intersecting through our city. Those are U.S. Highway 12 and South Dakota Highway 25. These statistics were gathered through our daily log book and state issued citations.

Brief Project Summary

Reduce the number of people injured in speed related crashes in the city of Webster by 60% from 5 in FFY15 to 2 by September 30, 2017. Our hope is by utilizing the requested radar trailer, we can reduce the number of speed related accidents by placing the speed trailer in high accident and high traffic areas. We will conduct saturation patrols for speeding in our problem areas and participate in the required national mobilization campaigns. We will use the data recovered by the speed trailer to plan future speed enforcement campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: NSCPD
HSP Project Title: Traffic Enforcement
Project Manager Name: Rich Headid
Phone: (605) 232-3302
Application Name: LE17-NSCPD-SSB-00062
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-62

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$5,400.00	\$0.00	\$5,400.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$5,400.00	\$0.00	\$0.00		
Federal Funds	\$5,400.00	\$0.00	\$5,400.00		
State & Local Match	\$1,350.00	\$0.00	\$1,350.00		
TOTAL FEDERAL + MATCH	\$6,750.00	\$0.00	\$6,750.00		

Problem Identification

We have a speed concern throughout our city. We had 120 citations, zero deaths as result of speed and 4 seat belt citations in the 2015 year. Some of our bigger target areas will be Hwy 105, North Shore Drive (County Road 23) and Streeter Drive in North Sioux City.

Brief Project Summary

Keep the total number of people killed in aggressive driving traffic crashes in North Sioux City at 0 by September 30, 2017. Increase speed citations in North Sioux City, SD by 15% from 120 in 2015 to 138 by September 30, 2017. We will conduct at least three (3) mobilizations during mobilization periods. Set up speed trailer in high problem areas. Conduct at least two (2) publicized speed enforcement campaigns. Seat belt Mobilization in the May mobilization. Increase our number of seat belt citations by at least 20.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Vermillion Police Department
HSP Project Title: Traffic Safety
Project Manager Name: Sgt Ryan Hough
Phone: (605) 677-7070
Application Name: LE17-Vermillion Police Department-SSB-00064
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-64

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$3,807.36	\$0.00	\$3,807.36	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$662.40	\$0.00	\$662.40	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$4,469.76	\$0.00	\$0.00		
Federal Funds	\$4,469.76	\$0.00	\$4,469.76		
State & Local Match	\$1,117.44	\$0.00	\$1,117.44		
TOTAL FEDERAL + MATCH	\$5,587.20	\$0.00	\$5,587.20		

Problem Identification

Location of East Main Street has been identified as having frequent speeding violations. Additionally, that location borders the parking lot for the Vermillion High School. Other areas include new housing developments on Norbeck and Stanford Street. There is a high potential for speeding and seatbelt violations in this area, due to the abundance of novice drivers and inexperienced motorists. In 2015 the VPD issued 313 speeding citations, and 38 seatbelt citations.

Brief Project Summary

Maintain zero speed related crashes and fatalities in the city of Vermillion by September 30 2017. Increase the number of seatbelt citations in Vermillion, SD from 38 in FY2015 to 60 in FY2017. Increase speeding citations in Vermillion, SD from 313 in FY2015 to 350 citations in FY2017. We will conduct frequent, and intense enforcement activities to include, but are not limited to, stationary and roving patrols. Make use of the speeding enforcement equipment that is currently in inventory with the agency. Participate in all national mobilization campaigns.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Clark Co. Sheriff's Office
HSP Project Title: Hiwaysafe17
Project Manager Name: Michael Gravning
Phone: (605) 532-3822
Application Name: LE17-Clark County Sheriff's Office-SSB-00067
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-67

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$4,820.64	\$0.00	\$4,820.64	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$4,820.64	\$0.00	\$0.00		
Federal Funds	\$4,820.64	\$0.00	\$4,820.64		
State & Local Match	\$1,205.16	\$0.00	\$1,205.16		
TOTAL FEDERAL + MATCH	\$6,025.80	\$0.00	\$6,025.80		

Problem Identification

Clark County has 4 State and US Highways that are busy highways used daily but driver's driving to their designations. Clark County also has several blacktop county roads that are traveled on. Clark County Sheriff's Office receives several driving complaints that are speed related complaints on the main Highways and County roads. Last Calendar Year (2015) Clark County Sheriff's Office has issued 42 citations on the US and State Highways and 26 citations on the local roads. Last calendar year there was 104 crashes in Clark County, 10 of the 104 crashes involved injuries, 5 of crashes had speed as a driver contributing circumstance. Clark County Sheriff's Office will strive to lower speed related crashes. We will increase awareness that will save lives.

Brief Project Summary

Maintain zero speed related traffic crashes in Clark County by September 30, 2017. Increase speed citations in Clark County by 20% from 68 citations in 2015 to 82 speed citations by September 30, 2017. We believe this can happen with a grant to purchase new radar equipment and increase speeding citations and education to reduce speed related injury accidents.

We will complete monthly saturation patrols in Clark County. We will install state of the art front and rear radar systems in 2 of our patrol vehicles. Participate in the state mobilization and report results.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Hamlin County Sheriff's Office
HSP Project Title: Hamlin County Highway Safety
Project Manager Name: Chief Deputy Tayt Alexander
Phone: (605) 783-3232
Application Name: LE17-Hamlin County Sheriff's Office-SSB-00068
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-68

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$17,806.00	\$0.00	\$17,806.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,599.20	\$0.00	\$1,599.20	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$19,405.20	\$0.00	\$0.00		
Federal Funds	\$19,405.20	\$0.00	\$19,405.20		
State & Local Match	\$4,851.30	\$0.00	\$4,851.30		
TOTAL FEDERAL + MATCH	\$24,256.50	\$0.00	\$24,256.50		

Problem Identification

The Hamlin County Sheriff's Office overall calls of services remains high with traffic complaints leading the pack. According to department stats, last year the department received 225 traffic complaints followed by 2014's 226 complaints. This year, our department has taken over 54 complaints with speeding being the common complaint and concern. With remaining high call volume, it becomes hard for the department to work on traffic issues and safety concerns that are linked to serious traffic crashes without the assistance of overtime. From 2013 to 2014, the county has seen a reduce number of serious traffic accidents from 34 to 20. The Hamlin County Sheriff's Office would like to continue our efforts on keeping these numbers down.

Brief Project Summary

Reduce the number of people killed in traffic crashes in Hamlin County by 100% from 1 in 2015 to 0 by September 30, 2017. Increase speed citations by 5 percent in Hamlin County from 353 in 2015 to 363 during FFY2016.

The Hamlin County Sheriff's Office overall goal is to continue to work on traffic issues, complaints and safety concerns to help keep serious crashes down. To help with the department's objective, the department is planning on passing out flyers with highway safety information (Speed, Move Over, etc.) during traffic stops, post enforcement actions and safety tips in local newspapers and social media, take part in driver's education class and to participate with at least four saturations during a national mobilizations. We will conduct four other saturation patrols or safety check points utilizing the requested radar unit before October 1, 2017.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Brookings Police Department
HSP Project Title: Highway Safety Program
Project Manager Name: Lieutenant Justina Diamond
Phone: (605) 692-2113
Application Name: LE17-BrookingsPD-SSB-00072
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-72

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$6,804.80	\$0.00	\$6,804.80	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$9,076.00	\$0.00	\$9,076.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$15,880.80	\$0.00	\$0.00		
Federal Funds	\$15,880.80	\$0.00	\$15,880.80		
State & Local Match	\$5,110.20	\$0.00	\$5,110.20		
TOTAL FEDERAL + MATCH	\$20,991.00	\$0.00	\$20,991.00		

Problem Identification

Brookings is a community of 22,943. Located in Brookings is South Dakota State University, which is a Division I-AA University with full-time students at approximately 12,589. Brookings population in 2013: 22,943 (99% urban, 1% rural). Population change since 2000: +24%. Median Resident age is 23.5. According to our department records, in 2015, the police department issued 871 speeding citations and investigated 778 accidents. With a more concentrated effort from the previous year we issued 368 more speeding citations in 2015 than 2014. Our accident numbers increased by 239 primarily because as per our community policing agenda we provide accident reports to citizens when they occur on private property. However, according to the 2014 SD Motor Vehicle Traffic Crash Summary, Brookings had a total of 265 reportable crashes with no fatalities. Regardless, motor vehicle crashes continue to be a leading cause of death during the first three decades of American's lives. The National Average for seat belt use is 86% but the number of people that use seat belts in South Dakota are much lower at 68.9%. Education and enforcement need to continue to improve in South Dakota. In 2015, the Brookings Police Department issued 58 citations for individuals not wearing their seat belts. This was eight more citations than we wrote the previous year.

Brief Project Summary

Keep the number of people killed in speed related traffic crashes in Brookings at zero in base year 2015 to zero in 2017. Dedicate 240 hours combined federal and local to speed enforcement and raise citations by 5% from 2015 level of 871 to 915 in 2017. We will conduct Saturation Patrols, submit monthly data to OHS, participate in required national mobilizations and utilize media, i.e., newspaper, radio, social media to educate and gain voluntary compliance. The Brookings Police Department will be looking to purchase one new Stalker Radar Unit for a patrol vehicle we our adding to our fleet. In addition, will be looking to purchase two portable Radar Speed Displays to utilize in our community to help educate the public in areas with reoccurring speed infractions.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Belle Fourche Police Department
HSP Project Title: Highway Safety Grant
Project Manager Name: Jamie Dinkel
Phone: (605) 892-4240
Application Name: LE17-Belle Fourche Police Department-SSB-00073
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-73

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$19,200.00	\$0.00	\$19,200.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$400.00	\$0.00	\$400.00	Section 402	20.600
Equipment	\$8,400.00	\$0.00	\$8,400.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$28,000.00	\$0.00	\$0.00		
Federal Funds	\$28,000.00	\$0.00	\$28,000.00		
State & Local Match	\$7,000.00	\$0.00	\$7,000.00		
TOTAL FEDERAL + MATCH	\$35,000.00	\$0.00	\$35,000.00		

Problem Identification

We have a problem with drivers not wearing seat belts or making their children use restraints, whether it be in car seats, boosters or regular seat belts. According to an observational survey, 70% of motorists wear seat belts. Belle Fourche also has concerns regarding accidents related to speed. According to South Dakota accident records during the period of October 2014 to September 2015 Belle Fourche had a total of 50 accidents. Of which, 35 were reported property damage. Of those 50 crashes 15 had reports of injuries with 16 people injured. There were zero reported fatalities within Belle Fourche city limits during this period. Of the 50 crashes reported 5 were speed related.

Brief Project Summary

Reduce the number of speed related accidents involving injuries in Belle Fourche by 30% from 7 in 2015 to 5 by September 30, 2017. Increase the number of seat belt/child restraint citations in Belle Fourche by 12% from 58 in 2015 to 65 by September 30, 2017. Increase the number of speed citations in Belle Fourche by 10% from 161 in 2015 to 177 by September 30, 2017.

Participate in the Freshman Impact for the 2016-2017 school year. This program promotes the importance of seat belt usage as well as discourages underage drinking, drinking and driving and distracted driving. Increase total seat belt/child restraint citations by increasing patrol before and after school along with events with Belle Fourche where there is an increase in concentrated traffic areas. Conduct at least 2 seat belt saturation patrols either before or after school. Conduct 4 speed saturation patrols with the help of the requested two radar units and one lidar unit. Participate in all national mobilization campaigns. Setting up a speed trailer in high speed areas, which includes Highway 85 during annual Sturgis Rally festivities.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Tea Police Department
HSP Project Title: Highway Safety Speed FOT Grant
Project Manager Name: Steve Lowry
Phone: (605) 498-5577
Application Name: LE17-Tea Police Department-SSB-00075
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-75

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$6,244.00	\$0.00	\$6,244.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$6,244.00	\$0.00	\$0.00		
Federal Funds	\$6,244.00	\$0.00	\$6,244.00		
State & Local Match	\$1,561.00	\$0.00	\$1,561.00		
TOTAL FEDERAL + MATCH	\$7,805.00	\$0.00	\$7,805.00		

Problem Identification

The City of Tea is growing city with approximately 5,500 people. The City of Tea is a suburb to the largest city in the state, the City of Sioux Falls. As a close suburb, the city sees heavy traffic volumes on roadways throughout the day especially around morning and afternoon rush hour traffic. The city handles traffic to and from Sioux Falls and continues to construct more streets in the city to meet the increasing demands of growing traffic volumes in the city limits. The City of Tea has seen an increase in the number of traffic crashes during the past two years averaging 81 traffic-related crashes (FFY2014 & FFY2015) compared to averaging 56 traffic-related crashes the previous two year span (FFY2012 & FFY2013). The City of Tea is also expanding and annexing land closer to the City of Sioux Falls and Interstate 29 in the upcoming years, which will place increased demands on the Tea Police Department with traffic crashes and speed enforcement with our current staff.

Brief Project Summary

Maintain zero speed related fatalities in the city of Tea by September 30, 2017. Increase number of seat belt citations from an average of 2 during the five year period from FFY2011 to FFY2015 to 10 citations in base year 2017. Increase the number of speed citations by fifteen percent from an average of 39 during the five-year period from FFY2011- FFY2015 to 45 in base year of 2017. The activities and methods used to achieve this goal will allow police officers to conduct traffic enforcement using marked patrol vehicles equipped with radar units. The police department will place special emphasis to deploy officers during the major national highway safety mobilization efforts. A minimum of four high visibility speed enforcement activities focused in areas with increased speed violations. A minimum of six speed enforcement campaigns in identified problem areas with high traffic-related crashes and speeding complaints.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Whitewood Police Department
HSP Project Title: Safety 2017
Project Manager Name: Doug Moser
Phone: (605) 269-2550
Application Name: LE17-Whitewood Police Department-SSB-00077
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-77

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,404.00	\$0.00	\$1,404.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$1,404.00	\$0.00	\$0.00		
Federal Funds	\$1,404.00	\$0.00	\$1,404.00		
State & Local Match	\$351.00	\$0.00	\$351.00		
TOTAL FEDERAL + MATCH	\$1,755.00	\$0.00	\$1,755.00		

Problem Identification

After a survey of traffic on a number of streets in town we found that an average of 1 in 3 vehicles are speeding from 1 MPH to over 15 MPH above the speed limit. In the school zones we have had some very close calls where school children have almost been hit by vehicles. We have also received numerous complains of speeders in residential areas. One out of every three vehicles are speeding in town in school zones and other streets. There is a need to reduce that number before we have a fatality accident.

Brief Project Summary

Reduce speed related crashes in the city of Whitewood by 45% from 9 in 2015 to 5 by September 30, 2017. To reduce 1 in 3 speeders to 1 in 10, by increasing our speed related citations by 20% from a 3 year average of 42 to 50 by September 30, 2017. We will conduct saturation patrols and write more citations in the high speeding areas to slow traffic in those areas with the help of the requested radar unit. Participate in all Highway Safety Mobilizations. We will set up our speed board trailer to reduce the number of speeders during the 2017 grant period.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Dewey County Sheriff's Office
HSP Project Title: Highway Safety Program
Project Manager Name: Sheriff Les Mayer
Phone: (605) 865-3330
Application Name: LE17-Dewey County Sheriffs Office-SSB-00080
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-80

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$441.76	\$0.00	\$441.76	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$7,560.00	\$0.00	\$7,560.00	Section 402	20.600
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$8,001.76	\$0.00	\$0.00		
Federal Funds	\$8,001.76	\$0.00	\$8,001.76		
State & Local Match	\$2,000.44	\$0.00	\$2,000.44		
TOTAL FEDERAL + MATCH	\$10,002.20	\$0.00	\$10,002.20		

Problem Identification

The Cheyenne River Sioux Tribe (CRST) put a resolution in place back in 2005 and removed the South Dakota Highway Patrol from patrolling on the reservation. The Indian Highway Safety Officer position that was in Timber Lake has been eliminated and has not been filled. The Indian Highway Safety Program consists of one officer working the Eagle Butte and Dupree areas on Highway 212 and Highway 65 from the Cheyenne River to Eagle Butte and Highway 63 from 212 to the Moreau River. The Dewey County Sheriffs Office is the only agency to patrol Hwy 20, Hwy 63 from Moreau river to the jct of 63 and 20, and Hwy 65 from Moreau River to Corson Co line. The biggest problem is that we cannot address the speed and other hazardous driving habits of Tribal Members on these highways. With the number of stops that we are making, their speed has reduced, however we still see Tribal members with speeds in excess of 80 MPH, but not as frequent. This makes it uncertain if we can maintain the 85 percentile with the number of Tribal members that are still speeding and are not going to change without consequences for their actions. Lastly, the accident data collected, is not accurate on the reservation. The CRST Police Dept does not report all accidents to the state and therefore the total accidents on the state system for fatal, injury and non-injury accidents are not accurate for Dewey County.

Brief Project Summary

Reduce the number of speed related crashes in Dewey County by 30% from the four year average (2012-2015) of 6 to 4 by September 30, 2017. Increase our occupant protection citations in Dewey County from 5 in FFY 2015 to 25 by September 30, 2017. Increase our speed citations in Dewey County by 20% from 50 in FFY 2015 to 60 by September 30, 2017. We will continue our patrolling at peak times and areas of violations as detected by the use of data from the speed trailer and speed signs. We will also continue with saturation patrols in conjunction with Corson County Sheriffs Office on Hwy 20 and also add Hwy 65 south of Isabel with Ziebach County Sheriffs Office. We will issue more citations to gain compliance and to maintain the 85 percentile speed of 67 MPH with an increase of 20% to a minimum of 60 citations. We will continue to collect seat belt data for future use on seat belt compliance enforcement. We will participate in all national mobilization campaigns.

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Watertown Police Department
HSP Project Title: Safer Roads
Project Manager Name: Ryan Remmers
Phone: (605) 882-6210
Application Name: LE17-Watertown PD-SSB-00082
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-82

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$19,058.00	\$0.00	\$19,058.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$19,058.00	\$0.00	\$0.00		
Federal Funds	\$19,058.00	\$0.00	\$19,058.00		
State & Local Match	\$4,764.50	\$0.00	\$4,764.50		
TOTAL FEDERAL + MATCH	\$23,822.50	\$0.00	\$23,822.50		

Problem Identification

The city of Watertown is experiencing a significant problem related to traffic crashes and injuries resulting from them. Looking back into the recent past, one can see a steady increase in traffic crashes in our city. In 2007, the Watertown Police Department investigated 240 state-reportable traffic crashes. That number had increased to 388 by 2015. The increase in crashes has obviously affected roadway safety, and has undoubtedly impacted the lives of hundreds of people. Over that nine-year period from 2007 through 2015, an average of 139 people were injured in traffic crashes in Watertown each year. Excessive vehicle speed and aggressive driving is believed to be the cause of a large portion of the crashes. In 2014, the Watertown Police Department conducted a speed and seatbelt program similar to the one being currently proposed. There is evidence to believe that program (in 2014) was highly successful. In 2014, we experienced the lowest number of people injured in crashes (119) in the past ten years. Another significant area of concern is related to seatbelt use by motor vehicle occupants within our community. Through FY2012 and FY2013 Office of Highway Safety grants, the Watertown Police Department was able to achieve an increase in seatbelt usage. An observational seatbelt survey conducted at the commencement of that FY2012 program (October 2011) revealed that only 47.1% of front seat occupants were using seatbelts. Subsequent identical surveys conducted in May of 2012 and May of 2013 revealed that seatbelt usage by front seat occupants had increased to 60.9% and 62.9%, respectively. While seatbelt usage had certainly increased, the percentage of our local drivers using seatbelts was still well below the state-wide average of 74%.

Brief Project Summary

Reduce the number of people injured in traffic crashes in the city of Watertown by 7% from 139 in FFY2015 to 130 by September 30, 2017. Increase the number of seatbelt citations in the city of Watertown by 15% from 75 seatbelt citations in 2015 to 86 by September 30, 2017. Increase the number of speeding citations in the city of Watertown by 15% from 277 speeding citations in 2015 to 318 by September 30, 2017. WPD officers will devote a total of 780 hours toward this program. The funding from this program will cover 500 hours of high-visibility enforcement patrols and 20 hours of an observations seatbelt survey. The patrols will be conducted on segments of roadways in which the probability of crashes is the highest. The WPD will create 5 public service announcements to be aired on local radio stations. The WPD will conduct 5 media releases using local media outlets to include radio, newspaper, and WPD social networking systems. Finally, the WPD will strategically deploy its speed board trailer

at targeted locations. The WPD will also participate in the national mobilizations, check points, saturation patrols and monthly reporting.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: South Dakota Highway Patrol
HSP Project Title: Speed Grant
Project Manager Name: Colonel Craig Price
Phone: (605) 773-3105
Application Name: LE17-South Dakota Highway Patrol-SSB-00083
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
Project Number: 2017-00-83

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$106,550.00	\$0.00	\$106,550.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$146,006.00	\$0.00	\$146,006.00	Section 402	20.600
Other Direct Costs	\$56,250.00	\$0.00	\$56,250.00	Section 402	20.600
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$308,806.00	\$0.00	\$0.00		
Federal Funds	\$308,806.00	\$0.00	\$308,806.00		
State & Local Match	\$40,700.00	\$0.00	\$40,700.00		
TOTAL FEDERAL + MATCH	\$349,506.00	\$0.00	\$349,506.00		

Problem Identification

A major factor in South Dakota's high fatality numbers is speed. In CY 2015, 1,903 crashes were speed related. Of those, 30 were fatal, and 844 were injury crashes. The Highway Patrol recognizes the danger of speed as a factor in crashes, this is as important to focus on as impaired driving in enforcement efforts. That is why the Highway Patrol will dedicate 2,500 hours of high-intensity, high-visibility, speed enforcement overtime in areas prone to speed related crashes. By utilizing statistics from Accident Records and the Department of Transportation, the Highway Patrol will target areas of South Dakota that show high traffic volume and speed related crashes. Additional speed enforcement will take place during high traffic periods when South Dakota roadways are being traveled heavily. By targeting these areas, South Dakota should show a decrease in the amount of fatal and injury crashes caused by speed.

Brief Project Summary

Reduce the number of speeding-related fatalities in South Dakota by 7% from the three year average of 33 to 31 by September 30, 2017. Detail troopers to 2,500 hours of speed enforcement overtime. As part of the SD Highway Patrol's speed enforcement project, troopers will target areas of the state that statistically show speed related crash tendencies, as well as department identified "high speed corridors". These corridors are identified by utilizing statistical information from the Department of Transportation and Highway Patrol enforcement statistics. A significant amount of the planned speed enforcement overtime will be used in association with the patrol's "Operation Safe" projects. The Highway Patrol will conduct Operation Safe's in each of the NHTSA identified campaigns. These include the Memorial Day May Mobilization, 4th of July Mobilization, Labor Day Mobilization, and December's 3D month.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Summerset Police Department
HSP Project Title: Speed/Seatbelt Enforcement
Project Manager Name: Don Allen
Phone: (605) 721-6806
Application Name: LE17-Summerset Police Department-SSB-00086
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-86

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$10,470.00	\$0.00	\$10,470.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$10,470.00	\$0.00	\$0.00		
Federal Funds	\$10,470.00	\$0.00	\$10,470.00		
State & Local Match	\$2,617.50	\$0.00	\$2,617.50		
TOTAL FEDERAL + MATCH	\$13,087.50	\$0.00	\$13,087.50		

Problem Identification

The City of Summerset is a smaller community of approximately 2,350 citizens, according to the Meade County administration. This indicates an increase over the accepted previous population of 1,814 citizens, derived from the 2010 census. It is located 8 miles from Rapid City, which has a population of approximately 75,000 citizens. There are two major highways running through our city, Sturgis Road and Interstate 90. In 2015, officers issued 332 citations and warnings for speed violations. This is an increase of 296 citations and warnings from the previous year.

During the period of 01/01/2013 to 12/31/2014 there were 111 total traffic crashes within the geographic boundaries of Summerset. This includes Sturgis Road between Peaceful Pines Road to Elk Creek Road, Interstate 90 between mile markers 46 to 52 and Elk Creek Road between Exit 46 and South Dakota Highway 231. Speed and aggressive driving were involved in 20 of the 111 crashes or 20%. Two of these crashes resulted in fatalities.

Brief Project Summary

Reduce the number of speed related crashes in the city of Summerset by 30% from 16 in FFY15 to 11 by September 30, 2017. Increase seat belt citations in the city of Summerset by 20% from 45 in FFY15 to 54 by September, 30, 2017. Increase speed citations in the city of Summerset by 20% from 102 in FFY15 to 122 by September 30, 2017. The Summerset Police Department will participate in the National Mobilizations conducted throughout the year. We will conduct saturation patrols in high traffic areas to reduce the number of aggressive driving, non-belted front seat occupants and children not restrained violations. The saturation patrols will be done in a minimum of two hour blocks.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Sanborn County Sheriff's Office
HSP Project Title: Sanborn County Highway Safety
Project Manager Name: Jason Coenen
Phone: (605) 796-4511
Application Name: LE17-Sanborn Co SO-SSB-00090
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations

Project Number: 2017-00-90

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

Problem Identification

The Sanborn County Sheriff's Office is the sole law enforcement agency in Sanborn County. Our department consists of the Sheriff and two full-time deputies. Sanborn County consists of 572 square miles and approximately 1,100 miles of road. SD Hwy 34 runs east and west and SD Hwy 37 runs north and south through the county. Because of our rural setting and wide open spaces, the thought process of some of our population and motorists travelling through is that speeding is acceptable and tolerated. With calls for service and other duties associated with the Sheriff's Office traffic enforcement often is not worked because of time constraints. When time permits our officers are proactive in speed enforcement, as evident by the number of speed citations we have issued in the past. Speed citations more than doubled from 55 in FY2014 to 125 in FY2015, indicating there is a speed violation problem in Sanborn County. If this grant is approved we will use the speed board to monitor and record time of day and speed of vehicle, which will allow the Sanborn County Sheriff's Office to better distribute manpower to enforce traffic violations. It will also serve as a warning for speeding motorists in the lack of actual law enforcement presence.

Brief Project Summary

Maintain zero people killed in speed related crashes in Sanborn County by September 30, 2017. Increase speed citations in Sanborn County by 5% from 125 in FY2015 to 131 by September 30, 2017. We will complete monthly (12) speed saturation patrols in and around communities in Sanborn County. Participate in Sobriety Checkpoints held in Sanborn County in conjunction with the South Dakota Highway Patrol and participate in mobilizations and report results. We will monitor areas of the county and record data using the requested speed board.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Minnehaha County Sheriff's Office
HSP Project Title: Speeding, Traffic Enforcement, and OT
Project Manager Name: Kristin Trana
Phone: (605) 978-5518
Application Name: LE17-Minnehaha County Sheriff's Office-SSB-00091
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
Project Number: 2017-00-91

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$9,631.20	\$0.00	\$9,631.20	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$12,000.00	\$0.00	\$12,000.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$21,631.20	\$0.00	\$0.00		
Federal Funds	\$21,631.20	\$0.00	\$21,631.20		
State & Local Match	\$5,407.80	\$0.00	\$5,407.80		
TOTAL FEDERAL + MATCH	\$27,039.00	\$0.00	\$27,039.00		

Problem Identification

In 2015, the jurisdiction to which the Minnehaha County Sheriff's Office responds to had crashes with severity as follows: 0 fatalities, 5 Injury2, 14 Injury3, and 12 Injury4 for a total of 31 due to speed related offenses. These crashes mainly occurred in the evening and morning hours of the day, and Fridays, Mondays, and Tuesdays most commonly had crashes. (This information was provided in a report generated by a statistician at the SD State Accident Records office.) This data does not include crashes that occur within Sioux Falls or Brandon city limits, as the Minnehaha County Sheriff's Office does not have primary jurisdiction in those areas.

Brief Project Summary

Reduce the number of speed related serious injuries in Minnehaha County by 5.5% from 31 in 2015 to 29 by September 30, 2017. Purchase five new technology radar systems to record speeds with greater accuracy while conducting saturation patrols utilizing deputies on overtime during recognized times of traffic exceeding safe and/or legal speed limits. Focus patrols on streets and highways where reports of vehicles exceeding the safe speed limit have been made. Conduct at least 10 special enforcement events focusing on traffic safety and enforcement utilizing deputies on overtime including National Mobilizations, saturation patrols, and special events in county communities. Continue to place priority on deputy writing citations on secondary offense of not wearing restraints as required.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization Moody County Sheriff's Office
HSP Project Title: Highway Safety
Project Manager Name: Troy Wellman
Phone: (605) 997-2423
Application Name: LE17-Moody County Sheriff's Office-SSB-00092
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-92

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$4,896.64	\$0.00	\$4,896.64	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$4,896.64	\$0.00	\$0.00		
Federal Funds	\$4,896.64	\$0.00	\$4,896.64		
State & Local Match	\$1,224.16	\$0.00	\$1,224.16		
TOTAL FEDERAL + MATCH	\$6,120.80	\$0.00	\$6,120.80		

Problem Identification

Having up to date equipment to fully enforce speeding related traffic violations. We have 48 miles of Interstate a main state highway that goes all the way through Moody County as well as the other 2 State Highway systems that go through portions of the county and local paved and unpaved roads.

Brief Project Summary

Objectives are to be able to enforce speeding violations which would help in decreasing speed related fatalities, as well as crashes. According to the 2014 numbers Moody County had a total of 247 crashes 3 of which were fatal crashes, 28 were injury accidents. We would like to reduce the number of fatalities in Moody County by 100% from 3 in 2014 to 0 by September 30, 2017 as well as reduce injuries by 20% from 28 to 23. In 2015 we issued 479 speeding citations, we would utilize the requested two radar units to raise those numbers by 10% and use the tracking of the grant to meet our objectives.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Lake County Sheriff's Office
HSP Project Title: Lake County Sheriff's Office Speed Enforcement Grant
Project Manager Name: Deputy Grant Lanning
Phone: (605) 256-7615
Application Name: LE17-Lake County Sheriff's Office-SSB-00097
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-00-97

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$3,500.00	\$0.00	\$3,500.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$3,500.00	\$0.00	\$0.00		
Federal Funds	\$3,500.00	\$0.00	\$3,500.00		
State & Local Match	\$3,215.00	\$0.00	\$3,215.00		
TOTAL FEDERAL + MATCH	\$6,715.00	\$0.00	\$6,715.00		

Problem Identification

The Lake County Sheriff's Office is requesting funds in order to purchase a speed awareness monitoring trailer. The trailer would be used in areas where speed is a factor causing accidents and dangerous situations. Our office is comprised of 7 sworn law enforcement officers (1 Sheriff, 1 Chief Deputy, 1 Jail Administrator, 1 School Resource Officer, 1 K9 Handler, and 2 Patrol Deputies).

Speed tends to play a major factor in accidents in our area. The enforcement of the speed and occupant protection violations will deter the motoring public from continuing this illegal behavior. Keeping the motoring public at the legal speed limit will reduce fatality, injury, and non injury crashes. In the event that a crash does happen, increased occupant protection enforcement will influence drivers and occupants to wear seat belts that could save lives or prevent injuries. Lake County has several highly populated areas in the summer due to recreational traffic around the lake areas. Increased speed and occupant protection patrols in these areas would deter motorists from exceeding the speed limit and encourages drivers and occupants to use seat belts.

Brief Project Summary

Reduce the number of fatal accidents in Lake County from the three year average of 5 to zero by September 30, 2017. Increase speed citations in Lake County by 6% from 310 in 2015 to 330 by September 30, 2017. We will accomplish these objectives by increased enforcement in problem areas, placing the requested speed trailer in problem areas, participation in all highway safety mobilizations, increasing seat belt citations, and increased education and awareness to the public on seat belt use.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Box Elder Police Department
HSP Project Title: FFY2017 SSB Grant
Project Manager Name: Lt Chris Misselt
Phone: (605) 923-1401
Application Name: LE17-Box Elder Police Department-SSB-00098
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A2 -Occupant Protection Citations. A3 -Speed Citations
Project Number: 2017-00-98

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$10,180.80	\$0.00	\$10,180.80	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$9,724.00	\$0.00	\$9,724.00	Section 402	20.600
Equipment	\$4,800.00	\$0.00	\$4,800.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$24,704.80	\$0.00	\$0.00		
Federal Funds	\$24,704.80	\$0.00	\$24,704.80		
State & Local Match	\$6,176.20	\$0.00	\$6,176.20		
TOTAL FEDERAL + MATCH	\$30,881.00	\$0.00	\$30,881.00		

Problem Identification

According to local data for FFY2015, the last full year of data that is available, Box Elder officers took 902 enforcement actions for speed violations, an increase of 226 from FFY2014. There were 132 taken for occupant restraints, an increase of 56 from FFY2014. These represent only a small portion of total violations believed to be occurring and reported by citizens and demonstrate the continued need and benefit of substantive, aggressive traffic safety programming. During calendar year 2015, the last full year for which data is available, the City of Box Elder had 58 state reportable crashes. In those 76 crashes, there were 35 injuries of various types to occupants and no fatalities. Speed was a factor in 6. For comparison, in CY2014 there were 76 state reportable crashes, 41 injuries and 1 fatality. Speed was a factor in 10. Clearly, efforts underway have been successful and this project builds upon that success.

Brief Project Summary

Reduce the number of speed related crashes in the city of Box Elder by 16% from 6 in 2015 to 5 by September 30, 2017. Increase enforcement actions for speed violations in FFY2017 by 3% over FFY2015, an additional 27 actions, for a total of 929. Increase enforcement actions for adult/child restraint violations in FFY2017 by 3% over FFY2015, an additional 4 actions, for a total of 136. With the help of the requested two radar units, we will conduct focused speed enforcement activities in areas identified as high risk of crash potential or demonstrating trends in violation. Participate in all OHS/NHTSA impaired driver mobilizations during the grant period. Deploy agency speed trailer three times monthly at selected enforcement zones for deterrence and public education. Publish enforcement and offense data for community review via earned media or the agency website. Purchase and utilize paid broadcast and billboard media to communicate traffic safety messaging. Conduct one seatbelt/traffic safety checkpoint. Conduct one seatbelt survey during the year to measure compliance, and report survey results to media, business, and government interests.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Marshall County Sheriff's Office
HSP Project Title: FFY2017 Speed
Project Manager Name: Ryan Vrchota
Phone: (605) 448-5181
Application Name: LE17-Marshall County Sheriff's Office-SSB-00104
Major Performance Measure: C6 -Reduce the number of speeding-related fatalities. A3 -Speed Citations
Project Number: 2017-01-04

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$10,000.00	\$0.00	\$10,000.00	Section 402	20.600
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$2,400.00	\$0.00	\$2,400.00	Section 402	20.600
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$12,400.00	\$0.00	\$0.00		
Federal Funds	\$12,400.00	\$0.00	\$12,400.00		
State & Local Match	\$3,100.00	\$0.00	\$3,100.00		
TOTAL FEDERAL + MATCH	\$15,500.00	\$0.00	\$15,500.00		

Problem Identification

There were 78 speeding citations issued by Deputies in Marshall County during 2015. No occupants in the vehicles that were involved in the two fatal accidents last year were wearing their seat belts. Marshall County Sheriff's Office is currently the only law enforcement agency in the county. At full staff, department consists of five certified deputies and the sheriff. Marshall County consists of seven communities along with three Native American housing developments, two schools, three state parks, along with other various lake communities with influx of population throughout the summer months. Throughout these communities, there are several large businesses that create employment for employees that must commute from long distances within and outside the county, the vast majority of which are in the towns of Britton, Veblen, and Langford. Along with employees, these businesses also rely on trucks to deliver and ship freight to and from the factories. Within Britton and Langford are elementary and high schools. Generally early mornings and evenings see the highest traffic rates in Marshall County. There is a need for traffic enforcement around these communities.

Brief Project Summary

Reduce the number of fatal accidents in Marshall County by 50% from 2 fatal accidents in 2015 to 1 by September 30, 2017. This will be achieved by focusing on various factors that lead to accidents such as speed, failure to yield, careless/reckless driving, and texting while driving. We will also participate in national mobilizations and will do a minimum four saturation patrols or check points during the national mobilizations. Utilizing the requested radar unit, we will conduct at least three additional saturation patrols, check points, or safety checks during high profile events in grant year 2017.

Evidence Based: Yes

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

FY2017 PROJECTS BY CORE PERFORMANCE AREA

TAB C7

Number of Motorcyclist Fatalities (FARS)

FY2017 PROJECTS BY CORE PERFORMANCE AREA

TAB C8

Number of Un-Helmeted Motorcyclist Fatalities (FARS)

FY2017 PROJECTS BY CORE PERFORMANCE AREA

TAB C9

Number of Drivers Age 20 or Younger Involved in Fatal Crashes

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Mitchell Police Department
HSP Project Title: South Central Alcohol Task Force
Project Manager Name: Officer Dan Kopfmann
Phone: (605) 995-8400
Application Name: LE17-Mitchell Police Department-IMP-00009
Major Performance Measure: C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project Number: 2017-00-09

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$9,894.62	\$0.00	\$9,894.62	Section 405d-Impaired	20.616
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$2,200.00	\$0.00	\$2,200.00	Section 405d-Impaired	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$4,100.00	\$0.00	\$4,100.00	Section 405d-Impaired	20.616
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$16,194.62	\$0.00	\$0.00		
Federal Funds	\$16,194.62	\$0.00	\$16,194.62		
State & Local Match	\$16,194.62	\$0.00	\$16,194.62		
TOTAL FEDERAL + MATCH	\$32,389.24	\$0.00	\$32,389.24		

Problem Identification

The City of Mitchell began to see an increase in underage consumption arrests beginning in 2004. This was after a three year decrease in arrests. We felt beginning alcohol sales compliance checks at the retail level would potentially slow that down. This is unacceptable due to the problems that arise from underage consumption of alcohol-car crashes, assaults, drug use, thefts, and other crimes.

Underage Consumption of Alcohol arrests in Mitchell:

2011-214; 2012-160; 2013-142; 2014-106; 2015-114; 2016-39 as of 03-31-16

We had received many complaints from the public of various businesses selling alcohol to underage individuals. Sending an undercover Confidential Informant (C.I.) into the businesses to attempt to purchase alcohol seems to be a viable option to see if this was the case. This problem is one that can be addressed by sending various underage informants into local businesses. The C.I. can be wired for sound and marked money can be used to track the transactions. Our statistics from compliance checks in Mitchell beginning in 2000 show we have made an appreciable gain on compliance by liquor dealers.

The passing rate for alcohol compliance checks in the city of Mitchell is as follows:

2011-95%; 2012-89%; 2013-90%; 2014-93%; 2015-92%; 2016-89% as of 3-31-16

In 2004 the South Central Alcohol Task Force was formed and the following Counties joined to help combat the purchase of alcohol by underage individuals in their jurisdictions: Davison County and Miner County. In 2009 Aurora County also joined the South Central Alcohol Task Force.

The passing rate for alcohol compliance checks in those counties is as following:

Miner County:

2011-92%; 2012-84%; 2013-75%; 2014-81%; 2015-100%; 2016-66% as of 3-31-16

Davison County:

2011 - 100%; 2012 - 90%; 2013 - 88%; 2014 - 88%; 2015 - 100%; 2016 - As of 03-31-16 no compliance checks completed

Aurora County:

2011 - 90%; 2012 - 83%; 2013 - 94%; 2014 - 100%; 2015 - 94%; 2016 - 100% as of 03-31-16

In the years 2013, 2014, and 2015 there have been no alcohol related fatalities of driver's under the age of 20 within the South Central Alcohol Task Force, which consists of the Aurora, Davison, and Miner County Sheriff's Offices and the Mitchell Police Department.

Brief Project Summary

Our objective will be to maintain a 90% or higher compliance rate for our compliance checks of licensed businesses in Mitchell. Along with that, through continued efforts, the other jurisdictions goals are to accomplish the same compliance rate. Stats have been kept on every alcohol compliance check held since the year 2000. Through these stats we are able to track our success and failure rate. Our success rate in 2015 was 92%. This percentage is consistent with what we have come to expect, so our goal will be to maintain the percentage at a 90% or higher pass rate by September 30, 2017.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: SD Teen Court Association
HSP Project Title: Underage Drinking Prevention Project
Project Manager Name: Jennifer Stalley
Phone: (605) 224-8118
Application Name: CG17-SDTCA-IMP-00021
Major Performance Measure: C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project Number: 2017-02-21

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$120,000.00	\$0.00	\$120,000.00	Section 164AL	20.608
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$120,000.00	\$0.00	\$120,000.00		
Federal Funds	\$120,000.00	\$0.00	\$120,000.00		
State & Local Match	\$120,000.00	\$0.00	\$120,000.00		
TOTAL FEDERAL + MATCH	\$240,000.00	\$0.00	\$240,000.00		

Problem Identification

Underage drinking is a serious issue among adolescents. There were an estimated 8.7 million underage drinkers in 2013, including 5.4 million binge drinkers and 1.4 million heavy drinkers. (Results from the 2013 National Survey on Drug Use and Health: Summary of National Findings, 2012). South Dakota youth continue to rank among the highest in the nation for underage drinking and binge drinking. According to the South Dakota Office of Highway Safety, 119 underage (under 21 years of age) drinking drivers were involved in vehicular accidents in 2014 and 59 of these accidents resulted in injury or fatality. These underage drinking drivers accounted for 4 fatalities and 55 accidents that resulted in injuries. (2014 South Dakota Motor Vehicle Traffic Crash Survey, Table 3-16). During FY 2015, there were 199 charges of underage drinking and driving and 3,797 charges of underage consumption in the state. (South Dakota Unified Judicial System). Underage drinking comes with high costs: health, social and economic costs to the drinker, family, and friends; to the community; and to the state. In addition to the physical harm that can result to both the drinker and others from underage drinking, there is an increased incident of high-risk sexual activity, alcohol poisoning, fetal alcohol syndrome cases, and long-term alcohol abuse for youth who use alcohol. (Underage Drinking in South Dakota: The Facts. Pacific Institute for Research and Evaluation with funding from the Office of Juvenile Justice and Delinquency Prevention, November 2009) The twelve teen court programs in South Dakota serve youth in eighteen counties. Between 2006 and 2015, the Teen Court programs heard a total of 5,004 cases. Of those cases, 2,597 were substance-related cases.

The Teen Court programs reported a completion rate of more than 85% on substance-related cases, with youth successfully completing their sentences within the required time frame. During this same time period, less than 15% of the youth who completed the Teen Court Program on substance-related offenses re-offended in any way within six months following the completion of their teen court sentence. Teen Court programs have a proven record of positively impacting youth behaviors to reduce alcohol violations among high-risk youth and provide an opportunity to interact with high-risk youth in a constructive way. In addition to addressing specific alcohol violations by youth charged with an alcohol-related crime, Teen Court programs also provide preventative services and education to youth who are defendants in teen court for other crimes. Teen Courts provide all defendants with education about the effects of alcohol with regard to substance abuse, high risk behaviors and health impacts. This education is aimed at providing youth with information and skills to live healthier and productive lives with the law.

Brief Project Summary

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

All Teen Court youth sentenced on an alcohol related offense will be provided an opportunity to learn about the effects of substance abuse, and gain skills to live healthier and productive lives. Eighty percent (80%) of all Teen Court youth sentenced on an alcohol related offense will successfully complete their sentence. Eighty-Five percent (85%) of all Teen Court youth who complete a sentence for an alcohol offense will not re-offend within 6 months of completing their sentences. (Re-offenses include any violation of the law, not just alcohol or other drug-related offenses.) South Dakota Teen Court youth volunteers and court staff will be trained on topics related to alcohol use and effective methods to reduce underage alcohol consumption. By achieving these objectives, teen courts will reduce the incidence of underage drinking and reduce the number of underage youth driving or riding in vehicles with impaired drivers.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Sioux Empire Safety Village
HSP Project Title: Impaired Driving Project
Project Manager Name: Brenda Leiseth
Phone: (605) 334-7233
Application Name: CG17-SESV-IMP-00030
Major Performance Measure: C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project Number: 2017-02-30

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$16,024.00	\$0.00	\$16,024.00	Section 164AL	20.608
Travel	\$1,357.00	\$0.00	\$1,357.00	Section 164AL	20.608
Contractual Services	\$56,570.00	\$0.00	\$56,570.00	Section 164AL	20.608
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$4,500.00	\$0.00	\$4,500.00	Section 164AL	20.608
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$78,451.00	\$0.00	\$78,451.00		
Federal Funds	\$78,451.00	\$0.00	\$78,451.00		
State & Local Match	\$78,451.00	\$0.00	\$78,451.00		
TOTAL FEDERAL + MATCH	\$156,902.00	\$0.00	\$156,902.00		

Problem Identification

According to the 2014 South Dakota Crash Report, drinking drivers in all crashes are predominately young drivers. In 2014, drivers under 25 years old made up 22.5 percent of the drinking drivers in fatal crashes and 34.9 percent of the drinking drivers in injury crashes. The number of people killed in crashes involving alcohol increased in 2014 to 47 up from 42 in 2013. The total drinking driver crashes for 20 and under age group is up at 119 in 2014 compared to 113 in 2013, but appears to be on a five-year downward trend.

Brief Project Summary

Reduce the number of drivers, age 20 and under, involved in alcohol-related crashes (fatal and injury) in SD by 2% from the 5-year average of 131 to 128 by September 30, 2017. (Average Data source: SD Department of Public Safety-Office of Accident Records 2014, years 2010-2014).

While these crashes increased in 2014 over 2013, we hope to get the five-year downward trend back on track. We intend to do that through our Simulated Reality Program which we take to events and the schools in South Dakota. Through the program, young drivers learn the consequences of impaired driving. Changing people's behavior takes time, but through our success program we are making progress. We will grow our simulated reality program by increasing the number of participants from 3,000 to 3,450, a 15 percent increase and expand our alcohol-related crash car program (Midnight Ride) by taking it to 20 locations in South Dakota, up from 15.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization South Dakota Department of Social Services, Behavioral Health Prevention Program
HSP Project Title: Alcohol Diversion Program
Project Manager Name: Gib Sudbeck
Phone: (605) 773-3123
Application Name: CG17-DSS Prevention Program-IMP-00036
Major Performance Measure: C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project Number: 2017-02-36

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$110,000.00	\$0.00	\$110,000.00	Section 164AL	20.608
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$110,000.00	\$0.00	\$110,000.00		
Federal Funds	\$110,000.00	\$0.00	\$110,000.00		
State & Local Match	\$0.00	\$0.00	\$0.00		
TOTAL FEDERAL + MATCH	\$110,000.00	\$0.00	\$110,000.00		

Problem Identification

To enhance the ability of schools, families, and prevention providers "to intervene early and consistently" in ways that meet the needs of special populations and "to build on scientific evidence to find ways to help young people exhibiting risk factors for substance abuse disorders" is a priority for the Division of Behavioral Health Prevention Program. Highlighting a need to prevent or reduce consequences of underage drinking and adult problem drinking "before these conditions become disabling" is also part of a comprehensive focus of behavioral health prevention. We intend to collaborate with local agencies to prevent underage drinking and "its related consequences among youth and young adults up to the age of 21 at high risk for inappropriate alcohol use. Drivers under 21 years of age accounted for 10.9% of the drinking drivers in all crashes and 10.7% of the drinking drivers in injury crashes. In addition this age group represents 4.8% of fatal drinking drivers crashes. (South Dakota Motor Vehicle Traffic Crash Summary, 2015). By utilizing Prime for Live Diversion Program, the DSS Prevention Program will be able to provide services in the top 10 counties for youth under the age of 21 to prevent alcohol-related crashes. These counties include: Pennington, Minnehaha, Lawrence, Codington, Lincoln, Davison, Brookings, Brown, Meade, and Yankton. The Prevention Program has the following two goals: 1) Prevent harm to the individual drinker; 2) Prevent harm to society.

Brief Project Summary

From October 1, 2016 through September 30, 2017, decrease youth involved in alcohol related fatalities in South Dakota by their participation in the Diversion Programs by 5% from 14 in FFY15 to 13 by September 30, 2017. From October 1, 2016 through September 30, 2017, there will be a 5% decrease (or 7 youth) involved in alcohol related crashes by their participation in the Diversion Programs. PRIME for Life is the curriculum used for the Diversion Program across South Dakota. It is evidence-based and listed on the Substance Abuse and Mental Health Services Administration's SAMHSA's National Registry of Evidence-Based Programs and Practices. Certified instructors from community-based agencies or schools across the state lead the PRIME For Life classes. PRIME For Life is a prevention curriculum designed to challenge common beliefs and attitudes that directly contribute to high-risk alcohol use.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Prairie View Prevention
HSP Project Title: Parents Matter
Project Manager Name: Darcy Jensen
Phone: (605) 331-5724
Application Name: CG17-Prairie View Prevention Services-IMP-00045
Major Performance Measure: C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project Number: 2017-02-45

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$21,056.70	\$0.00	\$21,056.70	Section 410HF	20.601
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$105,415.00	\$0.00	\$105,415.00	Section 410HF	20.601
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$23,528.30	\$0.00	\$23,528.30	Section 410HF	20.601
Indirect Costs	\$0.00	\$0.00	\$0.00		
SUBTOTAL CATEGORIES	\$150,000.00	\$0.00	\$150,000.00		
Federal Funds	\$150,000.00	\$0.00	\$150,000.00		
State & Local Match	\$150,000.00	\$0.00	\$150,000.00		
TOTAL FEDERAL + MATCH	\$300,000.00	\$0.00	\$300,000.00		

Problem Identification

Since 2001, the past 30 day alcohol use rate among 12th and 9th graders has decreased nationally and in South Dakota. 12th graders, both nationally and in South Dakota, have reported higher rates of alcohol use in the past 30 days compared to 9th graders. South Dakota 12th graders reported higher rates of alcohol use than their national peer rate until 2013. As of 2013, 43.7% of South Dakota 12th graders and 46.8% of US 12th graders reported using alcohol in the past 30 days. South Dakota teens rank 5th in the nation for drinking and driving. South Dakota is one of the least populous states in the country yet the state ranks 4th in the nation for beer consumption. Though slightly more females than males reported drinking in the past 30 days, more South Dakota high school males binge drank alcohol (17.9%) than females (16.4%) in 2013. A similar trend was reported nationally, with 22.0% of US males and 19.6% of US females reporting binge drinking in 2013. By grade, the rate of binge drinking among South Dakota high school students was reporting binge drinking in 2013. By grade, the rate of binge drinking among South Dakota high school students was approximately 3% less than their national peer rates. In 2013, over 29% of 12th graders in the US binge drank, compared to only 25.0% of South Dakota 12 graders. Only 10.5% of SD 9th graders reported binge drinking compared to 13.5% of US 9th graders. Source: SD Youth Risk Behavior Survey 2001-2013.

Alcohol-Related Fatal Crashes in South Dakota have continued to decrease from 2006-2015; this past year South Dakota continued the downward trend with 3 alcohol related teen deaths. Source: South Dakota Motor Vehicle Traffic Crash. The perception of harm to oneself or others is a concept many South Dakota teens still fail to understand, 30% of South Dakota high school youth see no risk or only a slight risk of harming themselves after having 5 or more drinks of alcohol in a row within a couple of hours. The lack of perceived risk continues to be a problem as evidences in the numbers of youth who have been injured in alcohol related crashes. Since 2006, South Dakota has lost 69 teens and 950 teens have been injured in alcohol related crashes. The Parents Matter campaign has impacted the number of teen fatalities the state has experienced and impacted the number of injuries in alcohol related crashes, yet there is more to do. Each year there is another group of new teen drivers and parents who have not had the education this campaign offers for parents, teens and community members.

Given the data from SD YRBS 2013 (new 2015 data will be out in June 2016) and SD Motor Vehicle reports from 2013-14 the once perceived norm of drinking and driving as a rite of passage has changed in our state but the old norm is not gone. This perceived norm has changed some over the past 4 years as noted in the current 9th grader youth having a much lower binge use

rate than the current 12th graders. This data coupled with the decrease in teen alcohol related deaths show the impact Parents Matter has had on reducing alcohol related teen fatalities by empowering parents and community to take a stand against underage drinking and driving. Schools, parents and community coming together through the Parents Matter campaign has impact yet a new generation of young drivers each year mean we need to provide parents with the resources and messaging to help sustain the campaign trends.

Brief Project Summary

Reduce the number of alcohol related youth injuries statewide by 15% from 63 in 2015 to 54 & fatalities by 33% from 3 in 2015 to 2 by Sept 30, 2017. We will identify the key stakeholders across the state in each prevention sector that can champion the message and get a commitment to promote the campaign. We will continue the expansion of the campaign message through partnership with at least 8 SD prevention coalitions and create opportunities to educate local community leaders taking the campaign from just awareness to education within the schools, community across the state. We will offer communities the chance to tailor the message to their local needs for use through the year not only prom and graduation but as an ongoing part of the underage drinking and driving campaign through at least 7 communities. We will identify and meet at least 10 prevention staff in communities across the state to assist their development for delivering the underage drinking and driving message within their field of expertise.

Evidence Based: Yes

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

FY2017 PROJECTS BY CORE PERFORMANCE AREA

TAB C10

Number of Pedestrian Fatalities (FARS)

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: SDEMSC/University of South Dakota
HSP Project Title: Bike and Pedestrian
Project Manager Name: Corolla Lauck
Phone: (605) 328-6668
Application Name: CG17-SDEMSC-BPD-00028
Major Performance Measure: C10 -Reduce the number of pedestrian fatalities. C11 -Reduce the number of bicycle fatalities
Project Number: 2017-02-28

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$16,419.00	\$0.00	\$16,419.00	Section 402	20.600
Travel	\$800.00	\$0.00	\$800.00	Section 402	20.600
Contractual Services	\$2,500.00	\$0.00	\$2,500.00	Section 402	20.600
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$16,200.00	\$0.00	\$16,200.00	Section 402	20.600
Indirect Costs	\$3,592.00	\$0.00	\$3,592.00	Section 402	20.600
SUBTOTAL CATEGORIES	\$39,511.00	\$0.00	\$39,511.00		
Federal Funds	\$39,511.00	\$0.00	\$39,511.00		
State & Local Match	\$9,877.75	\$0.00	\$9,877.75		
TOTAL FEDERAL + MATCH	\$49,388.75	\$0.00	\$49,388.75		

Problem Identification

In 2014, South Dakota ranked 39th in the nation for the number of deaths for children ages 1-14 per 100,000, from all causes. Over the past five years, approximately 215 individuals in South Dakota were injured or killed each year in bicycle and pedestrian crashes, according to the SD Department of Public Safety – Office of Accident Records report from 2014. According to the Accident Records from 2014, 35 percent of the reported bicycle crashes involved children under the age of 14, and, 49 percent involved riders under the age of 20. The location of pedestrian and bicycle crashes appear directly related to population and traffic density with most injuries reported in urban areas with higher traffic. In 2014, there were 11 fatalities across the state due to pedestrian and bicycle crashes, up nearly 82% from 2013. South Dakota, and particular the metropolitan region of Sioux Falls, continues to experience an increasing trend in both pedestrian and bicycle activity, which shows a disproportionate percentage of injuries and fatalities occurring within the city. As metropolitan areas particularly Sioux Falls seeks to follow Secretary of Transportation Anthony Foxx's directive to develop "innovative, forward-leaning biking-walking safety initiatives" there is an urgent need to increase our safety and education efforts to address this trend and prevent injuries. With increased education programs in the city of Sioux Falls on bicycle and pedestrian safety, and partnering with the city and law enforcement to increase safety initiatives we believe we can reduce the number of injuries and fatalities across the State and specifically in the city of Sioux Falls. Sioux Falls pedestrian and bicycle reports indicate that an additional 24 individuals were involved in an injury, possible injury, or non-incapacitating injury that did not meet state reporting criteria and an additional 6 individuals were involved in an incident with no injury.

Brief Project Summary

Reduce the number of pedestrian fatalities by 22% in the state South Dakota from 9 in 2014 to 7 in 2017 and reduce injuries by 10%. Reduce the number of bicycle fatalities by 50% in state of South Dakota from 2 in 2014 to 1 in 2017 and reduce injuries by 10%. SD EMS for Children will continue to pursue new partners and opportunities to provide bicycle and pedestrian safety information and education statewide. Priority counties in South Dakota will receive focused efforts to increase pedestrian and bicycle safety education; specifically to include rules of the road, injury prevention and traumatic brain injury.

FY2017 PROJECTS BY CORE PERFORMANCE AREA

TAB C11

Number of Bicyclist Fatalities (FARS)

FY2017 PROJECTS BY CORE PERFORMANCE AREA

ACTIVITY MEASURES

Organization	Project Number	B1 - Increase observed seat belt usage for passenger vehicles and front seat occupants	Total Federal Dollars
Oglala Sioux Tribe Dept. Of Public Safety	2017-01-02	Increase seatbelt usage for all seat occupants during the annual seat belt surveys by 8% from 57% to 65% by September 30, 2017.	\$19,582.00
Organization	Project Number	A1 - Impaired Driving Citations	Total Federal Dollars
Canton Police Department	2017-00-11	Increase DUI arrests in Canton, SD by 5% from 46 in FFY2015 to 48 by September 30, 2017.	\$2,724.00
Pennington County Sheriff's Office	2017-00-14	Increase the number of impaired driving arrests in Pennington County by 5% from 228 in fiscal year 2015 to 239 by September 30, 2017.	\$19,780.70
Campbell County Sheriff's Office	2017-00-23	Increase the number of DUI citations in Campbell County by 100% from 2 in FY2015 to 4 by September 30, 2017.	\$172.50
Rapid City Police Department	2017-00-27	Increase the number of issued impaired driver citations in Rapid City by 10% from 875 in 2015 to 960 by September 30, 2017.	\$131,064.00
Turner County Sheriff's Office	2017-00-29	Increase the number of impaired driving citations in Turner County by 25% from 32 in FFY15 to 40 by September 30, 2017.	\$3,599.00
Mellette County Sheriff's Office	2017-00-30	Increase the number of DUI arrests in Mellette County by 50% from 7 arrests in 2015 to 10 by September 30, 2017.	\$3,500.00
Mitchell Police Department	2017-00-33	Increase DUI arrests in Mitchell by 5% from 99 in 2015 to 104 by September 30, 2017.	\$1,035.00
Sioux Falls Police Department	2017-00-37	Increase DWI arrests in Sioux Falls by 1% from 1,128 in 2015 to 1,139 by September 30th, 2017.	\$365,294.28
South Dakota Highway Patrol	2017-00-40	Reduce the number of impaired drivers of not only alcohol, but other substances.	\$89,115.00
McPherson County Sheriff's Office	2017-00-47	Increase the number of DUI citations in McPherson by 200% from 1 in FY2015 to 3 by September 30, 2017.	\$1,750.00
Brookings County Sheriffs Office	2017-00-52	1 enforcement action for every 10 hours of overtime enforcement worked in federal fiscal year 2017.	\$15,000.00
Butte County Sheriff's Office	2017-00-57	Increase the number of impaired driving citations in Butte County by 10% from 10 in 2015 to 11 by September 30, 2017.	\$4,750.00
Vermillion Police Department	2017-00-60	Increase the number of DWI arrests in the city of Vermillion by 4% from 77 in FY2015 to 80 in FY2017.	\$3,172.80
Groton Police Department	2017-00-63	Increase DUI citations in the city of Groton by 28% from 7 in FY2015 to 9 by September 30, 2017.	\$2,995.00
Belle Fourche Police Department	2017-00-71	Increase the amount of DUI arrests in Belle Fourche by 4% from 50 in 2015 to 52 arrests by September 30, 2017.	\$10,750.00
Tea Police Department	2017-00-76	Increase the number of impaired driving citations by ten percent from 33 in FFY 2015 to 36 citations in base year 2017.	\$7,591.50
Yankton Police Department	2017-00-79	Increase the number of DUI/Impaired arrests in the city of Yankton by 5% from 141 in FY 2015 to 148 by September 30, 2017.	\$4,580.00
Brookings Police Department	2017-00-87	To dedicate 160 hrs combined federal and local to DUI enforcement and raise arrests by 10% from 2015 level of 184 to 202 DUI Arrests.	\$3,402.40
Summerset Police Department	2017-00-96	Increase Impaired Driving Citations in the city of Summerset by 40% from 11 FFY15 to 15 by September 30, 2017.	\$4,088.00
Box Elder Police Department	2017-00-99	Increase enforcement actions for DUI in the city of Box Elder by 5% from 45 in FFY15 to 47 by September 30, 2017.	\$29,063.00
Marshall County Sheriff's Office	2017-01-03	While working DUI overtime, we will average one DUI per 10 hours of overtime worked.	\$3,000.00
Organization	Project Number	A2 - Occupant Protection Citations	Total Federal Dollars
Miller Police Department	2017-00-10	Increase occupant protection citations in the city of Miller by 5% from 47 in FY2015 to 50 by September 30, 2017.	\$12,342.00
Canton Police Department	2017-00-12	Increase total seatbelt citations in Canton, SD by 10% from 46 in FFY2015 to 51 in FFY2017.	\$4,216.00
Pierre Police Department	2017-00-19	Increase the number of seatbelt citations in the City of Pierre by 10%, from 69 in FY2015 to 76 by September 30, 2017.	\$15,011.40
Stanley County Sheriff's Office	2017-00-22	Increase seatbelt usage in Stanley County by increasing the number of citations by 25% from 22 in 2015 grant year to 28 by September 30, 2017.	\$18,936.00
Union County Sheriff's Office	2017-00-32	To increase seatbelt citations by 30% from 23 citations FY15 to 35 citations by September 30, 2017.	\$5,500.00
Hughes County Sheriff's Office	2017-00-34	Increase occupant protection citations in Hughes County from zero in FY2015 to 35 by September 30, 2017.	\$9,991.12
Huron Police Department	2017-00-35	Increase seatbelt citations by 10% from 47 in FY2015, to 52 citations by September, 30, 2017	\$22,550.00
Brown County Sheriff's Office	2017-00-43	Increase the number of passenger restraint/child restraint citations in Brown County by 5% from 92 in FY2015 to 96 by September 30, 2017.	\$24,010.80
Brookings County Sheriffs Office	2017-00-55	1 enforcement action for every 10 hours of overtime enforcement worked in federal fiscal year 2017.	\$22,000.00
Corson County Sheriff's Office	2017-00-56	Increase occupant protection citations in Corson County by 30% from 19 citations in FFY15 to 25 by September 30, 2017.	\$7,140.00
Vermillion Police Department	2017-00-64	Increase the number of seatbelt citations in Vermillion, SD from 38 in FY2015 to 60 in FY2017.	\$4,469.76

Belle Fourche Police Department	2017-00-73	Increase the number of seat belt/child restraint citations in Belle Fourche by 12% from 58 in 2015 to 65 by September 30, 2017.	\$28,000.00
Tea Police Department	2017-00-75	Increase the number of seat belt citations from an average of 2 during the five year period from FFY2011 to FFY2015 to 10 citations in base year 2017.	\$6,244.00
Yankton Police Department	2017-00-78	Increase occupant protection citations in Yankton by 5% from 67 in FY2015 to 71 by September 30, 2017.	\$1,600.00
Dewey County Sheriff's Office	2017-00-80	Increase our occupant protection citations in Dewey County from 5 in FFY 2015 to 25 by September 30, 2017.	\$8,001.76
Watertown Police Department	2017-00-82	Increase the number of seatbelt citations in the city of Watertown by 15% from 75 seatbelt citations in 2015 to 86 by September 30, 2017.	\$19,058.00
Summerset Police Department	2017-00-86	Increase seat belt citations in the city of Summerset by 20% from 45 in FFY15 to 54 by September, 30, 2017.	\$10,470.00
Box Elder Police Department	2017-00-98	Increase enforcement actions for adult/child restraint violations in FFY2017 by 3% over FFY2015, an additional 4 actions, for a total of 136.	\$24,704.80
Oglala Sioux Tribe Dept. Of Public Safety	2017-01-02	Increase citations for seat belt usage in passenger vehicles by 8% from 297 in FY2015 to 319 by September 30, 2017.	\$19,582.00
Organization	Project Number	A3 - Speed Citations	Total Federal Dollars
Davison County Sheriff's Office	2017-00-07	Increase the number of speed citations in Davison County by 2% from 691 in 2015 to 704 by September 30, 2017.	\$22,391.18
Miller Police Department	2017-00-10	Increase speed citations in the city of Miller by 10% from 113 in FY2015 to 125 by September 30, 2017.	\$12,342.00
Canton Police Department	2017-00-12	Increase total Speed citations in Canton, SD by 5% from 115 in FFY 2015 to 121 in FFY2017.	\$4,216.00
Campbell County Sheriff's Office	2017-00-15	Increase speed citations in Campbell County by 30% from 57 in FY2015 to 75 by September 30, 2017.	\$2,316.00
Pennington County Sheriff's Office	2017-00-16	Increase speed cites in Pennington County by 2% from 2275 cites in fiscal year 2015 to 2321 cites by September 30, 2017.	\$19,804.48
Pierre Police Department	2017-00-19	Increase the number of speed citations in the City of Pierre by 10%, from 176 in FY2015 to 194 by September 30, 2017.	\$15,011.40
Stanley County Sheriff's Office	2017-00-22	Decrease speeding in Stanley County by increasing the number of citations by 15% from 372 in 2015 grant year to 428 by September 30, 2017.	\$18,936.00
Hot Springs Police Department	2017-00-25	Increase speed citations by 20% which will be an increase of 56.2 tickets per year over the average of the last 3 years of 281 citations per year.	\$5,070.96
Mitchell Police Department	2017-00-26	Increase speed citations in the city of Mitchell by 5% from 130 in FY2015 to 136 speed citation by September 30, 2017.	\$13,726.96
Union County Sheriff's Office	2017-00-32	To increase speed citations by 10% from 375 citations FY15 to 406 citations by September 30, 2017.	\$5,500.00
Hughes County Sheriff's Office	2017-00-34	Increase speed citations in Hughes County from zero in FY2015 to 35 by September 30, 2017.	\$9,991.12
Huron Police Department	2017-00-35	Increase speed citations by 5%, from 229 in FY2015 to 240 citations by September, 30, 2017.	\$22,550.00
Groton Police Department	2017-00-36	Increase the number of speed citations in the City of Groton by 10% from 87 in FY2015 to 95 by September 30, 2017.	\$15,930.90
Beadle County Sheriff's Office	2017-00-41	Increase the number of speed citations in Beadle County by 185% from the three-year average of 14 to 40 by September 30, 2017.	\$23,893.60
McPherson County Sheriff's Office	2017-00-42	Increase speed citations in McPherson County by 20% from our 3 year average of 29 (FY2013-FY2015), to 35 by September 30, 2017.	\$5,096.00
Brown County Sheriff's Office	2017-00-43	Maintain the number of speed citations issued in FY2015 of 366 by September 30, 2017.	\$24,010.80
Bennett County Sheriff's Office	2017-00-44	Increase speeding citations in Bennett County by 60% from 46 citations in FY2016 to 75 by September 30, 2017.	\$7,986.72
Aurora County Sheriff's Office	2017-00-45	Our objective is to increase the speed citations in Aurora County by 10% from 106 in FY2015 to 117 by September 30, 2017.	\$7,264.80
Madison Police Department	2017-00-46	Increase the number of speeding citations in Madison by 10% from 137 in 2015 to 150 by September 30, 2017.	\$4,000.00
Brookings County Sheriff's Office	2017-00-55	3 speeding enforcement actions for every 4 hours of enforcement worked in federal fiscal year 2017.	\$22,000.00
Corson County Sheriff's Office	2017-00-56	Increase the number of speed citations in Corson County by 2% from 317 in FFY2015 to 322 by September 30, 2017.	\$7,140.00
Butte County Sheriff's Office	2017-00-58	Increase speed related citations in Butte County by 10% from 134 in 2015 to 148 citations by September 30, 2017.	\$6,500.00
Hand County Sheriff's Office	2017-00-59	To increase speed citations in Hand County by 20% from 122 in FY2015 to 147 by September 30, 2017.	\$10,479.47
North Sioux City Police Department	2017-00-62	Increase speed citations in North Sioux City, SD by 15% from 120 in 2015 to 138 by September 30, 2017.	\$5,400.00
Vermillion Police Department	2017-00-64	Increase speeding citations in Vermillion, SD from 313 in FY2015 to 350 citations in FY2017.	\$4,469.76
Clark County Sheriff's Office	2017-00-67	Increase speed citations in Clark County by 20% from 68 citations in 2015 to 82 speed citations by September 30, 2017.	\$4,820.64
Hamlin County Sheriff's Office	2017-00-68	Increase speed citations by 5 percent in Hamlin County from 353 in 2015 to 363 during FFY2016.	\$19,405.20

Brookings Police Department	2017-00-72	To dedicate 240 hrs combined federal and local to Speed Enforcement and raise citations by 5% from 2015 level of 871 to 915 in 2017.	\$15,880.80
Belle Fourche Police Department	2017-00-73	Increase the number of speed citations in Belle Fourche by 10% from 161 in 2015 to 167 by September 30, 2017.	\$28,000.00
Tea Police Department	2017-00-75	Increase the number of speed citations fifteen percent from average of 39 during the five-year period from FFY2011-FFY2015 to 45 in base year of 2017.	\$6,244.00
Whitewood Police Department	2017-00-77	To reduce 1 in 3 speeders to 1 in 10, by increasing our speed related citations by 20% from a 3 year average of 42 to 50 by September 30, 2017.	\$1,404.00
Yankton Police Department	2017-00-78	Increase speed zone citations in Yankton by 5% from 338 in FY2015 to 355 by September 30, 2017.	\$1,600.00
Dewey County Sheriff's Office	2017-00-80	Increase our speed citations in Dewey County by 20% from 50 in FFY 2015 to 60 by September 30, 2017.	\$8,001.76
Watertown Police Department	2017-00-82	Increase the number of speeding citations in the city of Watertown by 15% from 277 speeding citations in 2015 to 318 by September 30, 2017.	\$19,058.00
Summerset Police Department	2017-00-86	Increase speed citations in the city of Summerset by 20% from 102 in FFY15 to 122 by September 30, 2017.	\$10,470.00
Sanborn County Sheriff's Office	2017-00-90	Increase speed citations in Sanborn County by 5% from 125 in FY2015 to 131 by September 30, 2017.	\$3,000.00
Moody County Sheriff's Office	2017-00-92	In 2015 we issued 479 speed citations, with the new equipment through the grant we would want to raise that by 10% and utilize the reporting to track.	\$4,896.64
Lake County Sheriff's Office	2017-00-97	Increase speed citations in Lake County by 6% from 310 in 2015 to 330 by September 30, 2017.	\$3,500.00
Box Elder Police Department	2017-00-98	Increase enforcement actions for speed violations in FFY2017 by 3% over FFY2015, an additional 27 actions, for a total of 929.	\$24,704.80
Marshall County Sheriff's Office	2017-01-04	During speed overtime, we will try to issue at least one speed citation for every three hours of federal overtime worked.	\$12,400.00

FY2017 PROJECTS BY CORE PERFORMANCE AREA

DATA PROJECTS

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Standing Rock Sioux Tribe
HSP Project Title: TraCS Compatible Scanners
Project Manager Name: Haden Merkel
Phone: (701) 854-8607
Application Name: LE17-Standing Rock Sioux Tribe-DATA-00008
Major Performance Measure: Other-Improve crash and citation reporting process
Project Number: 2017-00-08

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$0.00	\$0.00	\$0.00		
Equipment	\$1,084.80	\$0.00	\$1,084.80	Section 405c	20.616
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$166.95	\$0.00	\$166.95	Section 405c	20.616
SUBTOTAL CATEGORIES	\$1,251.75	\$0.00	\$0.00		
Federal Funds	\$1,251.75	\$0.00	\$1,251.75		
State & Local Match	\$271.20	\$0.00	\$271.20		
TOTAL FEDERAL + MATCH	\$1,522.95	\$0.00	\$1,522.95		

Problem Identification

Several years ago, the Standing Rock Sioux Tribe's Traffic Safety Office received a grant that allowed us to purchase Toughbook Rugged Laptops and scanners for use by the Corson County Sheriff's Office. The Toughbook made it easier for officers to report crash data accurately and efficiently. However, the license scanners that were purchased do not work with the TraCS system and officers are currently having to spend additional time entering all the data manually. This additional desk time takes officers off of the roads and increases response times unnecessarily. It also leads to longer times between the crash and the report which affects the detail in which an officer can recall a crash.

Brief Project Summary

Reduce crash investigation time at the Corson County Sheriff's Office from 72 hours to 66 hours by September 30, 2017. To use TraCS and printer scanner for each crash, to reduce time frame from crash notification to report completed.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Office of Rural Health/EMS Program
HSP Project Title: NEMSIS
Project Manager Name: Marty Link
Phone: (605) 367-5372
Application Name: CG17-ORH/EMS-DATA-00019
Major Performance Measure: C1-Reduce the number of traffic fatalities. Other-Reduce serious injuries by improving emergency response services.
Project Number: 2017-02-19

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
Personal Services	\$0.00	\$0.00	\$0.00		
Travel	\$0.00	\$0.00	\$0.00		
Contractual Services	\$25,800.00	\$0.00	\$25,800.00	Section 405c	20.616
Equipment	\$0.00	\$0.00	\$0.00		
Other Direct Costs	\$0.00	\$0.00	\$0.00		
Indirect Costs	\$1,775.00	\$0.00	\$1,775.00	Section 405c	20.616
SUBTOTAL CATEGORIES	\$27,575.00	\$0.00	\$27,575.00		
Federal Funds	\$27,575.00	\$0.00	\$27,575.00		
State & Local Match	\$6,893.75	\$0.00	\$6,893.75		
TOTAL FEDERAL + MATCH	\$34,468.75	\$0.00	\$34,468.75		

Problem Identification

The EMS Program focuses on the development of a Technical Assistance component that will assist ambulance service leaders in issues surrounding workforce, sustainability, infrastructure, and quality. EMS is an evolving field and the industry is realizing change must occur in order to maintain access to highly quality services in South Dakota. One goal of the Technical Assistance Program will be promotion of community level awareness of injury prevention activities. It is essential EMS evolves from purely reacting to an event to an infrastructure that supports and promotes systems of care; including, injury prevention. As part of that infrastructure, South Dakota is fortunate to have a very robust and active trauma system that promotes such activities.

South Dakota has had an established statewide trauma system since 2009 including a trauma registry. South Dakota has 3 Level II trauma centers, 3 Level III trauma centers, 8 Level IV trauma centers, and 35 Level V trauma centers. Each level commensurate to the resources available and each level encouraged to treat patients locally as long as resources permit. Trauma transportation plans are required of every EMS agency to ensure prompt and immediate transport of traumatized patients occur in the timeliest manner. In addition, trauma team alert criteria were established for activation of the system of care. This activation provides EMS agencies and hospitals black and white criteria, a means to activate for those patients who require the most urgent and specialized services.

The EMS Program has submitted data to the National Emergency Medical Services Information System (NEMSIS) since 2009. Shortly after the EMS Program reorganization in 2015, the Department of Health conducted a five year Strategic Plan to conclude in 2020. As part of this plan the EMS Program completed analysis on the quality of submitted trip reports. This analysis focused on 911 responses with patient transports and only data elements hand selected that must be completed on each case. The findings revealed only 15% of trip reports met our internal analysis. It was agreed upon that this figure needed to improve dramatically over the course of the plan's length. The focus of the EMS Program is to see a 35% increase through 2020 or roughly a 7% increase per year.

Data linkage continues to represent opportunities for improvement. The EMS Program will work with the Office of Highway Safety on access to ePCRs. This may allow for mapping, data linkages, etc. that could potentially be valuable for all parties.

Brief Project Summary

Increase the number of hospitals accessing EMS electronic trip reports from 60% in FFY2016 to 85% by September 30, 2017. The EMS Program will routinely message ambulance service leaders on the importance of quality data submissions. Simply sharing the awareness of such analysis and providing feedback to services will have a large impact of the quality of future data. EMS currently has access to a number of canned reports that can be run via date ranges. Such reports can also be accessed by the services medical director and/or quality improvement personnel.

Align with the Department of Health's Strategic Plan to increase the percentage of accurately submitted trip reports from 15% in 2015 to 22% by 2017. The EMS Program will monitor data submissions on a quarterly basis and report findings generally to the EMS industry with a goal of improving accurately submitted reports to 22% by 2017. In time, services will be able to compare themselves to other services with similar demographics. Remedial education of the ePCR platform will be made available for services that are underperforming.

Evidence Based: Yes

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: Mountain Plains Evaluation
HSP Project Title: TRCC Coordinator
Project Manager Name: Roland Loudenberg
Phone: (605) 425-3305
Application Name: OHS-APP-2017-SDDPS_OHS-00017
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-17

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
TRCC Coordinator	\$30,000.00		\$30,000.00	Section 405c	20.616

Brief Project Summary

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

HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP Project Organization: DPS-TraCS/WebTraCS
HSP Project Title: TraCS/WebTraCS
Project Manager Name: Lee Axdahl
Phone: (605) 773-4949
Application Name: OHS-APP-2017-SDDPS_OHS-00028
Major Performance Measure: C1-Reduce the number of traffic fatalities
Project Number: 2017-03-28

Cost Summary	Current Approved	Additional Approved	Total to HSP	Section	CFDA
TraCS/WebTraCS	\$350,000.00		\$350,000.00	Section 405c	20.616

Brief Project Summary

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

Highway Safety Program Cost Summary (HS-217)

FY2017 APPENDIX A

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

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

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

State: South Dakota

Fiscal Year: 17

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

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

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

The State highway safety agency—

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

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

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

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

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

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

Instructions for Primary Certification (States)

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

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

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

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

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

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

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

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

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

OR

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

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



Signature Governor's Representative for Highway Safety

6-29-2016

Date

Trevor Jones

Printed name of Governor's Representative for Highway Safety

**APPENDIX E TO PART 1200—
PARTICIPATION BY POLITICAL SUBDIVISIONS**

(a) Policy. To ensure compliance with the provisions of 23 U.S.C. 402[b](1)(C) and 23 U.S.C. 402[h](2), which require that at least 40 percent or 95 percent of all Federal funds apportioned under Section 402 to the State or the Secretary of Interior, respectively, will be expended by political subdivisions of the State, including Indian tribal governments, in carrying out local highway safety programs, the NHTSA Approving Official will determine if the political subdivisions had an active voice in the initiation, development and implementation of the programs for which funds apportioned under 23 U.S.C. 402 are expended.

(b) Terms.

Local participation refers to the minimum 40 percent or 95 percent (Indian Nations) that must be expended by or for the benefit of political subdivisions.

Political Subdivision includes Indian tribes, for purpose and application to the apportionment to the Secretary of Interior.

(c) Determining local share.

(1) In determining whether a State meets the local share requirement in a fiscal year, NHTSA will apply the requirement sequentially to each fiscal year's apportionments, treating all apportionments made from a single fiscal year's authorizations as a single entity for this purpose. Therefore, at least 40 percent of each State's apportionments (or at least 95 percent of the apportionment to the Secretary of Interior) from each year's authorizations must be used in the highway safety programs of its political subdivisions prior to the period when funds would normally lapse. The local participation requirement is applicable to the State's total federally funded safety program irrespective of Standard designation or Agency responsibility.

(2) When Federal funds apportioned under 23 U.S.C. 402 are expended by a political subdivision, such expenditures are clearly part of the local share. Local highway safety-project-related expenditures and associated indirect costs, which are reimbursable to the grantee local governments, are classifiable as local share. Illustrations of such expenditures are the costs incurred by a local government in planning and administration of highway safety project-related activities, such as occupant protection, traffic records systems improvements, emergency medical services, pedestrian and bicycle safety activities, police traffic services, alcohol and other drug countermeasures, motorcycle safety, and speed control.

(3) When Federal funds apportioned under 23 U.S.C. 402 are expended by a State agency for the benefit of a political subdivision, such funds may be considered as part of the local share, provided that the political subdivision has had an active voice in the initiation, development, and implementation of the programs for which such funds are expended. A State may not arbitrarily ascribe State agency expenditures as "benefitting local government." Where political subdivisions have had an active voice in the initiation, development, and implementation of a particular program or activity, and a political subdivision which has not had such

active voice agrees in advance of implementations to accept the benefits of the program, the Federal share of the costs of such benefits may be credited toward meeting this local participation requirement. Where no political subdivisions have had an active voice in the initiation, development, and implementation of a particular program, but a political subdivisions requests the benefits of the program as part of the local government's highway safety program, the Federal share of the costs of such benefits may be credited toward meeting the local participation requirement. Evidence of consent and acceptance of the work, goods or services on behalf of the local government must be established and maintained on file by the State until all funds authorized for a specific year are expended and audits completed.

- (4) State agency expenditures which are generally not classified as local are within such areas as vehicle inspections, vehicle registration and driver licensing. However, where these areas provide funding for services such as driver improvement tasks administered by traffic courts, or where they furnish computer support for local government requests for traffic record searches, these expenditures are classifiable as benefitting local programs.

(d) Waivers. While the local participation requirement may be waived in whole or in part by the NHTSA Administrator, it is expected that each State program will generate political subdivision participation to the extent required by the Act so that requests for waivers will be minimized. Where a waiver is requested, however, it must be documented at least by a conclusive showing of the absence of legal authority over highway safety activities at the political subdivision levels of the State and must recommend the appropriate percentage participation to be applied in lieu of the local share.

**APPENDIX F TO PART 1200—
PLANNING AND ADMINISTRATION (P&A) COSTS**

- (a) Policy. Federal participation in P&A activities shall not exceed 50 percent of the total cost of such activities, or the applicable sliding scale rate in accordance with 23 U.S.C. 120. The Federal contribution for P&A activities shall not exceed 13 percent of the total funds the State receives under 23 U.S.C. 402. In accordance with 23 U.S.C. 120[i], the Federal share payable for projects in the U.S. Virgin Islands, Guam, American Samoa and the Commonwealth of the Northern Mariana Islands shall be 100 percent. The Indian country, as defined by 23 U.S.C. 402[h], is exempt from these provisions. NHTSA funds shall be used only to finance P&A activities attributable to NHTSA programs.
- (b) Terms.

Direct Costs are those costs identified specifically with a particular planning and administration activity or project. The salary of an accountant on the State Highway Safety Agency staff is an example of a direct cost attributable to P&A. The salary of a DWI (Driving While Intoxicated) enforcement officer is an example of direct cost attributable to a project.

Indirect Costs are those costs (1) incurred for a common or joint purpose benefiting more than one cost objective within a governmental unit and (2) not readily assignable to the project specifically benefited. For example, centralized support services such as personnel, procurement, and budgeting would be indirect costs.

Planning and administration (P&A) costs are those direct and indirect costs that are attributable to the management of the Highway Safety Agency. Such costs could include salaries, related personnel benefits, travel expenses, and rental costs specific to the Highway Safety Agency.

Program management costs are those costs attributable to a program area (e.g., salary and travel expenses of an impaired driving program manager/coordinator of a State Highway Safety Agency).

- (c) Procedures. [1] P&A activities and related costs shall be described in the P&A module of the State's Highway Safety Plan. The State's matching share shall be determined on the basis of the total P&A costs in the module. Federal participation shall not exceed 50 percent (or the applicable sliding scale) of the total P&A costs. A State shall not use NHTSA funds to pay more than 50 percent of the P&A costs attributable to NHTSA programs. In addition, the Federal contribution for P&A activities shall not exceed 13 percent of the total funds in the State received under 23 U.S.C. 402 each fiscal year.
- [2] A State at its option may allocate salary and related costs of State highway safety agency employees to one of the following:
- (i) P&A;
 - (ii) Program management of one or more program areas contained in the HSP; or
 - (iii) Combination of P&A activities and the program management activities in one or more program areas.

[3] If an employee works solely performing P&A activities, the total salary and related costs may be programmed to P&A. If the employee works performing program management activities in one or more program areas, the total salary and related costs may be charged directly to the appropriate area(s). If an employee is working time on a combination of P&A and program management activities, the total salary and related costs may be charged to P&A and the appropriate program area(s) based on the actual time worked under each area(s). If the State Highway Safety Agency elects to allocate costs based on actual time spent on an activity, the State Highway Safety Agency must keep accurate time records showing the work activities for each employee. The State's recordkeeping system must be approved by the appropriate NHTSA Approving Official.

**STATE TRAFFIC SAFETY INFORMATION
SYSTEM IMPROVEMENTS (23 U.S.C. 405(c))**

Instructions: States may elect to apply for a State Traffic Safety Information System Improvements grant using the application requirements under Part 1200 or Part 1300.

- **If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 2.1 and complete the form.**
- **If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 2.2 and complete the form.**

PART 2.1: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1200.22)

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

- The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

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

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

PART 2.2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1300.22)

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

All States:

- The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[Fill in **all** blank for each bullet below.]

- The TRCC meeting dates (at least 3) during the 12 months preceding the application due date were: June 3, 2016 - June 17, 2016 - June 22, 2016.
- The name and title of the State's Traffic Records Coordinator is Roland Loudenburg, Sr. Research & Evaluation Scientist, Mountain Plains Evaluation LLC.
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided as HSP page or attachment # 405(c) - 1.
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements: HSP page or attachment # 405(c) - 2;
 - List of all recommendations from most recent assessment: HSP page or attachment # 405(c) - 3;
 - Recommendations to be addressed, including projects and performance measures: HSP page or attachment # 405(c) - 4;
 - Recommendations not to be addressed, including reasons for not implementing: HSP page or attachment # 405(c) - 5.
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided as HSP page or attachment # 405(c) - 6.
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on June 17, 2016.

Attachment 405(c) – 1

TRCC Membership

Current TRCC Membership Under FAST Act

Effective June 1, 2016

<u>Name</u>	<u>Title</u>	<u>Home Organization</u>	<u>Core</u>
Lee Axdahl	Director	Office of Highway Safety Department of Public Safety	Crash
Nancy Allard	Administrator	Court Services Unified Judicial System	Citation or Adjudication
Jane Schrank	Director	Office of Driver Licensing Department of Public Safety	Driver
Marty Link	Manager	EMS Department of Health	EMS
Andy Vandel	Safety Engineer	Roadway Safety Department of Transportation	Roadway
Lisa Weyer	Director	Motor Vehicle Registration Department of Revenue	Vehicle
Roland Loudenburg	Coordinator	TRCC Mountain Plains Evaluation LLC	

Attachment 405(c) – 2

Description of Specific, Quantifiable and Measurable Improvements

**Specific Quantitative Improvement in Data
Projects for 450(c)**

Project Title	FFY16 Funding Award	FFY17 Funding Request	Performance Measure Used	4-1-14 to 3-31-15 BASELINE	4-1-15 to 3-31-16 Progress	Quantitative Improvement	Other Comments
Driver License System Upgrade	250,000	\$0	Timeliness	24 Hour Minimum	Instant	Yes	The legacy driver license database was upgraded from a mainframe application to a Windows-based system. Because of this upgrade, many of the reports (suspended & revoked licenses, etc) are being generated in real time rather than requesting the information and reports from our IT staff. That process used to take 24 hours minimum to several days depending on the complexity of the request.
TraCS System Implementation	\$350,000	\$350,000	Timeliness	10.39 Days	7.95 Days	Yes	This measurement is the time period from the DATE of the crash to the DATE of the crash being recorded on the driver license database. This number has been substantially reduced over the life of the project and is approaching a period of just one week (average) for a crash to be recorded on a driver history.
NEMESIS Implementation	\$25,800	\$27,575	Completeness	121	121	No	This number represents the number of emergency medical service agencies submitting data to the NEMESIS database.

Attachment 405(c) – 3

List of All Recommendations From Most Recent Assessment



“(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation.”

South Dakota can address the recommendations below by implementing changes to improve the ratings for the questions in those section modules with lower than average scores. South Dakota can also apply for a NHTSA Traffic Records GO Team, for targeted technical assistance.

Traffic Records Coordinating Committee Management Recommendations

Strengthen the capacity of the Traffic Records Coordinating Committee to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Engage key stakeholders in the Traffic Records Coordinating Committee.

Crash Recommendations

Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Vehicle Recommendations

Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations

Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.





Roadway Recommendations

Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation / Adjudication Recommendations

Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS / Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.



Attachment 405(c) – 4

Recommendations to be Addressed

Traffic Records Assessment Recommendations & State Responses

South Dakota, through its TRCC Coordinator, is reviewing the most recent assessment recommendations to address, including projects and performance measures.

Because these most recent assessment recommendations were released to the state on June 17, 2016, the TRCC will not be able to address implementation projects or performance measures prior to the July 1, 2016 application deadline for §405(c) grants.

It is the goal of the TRCC to address these recommendations prior to October 1, 2016. It is also the desire of the TRCC to have a new strategic plan in place prior to that date.

Attachment 405(c) – 5

Recommendations Not to be Addressed

Traffic Records Assessment Recommendations & State Responses

South Dakota, through its TRCC Coordinator, is reviewing the most recent assessment recommendations not to be addressed, including reasons for not implementing.

Because these most recent assessment recommendations were released to the state on June 17, 2016, the TRCC will not be able to address this component prior to the July 1, 2016, application deadline for §405(c) grants.

It is the goal of the TRCC to address these recommendations prior to October 1, 2016. It is also the desire of the TRCC to have a new strategic plan in place prior to that date.

Attachment 405(c) – 6

Quantitative Improvement Example in Preceding 12 Month Period

PROJECT SUMMARY EXAMPLE TO JUSTIFY CONTINUED FUNDING

FEDERAL FISCAL YEAR 2016: Continued Development/Implementation of TraCS

MAJOR PERFORMANCE MEASURE: Timeliness, Accuracy, Completeness of Crash Data

PROGRAM AREA: Data and Technology

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

Problem Identification and Brief Project Summary:

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

DEMONSTRATED QUANTITATIVE TIMELINESS IMPROVEMENT
(See following page screen shots):

04/01/14 to 03/31/15
BASELINE PER
FAST Act IFR:

6.53 Days from Crash Date to Crash Database Registration
10.39 Days from Crash Date to Driver License History File

04/01/15 to 03/31/16
FFY17 Application:

6.49 Days from Crash Date to Crash Database Registration
7.95 Days from Crash Date to Driver License History File

Accident	Date	Registration	DL Auth	Source	Severity	Days from Accident to Registered	Days from DL Auth to Processing	Days in AR	
12903	1504268	2015/03/31	2015/05/01	2015/05/05	TrACS	PDO	24	26	2
12904	1503327	2015/03/31	2015/04/02	2015/04/08	TrACS	PDO	3	7	4
12905	1503481	2015/03/31	2015/04/08	2015/04/14	TrACS	PDO	7	11	4
12906	1503406	2015/03/31	2015/04/06	2015/04/08	TrACS	Injury	5	7	2
12907	1503439	2015/03/31	2015/04/07	2015/04/08	TrACS	Injury	6	7	1
12908	1503433	2015/03/31	2015/04/07	2015/04/08	TrACS	PDO	6	7	1
12909	1503388	2015/03/31	2015/04/06	2015/04/08	TrACS	PDO	5	7	2
12910	1503396	2015/03/31	2015/04/06	2015/04/08	TrACS	PDO	5	7	2
12911	1503482	2015/03/31	2015/04/08	2015/04/14	TrACS	Injury	7	11	4
12912	1504265	2015/03/31	2015/05/01	2015/05/05	TrACS	PDO	24	26	2
12913	1503282	2015/03/31	2015/04/01	2015/04/02	TrACS	PDO	2	3	1
12914	1503335	2015/03/31	2015/04/02	2015/04/08	TrACS	PDO	3	7	4
12915	1504064	2015/03/31	2015/04/27	2015/04/30	TrACS	Injury	20	23	3
12916	1503389	2015/03/31	2015/04/06	2015/04/08	TrACS	PDO	5	7	2
12917	1503811	2015/03/31	2015/04/16	2015/04/16	TrACS	PDO	13	13	0
12918	1504014	2015/03/31	2015/04/23	2015/04/30	TrACS	PDO	18	23	5
12919	1504027	2015/03/31	2015/04/23	2015/04/30	TrACS	PDO	18	23	5
12920									
12921									
12922									
12924									
12924									

4-1-14 To 3-31-15 = 6.53 DAYS FROM CRASH TO REGISTRATION
 10.39 DAYS FROM CRASH TO DL HISTORY



Accident accidentnbr	Date AccDate	Registration RegDate	DL Auth DLDate	Source Column1	Severity Column2	Registered Column3	DL Auth Column4	Days from Accident to Registered	Days from Accident to DL Auth	Days in AR Processing Column5
12498	1605291	2016/04/30	2016/05/13	Tracs	PDO	10	10	0		0
12499	1604788	2016/04/30	2016/05/02	Tracs	PDO	1	2	1		1
12500	1605557	2016/04/30	2016/05/19	Tracs	PDO	14	15	1		1
12501	1605122	2016/04/30	2016/05/10	Tracs	PDO	7	7	0		0
12502	1604859	2016/04/30	2016/05/03	Tracs	PDO	2	2	0		0
12503	1605018	2016/04/30	2016/05/09	Tracs	PDO	6	7	1		1
12504	1604856	2016/04/30	2016/05/03	Tracs	PDO	2	2	0		0
12505	1605019	2016/04/30	2016/05/09	Tracs	PDO	6	7	1		1
12506	1605244	2016/04/30	2016/05/13	Tracs	PDO	10	10	0		0
12507	1604867	2016/04/30	2016/05/03	Tracs	PDO	2	5	3		3
12508	1604796	2016/04/30	2016/05/02	Tracs	PDO	1	2	1		1
12509	1605072	2016/04/30	2016/05/09	Tracs	PDO	6	7	1		1
12510	1605027	2016/04/30	2016/05/09	Tracs	Injury	6	6	0		0
12511	1605176	2016/04/30	2016/05/11	Tracs	PDO	8	8	0		0
12512	1605208	2016/04/30	2016/05/11	Tracs	PDO	8	10	2		2
12513	1604885	2016/04/30	2016/05/04	Tracs	PDO	3	5	2		2
12514	1605177	2016/04/30	2016/05/11	Tracs	PDO	8	8	0		0
12515	1605101	2016/04/30	2016/05/10	Tracs	PDO	7	8	1		1
12516	1604907	2016/04/30	2016/05/04	Tracs	Injury	3	5	2		2
12517						6.49320652	7.9546835	1.46147698		

4-1-15 TO 3-31-16 = 6.49 DAYS FROM CRASH TO REGISTRATION
 7.95 DAYS FROM CRASH TO DL HISTORY

**IMPAIRED DRIVING COUNTERMEASURES
(23 U.S.C. 405(d))**

Instructions: States may elect to apply for an Impaired Driving Countermeasures grant using the application requirements under Part 1200 or Part 1300.

- **If the State is applying for a grant under Part 1200 (MAP-21 IFR), check the box for Part 3.1 and complete the form.**
- **If the State is applying for a grant under Part 1300 (FAST Act IFR), check the box for Part 3.2 and complete the form.**

PART 3.1: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1200.23)

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

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(j) in the fiscal year of the grant.

Mid-Range State:

- The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____.
- The statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.
- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

PART 3.2: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1300.23)

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

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Mid-Range State Only:

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

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____. Specifically –
- HSP page or attachment # _____ describes the authority and basis for operation of the Statewide impaired driving task force;
 - HSP page or attachment # _____ contains the list of names, titles and organizations of all task force members;
 - HSP page or attachment # _____ contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

- The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 04/27/2016 and continues to use this plan.

High-Range State Only:

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

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____. Specifically, –
- HSP page or attachment # _____ describes the authority and basis for operation of the Statewide impaired driving task force;
 - HSP page or attachment # _____ contains the list of names, titles and organizations of all task force members;
 - HSP page or attachment # _____ contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
 - HSP page or attachment # _____ addresses any related recommendations from the assessment of the State's impaired driving program;
 - HSP page or attachment # _____ contains the detailed project list for spending grant funds;

- HSP page or attachment # _____ describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ and updates its assessment review and spending plan provided as HSP page or attachment # _____.

**24-7 SOBRIETY PROGRAMS
(23 U.S.C. 405(d)(6)(B))**

Instructions: States must apply for a 24-7 Sobriety Program grant using the application requirements Part 1300.

PART 5: 24-7 SOBRIETY PROGRAM GRANT (23 CFR § 1300.23(H))

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

[Fill in **all** blanks.]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on 07/01/1953 and last amended on 02/27/2008, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** SDCL 32-23-2

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

Law citation. The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on 07/01/2007 and last amended on NA, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s): SDCL 1-11-17

Program information. The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided as HSP page or attachment # _____.

**DISTRACTED DRIVING
(23 U.S.C. 405(e))**

Instructions: States must apply for a distracted driving grant using the application requirements under Part 1300.

☑ PART 6*: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)

(* Under Appendix D of Part 1200, Distracted Driving grant application was Part 4.)

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

[Fill in **all** blanks under the checked box.]

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in HSP page or attachment # _____.

- **Prohibition on Texting While Driving**

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

Legal citations:

- Prohibition on texting while driving: _____
_____;
- Definition of covered wireless communication devices: _____
_____;
- Minimum fine of at least \$25 for an offense: _____
_____;
- Exemptions from texting ban: _____
_____.

- **Prohibition on Youth Cell Phone Use While Driving**

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

Legal citations:

- Prohibition on youth cell phone use while driving: _____
_____;
- Definition of covered wireless communication devices: _____
_____;
- Minimum fine of at least \$25 for an offense: _____
_____;
- Exemptions from youth cell phone use ban: _____
_____.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

☑ **Special Distracted Driving Grant for Fiscal Year 2017**

- The State's basic text messaging statute applying to drivers of all ages was enacted on 07/01/2014 and last amended on 03/14/2014, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Basic text messaging statute: _____
SDCL 32-26-47 _____;
 - Primary or secondary enforcement: _____
SDCL 32-26-47 _____.
- The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

**APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS**

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: South Dakota

Fiscal Year: 17

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

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

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



Signature Governor's Representative for Highway Safety

6-29-2016

Date

Trevor Jones

Printed name of Governor's Representative for Highway Safety