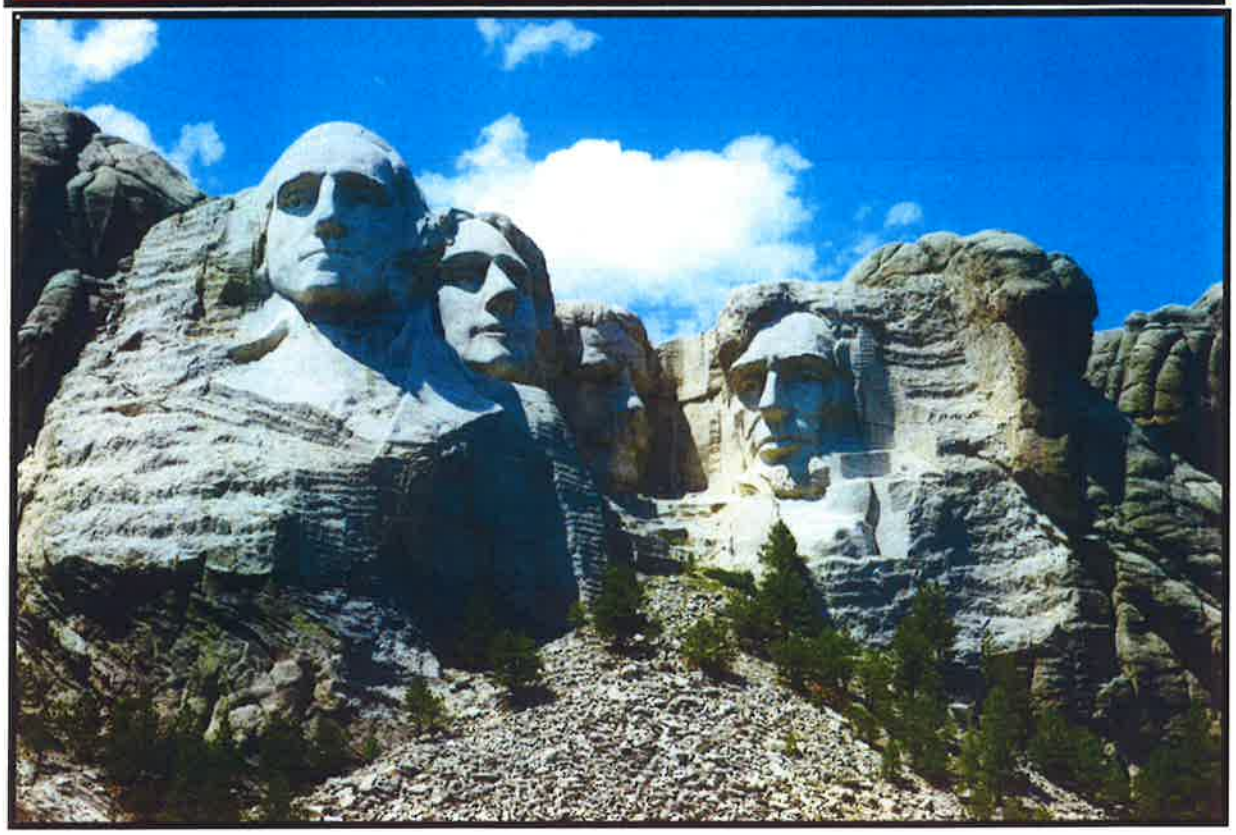
South Dakota 2016 Highway Safety Plan



SOUTH DAKOTA
DEPARTMENT
OF PUBLIC SAFETY

prevention ~ protection ~ enforcement

THE HIGHWAY SAFETY PLAN IS PROVIDED BY:

DEPARTMENT OF PUBLIC SAFETY
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MISSION STATEMENT

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

BACKGROUND

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

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

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 2016 Highway Safety Plan (HSP). This plan articulates the state's official prospectus for improving the safety of the state's highway users. The 2016 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 FFY2016. 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. This data is collected and maintained by the South Dakota Office of Highway Safety.

STATEWIDE SYNOPSIS

Given that its 853,175 residents[1] 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 96.03% of the 82,576 total roadway miles that crisscross the state, and in 2014, rural travel accounted for 70.48% of all vehicle miles traveled[2]. 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 2014. Of the 17,344 traffic crashes reported through the South Dakota Accident Reporting System (SDARS) data system in 2014 (slightly higher than the previous year), positive directionalities were observed across a wide range of outcomes measures.

- The five-year averages for all core outcomes are meeting or exceeding the decreases needed to meet the long term goals established for 2014-2018.
- The total number of injuries related to traffic crashes decreased 9.1% from 2013. The number of serious or incapacitating injuries also decreased 11.3% from 2013 (from 832 in 2013 to 738 in 2014).
- The total number of fatalities arising from crashes involving at least one driver or motorcycle

[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 was not replicated in 2013 or 2014, however we have no reason to think that the numbers would be significantly different for this year.

operator with a BAC reading of .08 or above continues to decrease. It was 3.1% lower in 2014 than in 2013 and the number of serious injuries decreased 16.0% as well.

- The number of motorcyclist fatalities (17) decreased slightly from 2013 to 2014 (5.5%), despite an increase in the number of registered motorcycles by 3.6%.
- The number of pedestrian and pedalcyclist fatalities in South Dakota remains quite small.
- The annual seat belt survey administered through OHS reported in 2014 that overall seat belt usage increased slightly (0.2%) this year from 68.7% in 2013 to 68.9% in 2014.

These positive outcomes are in spite of the fact that both population and vehicle miles traveled in South Dakota continued to increase in 2014. Statewide VMT estimates for South Dakota increased by approximately 41.5 million miles from 2013 to 2014, a change of roughly .45%. 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 2014, rural VMT accounted for 70.5% 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 2014, though in some cases the increases are so small they do not represent a significant change:

- A total of 136 traffic crash fatalities were recorded in South Dakota in 2014, up just slightly from 135 in 2013.
- A total of 68 unrestrained passenger vehicle occupants were killed in traffic crashes in 2014, an 8% increase from 2013. However, the total number of unrestrained passenger vehicle occupants involved in crashes and the total number of serious injuries both decreased.
- 22 drivers under the age of 21 were involved in a fatal traffic crash in 2014, a 37.5% increase since 2013.

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 2010-2014, we are on track to meet all 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 2016 Highway Safety Plan includes seven primary elements: (a) highway safety planning process, (b & d) the performance plan and performance report, (c) highway safety strategies and projects, (e) program cost summary and list of projects, (f) certification and assurances, and (g) a description of our Teen Traffic Safety Program. 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 and projects, part (c), are then presented before the program cost summary and detailed list of projects.

HIGHWAY SAFETY PLANNING PROCESS

The 2016 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 2015 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 FFY2016 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 75% 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 FFY2016 HIGHWAY SAFETY PLAN
(CONTINUED ON NEXT PAGE)

Name	Agency	Name	Agency
Tanner Johndal	*Aberdeen PD*	Troy Wellman	*Moody County*
Eric Duven	*Aberdeen PD*	Aaron Tyler	*North Sioux City PD*
Chief Ryan Knutson	*Alcester PD*	Greg Ingemunson	*OHS*
Linda Colhoff-Glover	*ASAP*	Ken Franks	*OST DPS*
David Fink	*Aurora County*	Monica Terkildsen	*OST DPS*
Jody Hauge	*Aurora County*	Kraig Wood	*Pennington County*
Jamie Dinkel	*Belle Fourche PD*	Bill Johnson	*Perkins County*
Paul Williams	*Bennett County*	Kelly Serr	*Perkins County*
Preston Crissey	*Bon Homme County*	Brian Hines	*Pierre PD*
Jason Dubbs	*Box Elder PD*	Curtis Hamburger	*Potter County*
Chris Misselt	*Box Elder PD*	Kevin Jensen	*Prairie View Prevention*
David Kull	*Brandon PD*	Scott Sitts	*Rapid City PD*
Jon Pike	*Brookings County*	Jason Coenen	*Sanborn County*
Joey Collins	*Brookings PD*	Mandy Nielsen	*SD Dept of Corrections*
Tom Schmidt	*Brown County*	Heather Van Hunnik	*SD Dept of Corrections*
Gary Brunner	*Butte County*	Bridget Coppersmith	*SD Dept of Corrections*
Lacey Perman	*Campbell County*	Wesley Edson	*SD Dept of Corrections*
David A Jacobs	*Canton PD*	Kim Edson	*SD Dept of Corrections*
Gary Tuschen	*Carroll Institute*	Wanda Fergen	*SD Dept of Criminal Investigation*
Michael Gvarning	*Clark County*	June Snyder	*SD Dept of Public Safety*
Jeremy Wellnitz	*Clark PD*	Rachel Tilley	*SD Dept of Public Safety*
Jeff Anders	*Clay County*	Steve Pluta	*SD Dept of Public Safety*
Keith E Gall	*Corson County*	Angie Lemieux	*SD Dept of Public Safety*
Derrick Reifenrath	*Custer County*	Leah Ries	*SD Dept of Public Safety*
Steve Harr	*Davison County*	Heather Nachtigal	*SD Dept of Public Safety*
Scott Rechtenbaugh	*DCI/LET*	Gib Sudbeck	*SD Dept of Social Services*
Les Mayer	*Dewey County*	Katie Tostenson	*SD Dept of Social Services*
Chief Norman Schuler	*Eagle Butte PD*	Marilyn Rutz	*SD EMS*
Kyle Couchey	*Edmunds County*	Rachel Day	*SD Teen Court Assn*
Valerie Henry, CEO	*EMPOWER Coalition*	Mary Jo Farrington	*SDSMT*
Corolla Lauck	*EMSC*	Cora Olson	*SDSU PD*
David Boer	*EMSC*	Mariah Weber	*SDSU Safe Ride*
Diane Hall	*EMSC*	Chief Don Knecht	*Selby PD*
Arlen D Frankfurth	*Faith PD*	Brenda Leiseth	*Sioux Empire Safety Village*
Robert Miller	*Faulk County*	Bobbi Lower	*Sioux Empire Safety Village*
Anthony Schrad	*Flandreau PD*	Troy Lubbers	*Sioux Falls PD*
Nancy Scharenbroich	*From the H.E.A.R.T.*	Randy Brink	*Sioux Falls PD*
Joe Bawdon	*Game, Fish, & Parks*	Jude Warner	*Spearfish PD*
Eric VanDerLinden	*Gregory County*	Verla Little	*Spearfish PD*
Matt VanDerLinden	*Gregory PD*	Kevin Schurch	*Spink County*
Chief Stacy Mayou	*Groton PD*	Dustin Baxter	*Stanley County*
Heidi Trautner	*Hamlin County*	Geody VanDewater	*Sturgis PD*
Tayt Alexander	*Hamlin County*	Lonnie Harmon	*Summerset PD*
Sheriff Doug DeBoer	*Hand County*	Shawn Pettit	*Tripp County*
Kevin Van Diepen	*Huron PD*	Todd Stiehl	*Tripp County*
Dennis Meyer	*Huron PD*	Steven Luke	*Turner County*
Alona Scotting	*Kingsbury County*	Noreen Plumage	*UJS*
Kevin Scotting	*Kingsbury County*	Lauren Schuur	*USD Student Counseling Center*
Sarina Talich	*Lake County*	Jacy Nelsen	*Vermillion PD*
Grant Lanning	*Lake County*	Matt Betzen	*Vermillion PD*
Sgt. Patrick Johnson	*Lawrence County*	Ryan Hough	*Vermillion PD*
Capt. Marty Goetsch	*Lawrence County*	Sarah Hanson	*Volunteers of America*
Monte Farnsworth	*Law Enforcement Training*	Diane Thaler	*Volunteers of America*
Sheriff Dennis Johnson	*Lincoln County*	Eric Majeres	*Volunteers of America*

Name	*Agency*	Name	Agency
Steve Manger	*Lyman County*	Deb Rice	*Volunteers of America*
Aaron Talich	*Madison PD*	Ryan Badten	*Walworth County*
Todd Sandal	*Marshall County*	Tom Strickland	*Walworth County*
Luke Nordquist	*Marshall County*	Ryan Remmers	*Watertown PD*
Deputy Ted Smith	*McPherson County*	Kirk Ellis	*Watertown PD*
Shannon Speck	*Miller PD*	Doug Moser	*Whitewood PD*
Capt. James Hoekman	*Minnehaha County*	Paul Schueth	*Winner PD*
Kristin Trana	*Minnehaha County*	Trent Sinclair	*Winner PD*
Dan Kopfmann	*Mitchell PD*	Amanda Mack	*Worthing*
Scott Walton	*Mitchell PD*	Robert Reuland	*Yankton County*
Al Bohle	*Mobridge PD*	Michael Burgeson	*Yankton PD*
Darcy Clifford	*Moody County*	Dan Grewe	*YMCA*
Rob Neuenfeldt	*Moody County*		

CORE OUTCOME AND BEHAVIOR MEASURES FOR CY2014

Performance Measures in Brief

CORE OUTCOME MEASURES FOR CY2014

C1 – Number of traffic fatalities: **136**

C2 – Number of serious injuries in traffic crashes: **738**

C3 – Fatalities per vehicle mile traveled: **1.49**

C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions: **68**

C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above: **31**

C6 – Number of speeding-related fatalities: **32**

C7 – Number of motorcyclist fatalities: **17**

C8 – Number of unhelmeted motorcyclist fatalities: **11**

C9 – Number of drivers age 20 or younger involved in fatal crashes: **22**

C10 – Number of pedestrian fatalities: **9**

C11 – Number of bicyclist fatalities: **2**

BEHAVIOR MEASURES FOR 2014

B1 – Observed seat belt use for passenger vehicles, front seat outboard occupants: 68.9%

ACTIVITY MEASURES FOR 2014[4]

A1 – Impaired Driving Citations: 9,450

A2 – Occupant Protection Citations: 8,204

A3 – Speed Citations: 36,367

[4] These measures are for fiscal year 2014 which runs from July 1, 2013 to June 30, 2014; all other measures are for calendar year 2014.

2016 HIGHWAY SAFETY PERFORMANCE GOALS

C1 – 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.

C2 – 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.

C3 – (a) Decrease the five-year average fatalities/VMT from the 2010-2014 average rate of 1.45 to 1.42 by December 31, 2015.

(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.

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

C4 – 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.

C5 – 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.

C6 – 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.

C7 – 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.

C8 – Decrease the unhelmeted motorcyclist fatalities five-year average by 9.6% to 13.2 fatalities or less for 2011-2015.

C9 – 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.

C10 – Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2011-2015, despite expected increases in population.

C11 – Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2011-2015, despite expected increases in population.

B1 – 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.

CORE PERFORMANCE MEASURES TABLE

	Core Outcome Measures		2009	2010	2011	2012	2013	2014
C-1	Traffic Fatalities (State Crash File)	Annual	131	140	111	133	135	136
		5-Year Moving Average	155	145.8	129.8	127.2	130	131
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Annual	842	844	760	810	832	738
		5-Year Moving Average	949	904	850.8	836	818	797
C-3	Fatalities/VMT (State Crash File/FHA)	Annual	1.5	1.58	1.23	1.47	1.48	1.49
		5-Year Moving Average	1.84	1.7	1.49	1.44	1.45	1.45
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (State Crash File)	Annual	79	67	65	58	63	68
		5-Year Moving Average	85.6	79.6	69.2	66	66.4	64.2
C-5	Alcohol- Impaired Driving Fatalities (State Crash File)	Annual	50	31	30	39	36	31
		5-Year Moving Average	47.2	41.8	36.8	37.0	37.2	33.4
C-6	Speeding-Related Fatalities (State Crash File)	Annual	39	33	37	30	23	32
		5-Year Moving Average	41.3	39.6	38	34.8	32.4	30.4
C-7	Motorcyclist Fatalities (State Crash File)	Annual	16	27	14	25	18	17
		5-Year Moving Average	23.4	24.4	21.3	22	20	20.2
C-8	Unhelmeted Motorcyclist Fatalities (State Crash File)	Annual	14	19	11	23	11	11
		5-Year Moving Average	14.8	16.2	15.2	15.6	15.6	15
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (State Crash File)	Annual	20	22	14	20	16	22
		5-Year Moving Average	26.6	24.4	20.4	18	18.4	18.8
C-10	Pedestrian Fatalities (State Crash File)	Annual	4	9	7	2	4	9
		5-Year Moving Average	8.6	7.4	7.4	6.4	5.2	6.2
C-11	Bicyclist Fatalities (State Crash File)	Annual	0	2	1	0	0	2
		5-Year Moving Average	0.2	0.6	0.6	0.6	0.6	0.2

	Core Behavior Measure		2010	2011	2012	2013	2014
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Seatbelt Survey)	Annual	74.5%	73.4%	66.5%	68.7%	68.9%

C1: NUMBER OF FATALITIES FROM TRAFFIC CRASHES

2015 Performance Goal[5]

***Goal Statement*:** Decrease the traffic fatalities five-year average by at least .2 percent from the 2009-2013 average of 130 to a five-year average for 2010-2014 of 129.8. This equates to 130 fatalities or less for the calendar year 2013, a 3.7% reduction from the 2013 value of 135.

Current Value (2010-2014): *131*

Current Status: *Not met*

2016 Performance Goal

- 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.

Key Observations

- Similar to previous years, the vast majority (91.9%) of traffic crash fatalities in South Dakota in 2014 were motorists, as opposed to pedestrians.

Recent Data

Of the 17,344 motor vehicle traffic crashes reported in South Dakota in 2014, 136 (0.78% of total crashes) resulted in at least one fatality. In total, 136 traffic crash fatalities were recorded in South Dakota in 2014, an increase of approximately 0.74% from 2013. The five-year average for fatalities is up slightly from 2013 as well, 131 up from 130. Of these fatalities, 79 (58.1%) were sustained by residents of South Dakota. As was the case in previous years, the majority of fatalities were the drivers of motor vehicles. In 2014, 99 fatalities, 72.8% of all traffic crash fatalities, were drivers of motor vehicles.

Table 1 presents basic fatality counts and annual percentage changes from 2010 to 2014. 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: 2010-2014

	Fatalities	% Change
2010	140	+6.9%
2011	111	-20.7%
2012	133	+19.8%
2013	135	+2.0%
2014	136	+0.74%

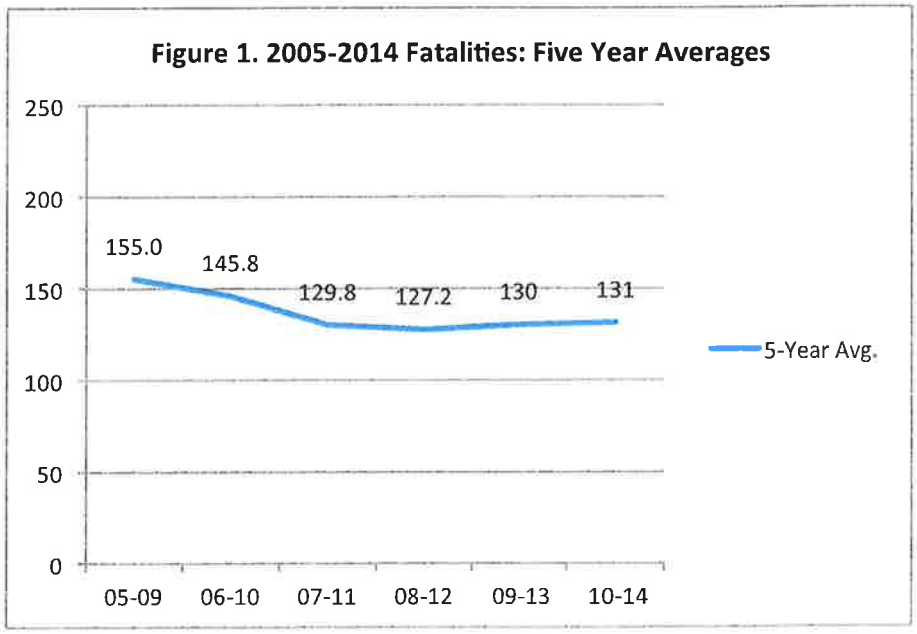


Figure 2 presents traffic crash fatalities by unit type for 2014. From this data, it can be seen that the vast majority of traffic crash fatalities in South Dakota are motorists, as opposed to pedestrians or pedalcyclists. With regard to the 136 traffic crash fatalities recorded in 2014, 125 (94.9%) were motor vehicle occupants with the largest percentages coming from light trucks (28.8%), passenger cars (32.8%), SUVs (16.0) and Mini-vans (4.0%). Of all motor vehicle occupants 41 (32.8%) were either totally or partially ejected from their vehicles, and 55 (42.1%) died in vehicles in which airbags did not deploy. Of all motor vehicle occupant fatalities, 68.8% (86) were male. Occupants and operators aged 21-30 years accounted for 20.2% (26) of all occupant fatalities, the highest of any age group.[6] 45.6% (62) of fatalities occurred on roads where the speed limit was 65 or greater. Finally, 85.6% (115) of 2014 traffic crash fatalities occurred on rural roadways while the remaining 15.4% (21) 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.

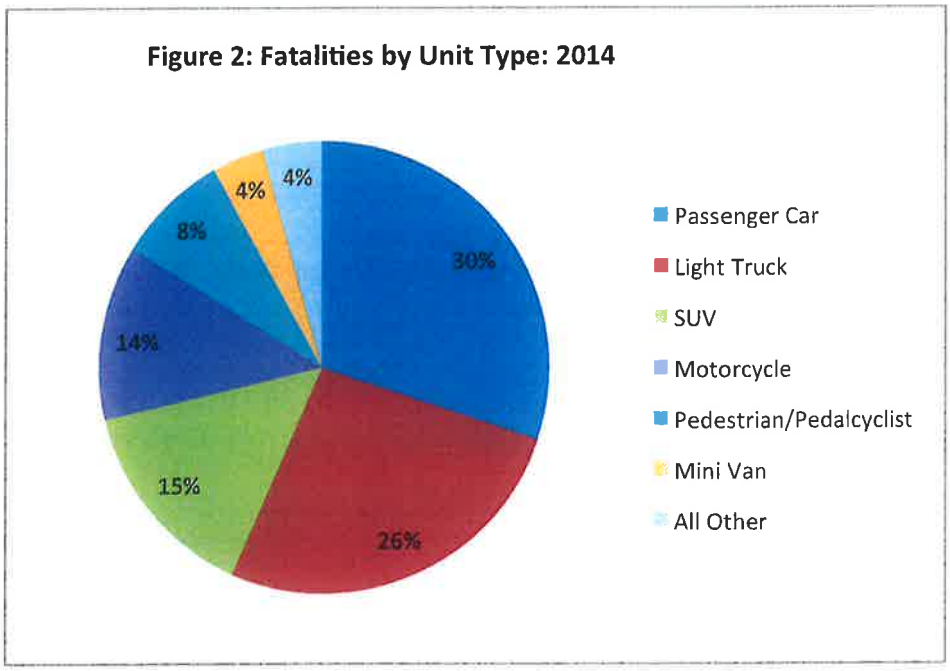


Table 2 displays calculated values for a modified per capita measure of traffic crash fatalities: total fatalities per 100,000 in-state population. This metric provides a relative indicator of fatality incidence, indexed to dynamic population counts. The figures presented in this table supply another means by which to examine treading 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 34.3% cumulative improvement in fatality outcomes since 2006.

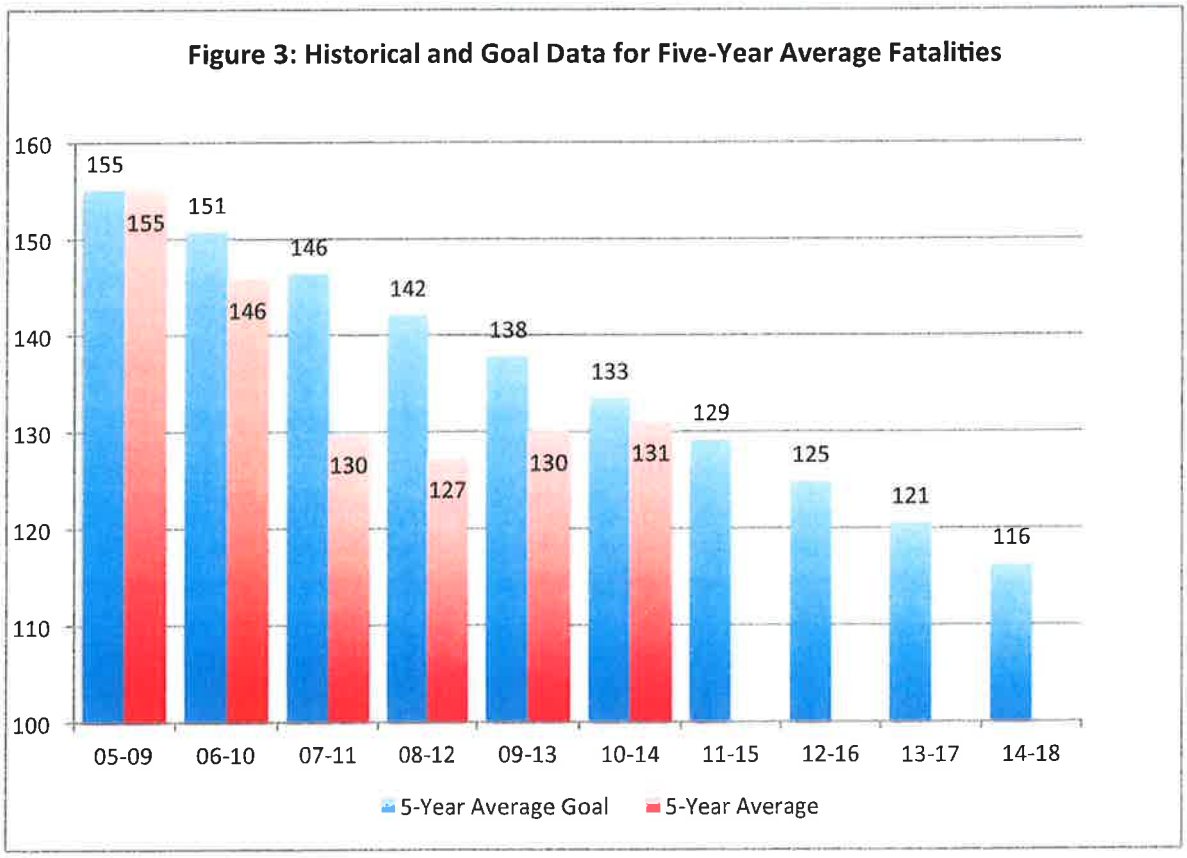
Table 2. Total Fatalities per 100,000 In-State Population: 2006-2014[7]

	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%

[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 2014-2018 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 2011-2015 would need to be at or below 129. This equates to 130 fatalities or less for the calendar year 2015, a 4.4% reduction from the 2014 value of 136.



C2: NUMBER OF SERIOUS INJURIES FROM TRAFFIC CRASHES

2015 Performance Goal

Goal Statement: Decrease the serious traffic injuries five-year average by at least 1.1 percent from the 2009-2013 average of 818 to a five-year average for 2010-2014 of 809.

Current Value (2010-2014): *797*

Current Status: *Met*

2016 Performance Goal

- 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.

Key Observations

- 5,089 non-fatal traffic crash injuries were sustained in 2014[8], 738 of which were serious or incapacitating.
- The number of serious injuries recorded in 2014 represents a substantial decrease (11.3%) from the analogous 2013 total.

Recent Data

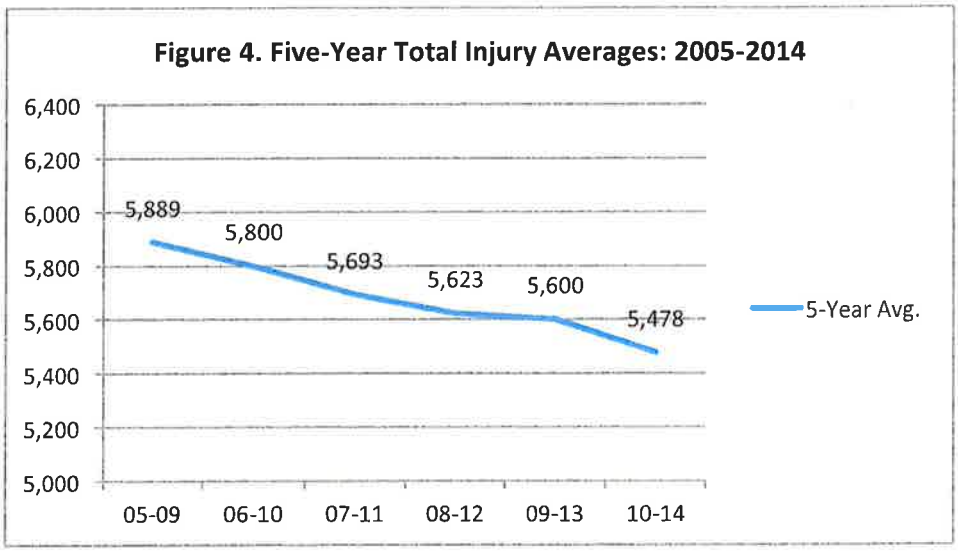
A grand total of 5,089 injuries were sustained as a result of traffic crashes in 2014, 136 (2.7%) of which were ultimately fatal. Of non-fatal injuries, 738 (14.5%) were serious or incapacitating. The number of serious injuries recorded in 2014 (738) represents an 11.3% decrease from the analogous 2013 figure (832); the decrease in total injuries was 9.1%.

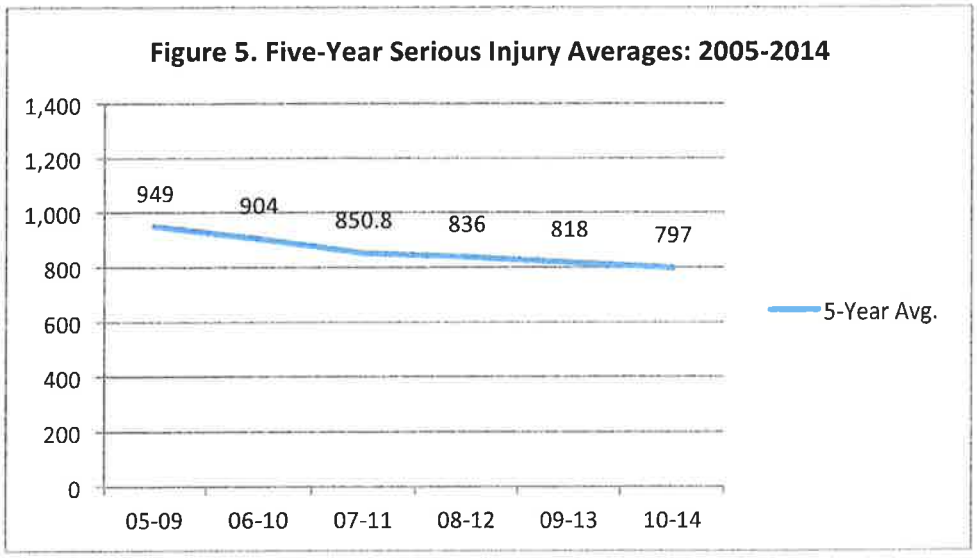
Table 3 displays frequency counts and average annual changes for all non-fatal injuries and serious injuries from 2010–2014. Figures 4 and 5 present five-year average trend lines for total non-fatal injuries (Figure 4) and serious injuries (Figure 5). As can be seen in the graphs, the five-year average 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 2525 "possible" injuries included in the South Dakota Crash Data.

Table 3. Annual Traffic Crash Non-Fatal Injuries, Total and Serious: 2010-2014

	Total Injuries	% Change	Serious Injuries	% Change
2010	5,791	+1.6%	844	+0.2%
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%

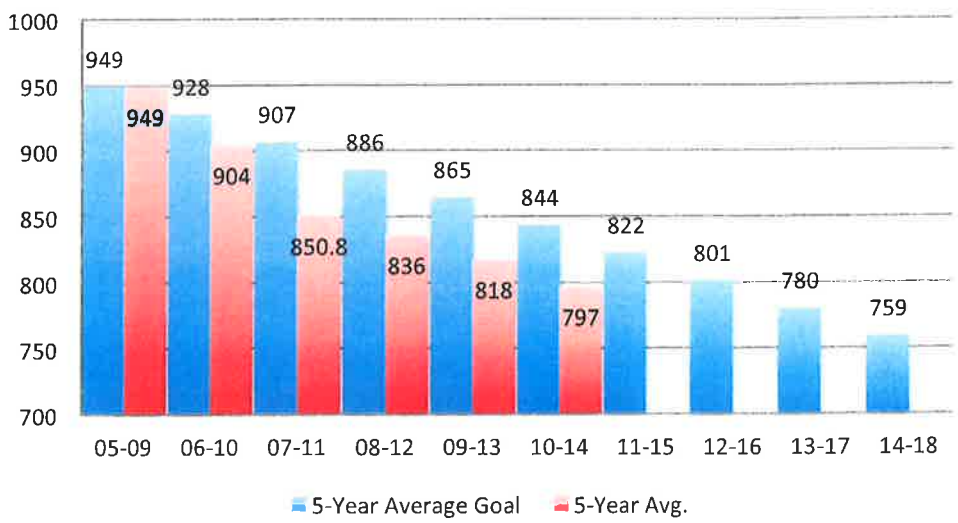




State Goal Calculations

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 2011-2015 needs to be at or below 844. However, to continue a general reduction in fatalities the goal is to decrease the five-year average by .85% from 797 to 790 for the 2011-2015 time period; this equates to an annual value of 810 serious injuries or less for 2015.

Figure 6: Historical and Goal Data for Serious Injury Averages



C3: FATALITIES PER VEHICLE MILE TRAVELED

2015 Performance Goals

Goal Statement (a): Decrease the five-year average fatalities/VMT from the 2009-2013 average rate of 1.45 to 1.43 by December 31, 2014.

Current Value (2010-2014): *1.45*

Current Status: *Not met*

Goal Statement (b): Decrease the five-year average rural fatalities/VMT from the 2009-2013 average rate of 1.76 to 1.74 by December 31, 2014.

Current Value (2010-2014): *1.75*

Current Status: *Not met*

Goal Statement (c): Return the five-year average urban fatalities/VMT from the 2009-2013 average rate of .69 to .68 through December 31, 2014.

Current Value (2010-2014): *.71*

Current Status: *Not met*

2016 Performance Goals

- (a) Decrease the five-year average fatalities/VMT from the 2010-2014 average rate of 1.45 to 1.42 by December 31, 2015.
- (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.
- (c) Maintain the five-year average urban fatalities/VMT rate under .72 through December 31, 2015.

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 2014 statewide fatality rate of 1.49 represents a less than .1% increase from that of 2013 (1.48). However, the most recent five-year average fatality rate has decreased 21.2% 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 2014, South Dakota's state and local governments maintained 82,576 miles of roadways, 96.03% of which (79,299) were designated by the state Department of Transportation as rural. In addition, 70.5% 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 2014. Overall, the 9.16 billion total VMT figure for 2014 represents an increase of .46% from the 9.11 billion VMT figure for 2013.

Table 4. South Dakota Roadways and VMT: 2014

	Values	% of Total
Rural Miles	79,300	96.03%
Urban Miles	3276	3.97%
Total Miles	82,576	100%
Rural VMT	6,452,929,410	70.48%
Urban VMT	2,703,188,108	29.52%
Total VMT	9,156,117,518	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 2010–2014, segmented by location type.[9] The slight increase from 2013 is not large enough to represent a statistically significant increase.

Table 5. Fatality and Injury Rates by Location: 2010-2014[10]

	Total Fatality Rate	Rural Fatality Rate	Urban Fatality Rate	Total Injury Rate	Rural Injury Rate	Urban Injury Rate
2010	1.58	1.95	0.64	65.35	39.70	129.55
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
% Change ('13 to '14)	0.68%	-1.66%	8.45%	-7.26%	-8.07%	-6.39%

In 2014, 17.83 non-fatal injuries were recorded for each fatality in rural areas. By contrast, 144.33 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.)

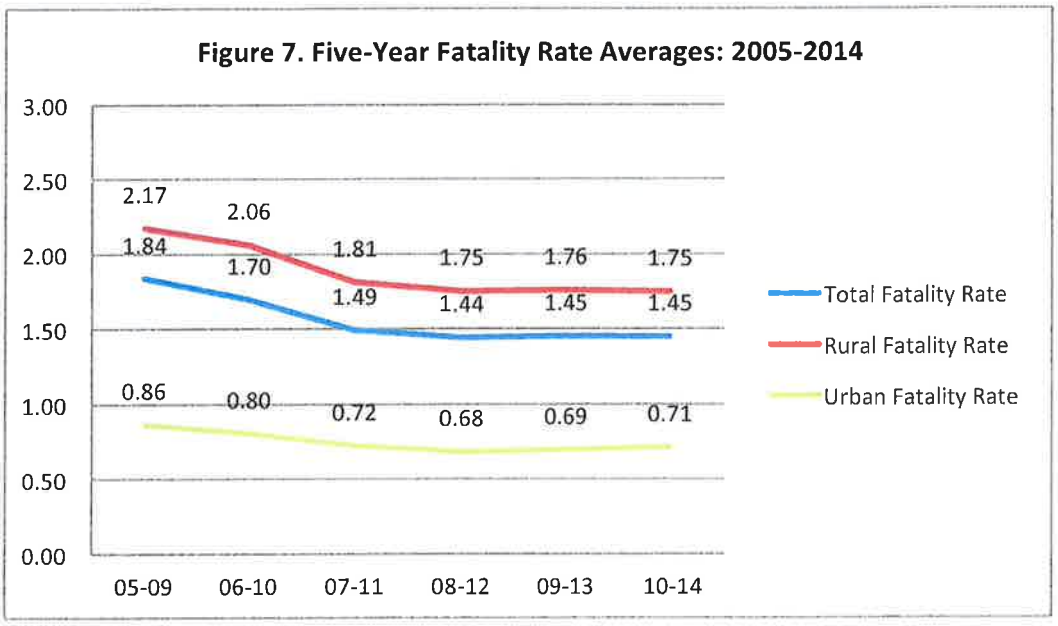


Figure 7 demonstrates a mostly downward trend across five-year averages for total, rural, and urban fatality rates since the initial 2005-2009 average. As expected, average rural fatality rates are substantially higher than comparable urban fatality rates for each of the last six time periods. The reasons 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 2014 is 9,247,678,693. If the goal for the five-year average of fatalities of 129 or less is reached, the fatalities per VMT will be 1.42 or lower for 2011-2015. 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 2011-2015 time period of 1.70 or lower. The urban fatalities per VMT goal for the 2011-2015 five-year average will be 0.72 fatalities per Urban VMT.

C4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

2015 Performance Goal

Goal Statement: Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 5 percent from the 2009-2013 average of 66.4 to a five-year average for 2010-2014 of 63.

Current Value (2010-2014): *64.2*

Current Status: *Not met*

2016 Performance Goal

- 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.

Key Observations

- While our annual goal for the five-year average was not met, the five-year average did still decrease by 1.6%. A total of 68 unrestrained passenger vehicle occupants were killed in traffic crashes in 2014, an 8% increase from 2013.

- In 2014, 54.2% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise. By contrast, only 18.8% of restrained occupants suffered an injury or fatality.

- 67.6% of all unrestrained driver fatalities in passenger vehicles in 2014 were sustained by males.

- Of all passenger vehicle occupants involved in a traffic crash who were not ejected from the vehicle as a result of the crash, 85.1% wore a seatbelt and/or shoulder harness; of those who were completely ejected from the vehicle, none wore a seatbelt and/or shoulder harness[11].

Recent Data

In 2014, 22,333 passenger vehicle occupants were involved in traffic crashes, 1,369 of which were unrestrained.[12] Of these unrestrained occupants whose injury status was known, 68 (5.0%) were killed, 179 (13.1%) sustained a serious injury, and 495 (36.2%) received other injuries. Altogether then, 54.2% of these occupants suffered an injury, fatal or otherwise. By contrast, only 16.1% of restrained passenger vehicle occupants involved in a traffic crash sustained an injury or fatality. From 2010–2014, 54.4% of unrestrained passengers involved in a traffic crash were injured, including 3.8% that were killed. In 2014, only 0.16% 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 2010–2014. Figure 8 presents five-year averages from 2005 to 2014 of unrestrained passenger vehicle occupant fatalities.

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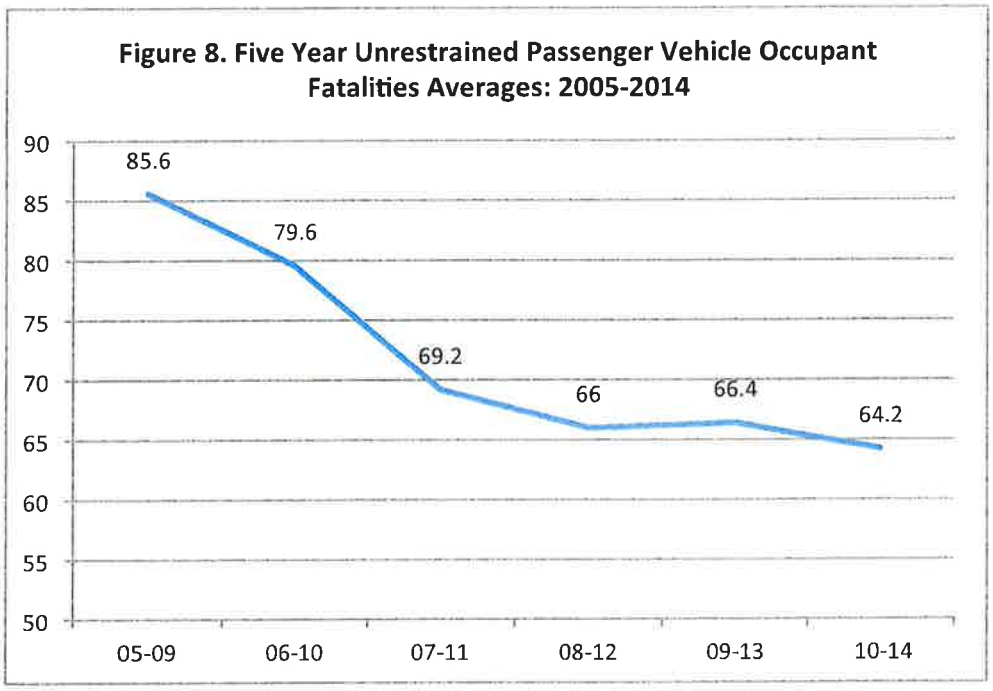
[11] Percentage is based on cases where restraint data is known; 1705 cases are excluded because restraint status is unknown.

[12] 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 1705 individuals.

Table 6. Injury Outcomes of Unrestrained Passenger Vehicle Occupants: 2010-2014[13]

	Fatalities	Serious Injuries	Other Injuries	No Injuries	Total
2010	67	248	709	792	1816
2011	65	319	577	776	1737
2012	58	254	721	574	1607
2013	63	276	746	684	1769
2014	68	179	495	627	1369
2014 (%)	5.0%	13.1%	36.2%	45.8%	100.0%
All Years (%)	3.8%	15.5%	35.1%	41.4%	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 2014, three children under the age of five were killed as passenger vehicle occupants. Two of those children (both age 1) were using a lap belt only and the other's restraint status is unknown. One other child under the age of five (age 2) suffered a serious injury, and was restrained with a lap belt and shoulder harness only.

[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)

Of those 99 passenger vehicle occupants 5 or over that sustained fatal injuries, 68 (68.7%) were unrestrained[14]. Among these unrestrained fatalities, 21-30 was the modal age group (22 fatalities). 15 Occupants in the 21-30 age group represented 32.4% of all unrestrained fatalities. Males accounted for 67.6% (46) of all unrestrained fatalities, as well as 64.8% (116) of all unrestrained serious injuries.

In 2014, 38.2% (39) 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 1.8% were ejected either partially or totally. Of passenger vehicle occupants who were partially or totally ejected from the vehicle during a crash, 78% (97) suffered a serious injury or fatality. Finally, among those who were partially ejected, only 35.2% had been restrained. Of those who were totally ejected, only one was restrained properly (used a lap belt only). Table 7 presents 2014 data on ejection status by restraint usage for passenger vehicle occupants only (all ages).

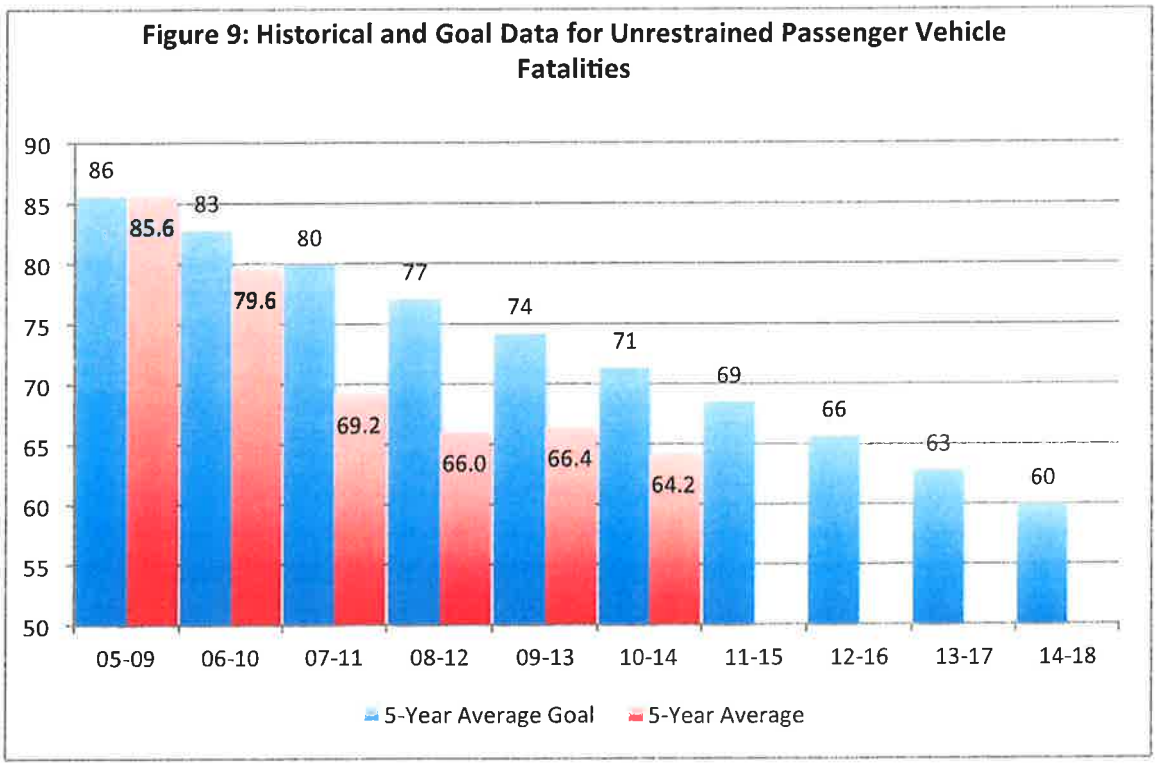
Table 7. Ejection Status by Restraint Usage: 2014[16]

	Not Ejected	Totally Ejected	Partially Ejected	Total
None	6.0%	95.0%	72.2%	5.2%
Belt/harness	85.6%	1.0%	16.7%	68.1%
Other, Unreported, Unknown	8.2%	4.0%	11.1%	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] Using census age ranges (20 and under, 21-30, 31-40, 41-50, 51-60, 61-70, 71 and above).
[16] This table does not include individuals for whom injury data was unknown or missing. The total unrestrained passenger vehicle occupants for 2014 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 2011-2015 needs to be at or below 69. However, in order to continue a general reduction in fatalities, the goal is to decrease the five-year average by at least 0.6 percent from the 2010-2014 average of 64.2 to a five-year average for 2011-2015 of 63.8; this equates to an annual value of 65 unrestrained passenger vehicle occupant fatalities or less for 2015.



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

2015 Performance Goal

Goal Statement: Decrease the alcohol impaired driving fatalities five-year average by at least 1 percent from the 2009-2013 annual average of 37.2[17] to a five-year annual average for 2010-2014 of 36.0.

Current Value (2010-2014): *33.4*

Current Status: *Met*

2016 Performance Goal

- 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.

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 3.1% lower in 2014 than in 2013; the total number of crashes involving intoxicated drivers also decreased by 4.6%.

- In 2014, 80.6% of fatalities (25) involving at least one driver or motorcycle operator with a BAC of .08 or above were sustained by intoxicated drivers themselves, leaving 19.4% 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.[18] Altogether, 17,344 traffic crashes were reported in 2014, 470 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 a fraction of a percentage lower from the 2013 figure of 2.8%. A total of 767 individuals were involved in these accidents. Of fatality victims, 25 (60.6%) were themselves drivers with a BAC level of .08 or higher. Among drivers with a BAC of .08 or higher that were also fatalities, 92% (23) carried an in-state driver's license; 20.0% (5) were operating without or under a revoked or suspended license; 80.0% (20) were male; 80.0% (20) failed to use appropriate safety restraint devices or other protective equipment, and 20% (5) 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.[19]

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[17] The five-year average for 2009-2013 was erroneously listed as 36.4 in the 2014 Highway Safety Plan and is corrected here.
[18] Drivers with a BAC level of .08 or higher will occasionally be referred to in this report as "intoxicated drivers."
[19] 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: 2010-2014

	BAC Crashes	Total Crashes	% Total Crashes that were BAC Crashes	% Annual Change in BAC Crashes
2010	396	17,624	2.2%	-5.9%
2011	458	17,359	2.6%	+15.7%
2012	471[20]	16,259	2.9%	+2.8%
2013	473	16,620	2.8%	+0.4%
2014	470	17,344	2.7%	-0.6%

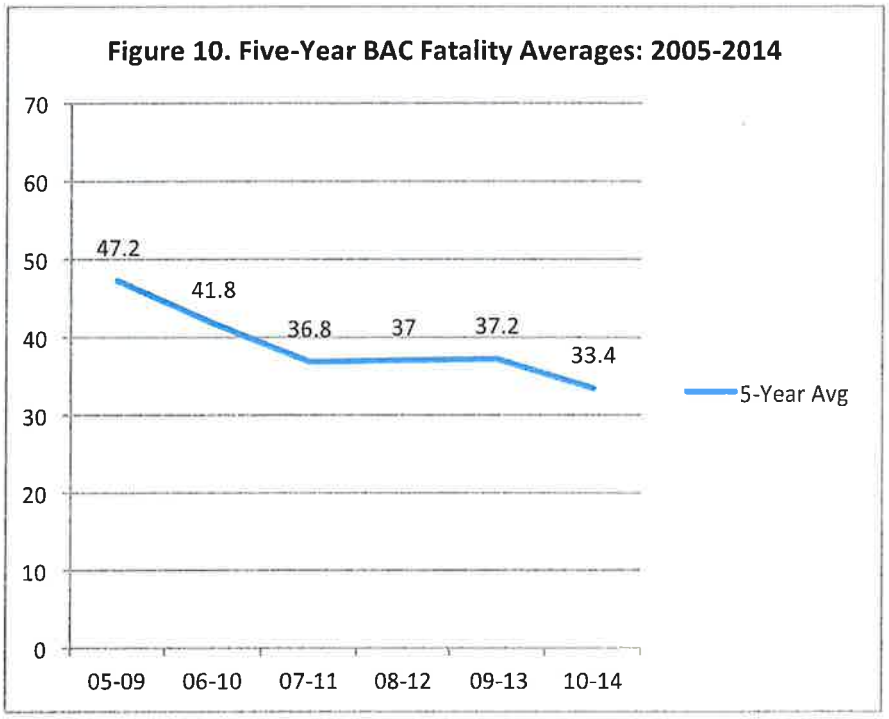
Table 9 presents frequency counts of fatalities and injuries resulting from traffic crashes involving at least one driver with a BAC reading of .08 or higher. From 2005–2014, 403 fatalities and 802 serious injuries were sustained in crashes involving at least one operator exceeding the legal BAC limit. In 2014 alone, 31 fatalities and 68 serious injuries were reported in analogous traffic crashes. The fatality figure represents a sizable decrease from 2013 of 13.9%. The total number of accidents involving a driver with a BAC of .08 or above also decreased by 10.6% from 858 in 2013 to 767 in 2014.

Table 9. Injury Outcomes for Individuals Involved in BAC Crashes: 2005-2014

	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2005	58	74	120	143	395
2006	55	83	192	181	511
2007	38	68	152	225	483
2008	35	75	187	328	625
2009	50	81	207	361	699
2010	31	80	199	367	697
2011	30	88	211	401	730
2012	39	104	268	382	797
2013	36	81	250	491	858
2014	31	68	216	452	767
2014(%)	3.90%	8.60%	27.30%	57.10%	100.00%
All Years (%)	6.1%	12.2%	30.5%	50.8%	100.0%

To partially allay the potentially misleading influence of small tabular values, Figure 10 displays five-year averages for fatalities reported from 2005–2014. Fatalities resulting from these traffic crashes accounted for 22.8% of all fatalities recorded in 2014.

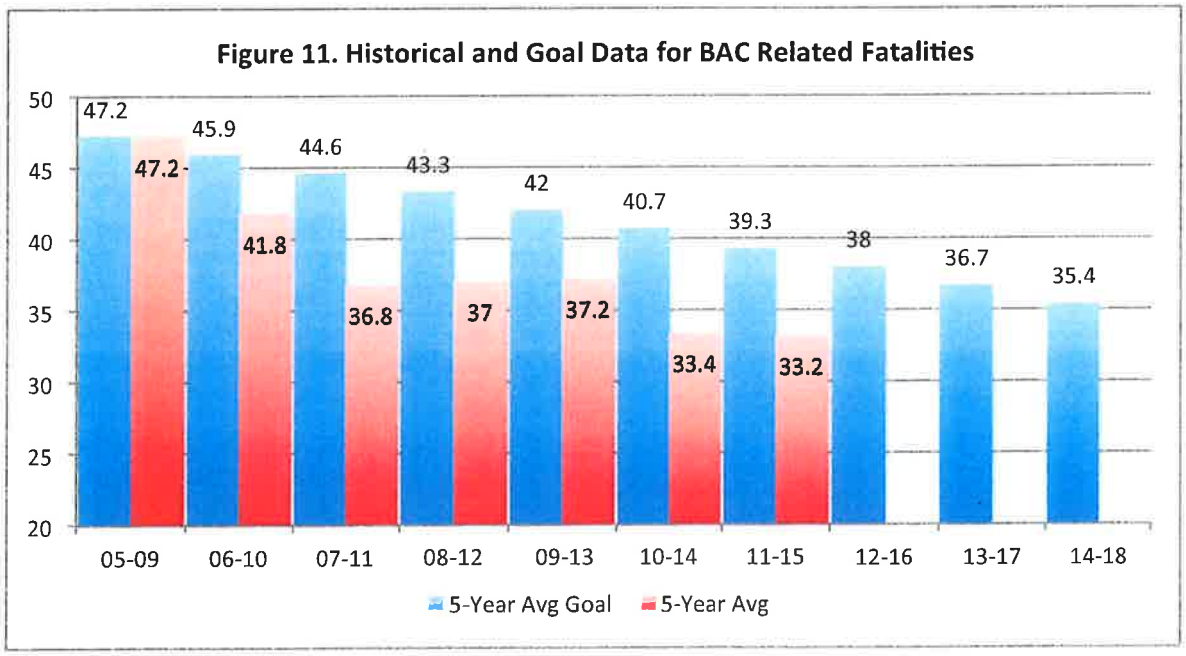
[20] This figure is corrected from the 2014 Highway Safety Plan.



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 47.2 to 35.4). In order to be consistent with this goal, the five-year alcohol impaired driving fatalities average for 2011-2015 needs to be at or below 39.3. However, in order to continue a general reduction in alcohol impaired driving fatalities, the goal is to decrease the five-year average by 0.6% from 33.2 to 33 for the 2011-2015 time period, this equates to an annual value of 30 alcohol impaired driving fatalities or less for 2015.



C6: NUMBER OF SPEEDING-RELATED FATALITIES

2015 Performance Goal

Goal Statement: Decrease the speeding related fatalities five-year average by at least 5.5 percent from the 2009-2013 annual average of 32.4 to a five-year annual average for 2010-2014 of 30.6.

Current Value (2010-2014): *31*

Current Status: *Not met*

2016 Performance Goal

- 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.

Key Observations

- A total of 32 individuals were killed in 2014 as a result of traffic crashes involving at least one speeding driver. This figure has increased 39.1% since 2013, however 2013 was an unusually low year for speeding related fatalities.

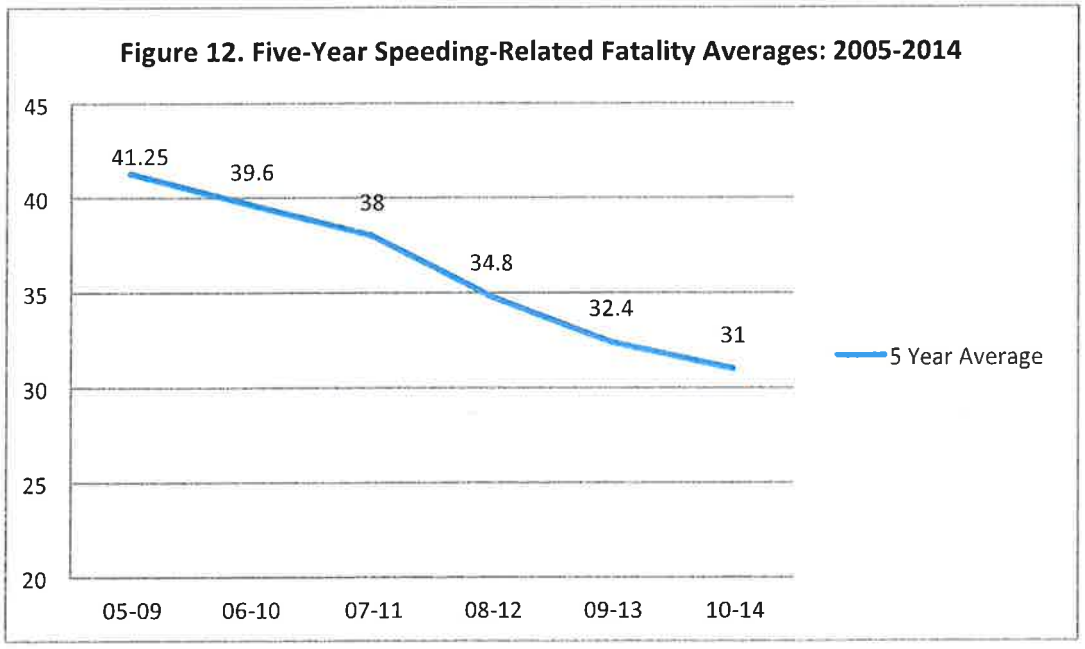
- 100% of speeding-related fatalities in 2014 were sustained by motor vehicle occupants; no pedestrians were killed in these traffic crashes.

- 97.1% of speeding-related fatalities in 2014 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. 24.3% percent of South Dakota's traffic crash fatalities in 2014 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 2014, 2,252 traffic crashes occurred that involved at least one speeding driver (13% of all reported traffic crashes); a total of 3,602 people were involved. Of these individuals, 32 (.9%) sustained fatal injuries, 152 (4.2%) suffered serious but non-fatal injuries, and 706 (19.6%) received non-serious injuries. Figure 12 displays the five-year averages for speeding-related fatalities during the 2005–2014 period.



100% of speeding-related fatalities in 2014 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: 13 (40.6%) passenger car, 7 (21.9%) light truck, 1 (3.1%) motorcycle, 7 (21.9%) sport utility vehicle, and 2 (6.3%) single-unit trucks.

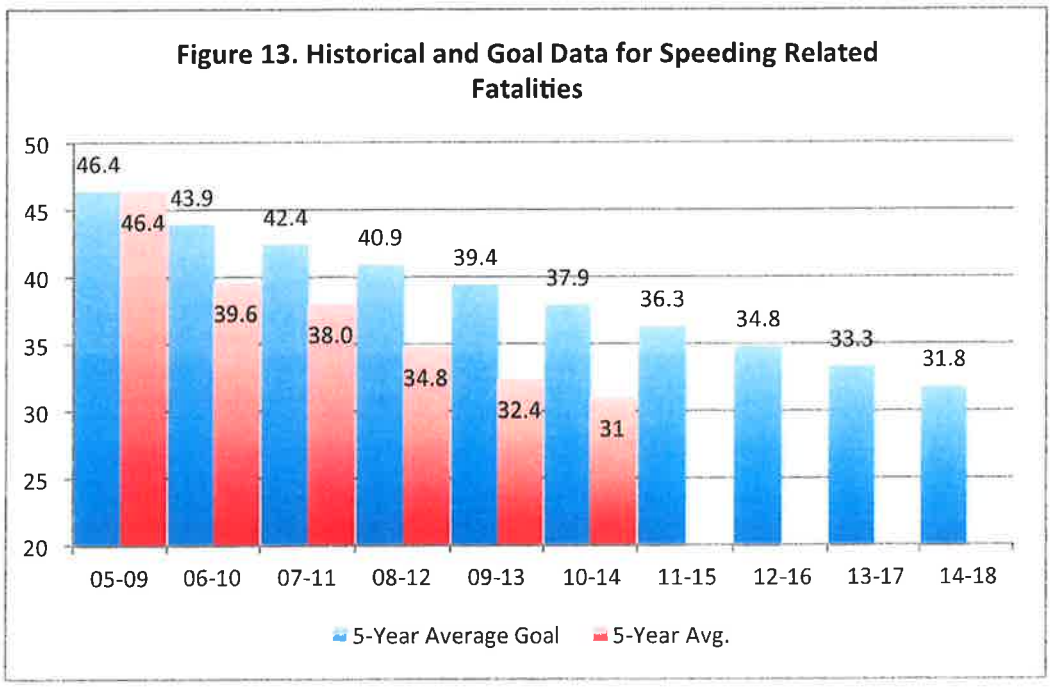
The difference in injury rates between road surface types would again seem to imply a broader difference in crash outcomes between rural and urban roadways. In 2014, 96.9% of speeding-related fatalities were recorded on rural roadways with only one fatality occurring in an urban area. Table 10 places 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: 2010-2014

	Total Fatalities/VMT	Rural Fatalities/VMT	Urban Fatalities/VMT
2010	0.37	0.41	0.28
2011	0.41	0.47	0.23
2012	0.33	0.43	0.08
2013	0.25	0.33	0.07
2014	0.35	0.50	0.12

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 2011-2015 needs to be at or below 36.3. However, in order to continue a general reduction in speeding-related fatalities, the goal is to decrease the 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., this equates to an annual value of 30 speeding related fatalities or less for 2015.



C7: NUMBER OF MOTORCYCLIST FATALITIES

2015 Performance Goal

Goal Statement: Decrease the motorcyclist fatalities five-year average by at least 1 percent from the 2009-2013 five-year annual average of 20 to a five-year annual average for 2010-2014 of 19.8.

Current Value (2010-2014): *20.2*

Current Status: *Not met*

2016 Performance Goal

- 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.

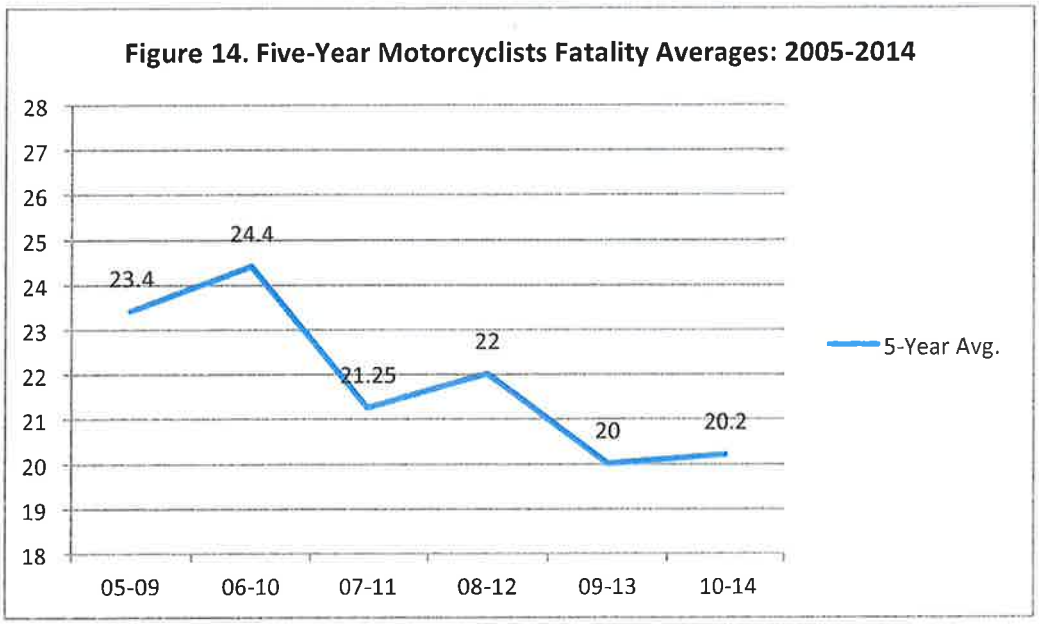
Key Observations

- Motorcycles were involved in only 3.1% of traffic crashes in 2014, but these crashes accounted for (17) 10.3% of all fatalities.
- All of the fatalities sustained in traffic crashes involving motorcycles in 2014 were suffered by motorcycle occupants, with 82.4% being motorcycle drivers.
- The number of motorcycle fatalities per 1000 registered motorcycles for 2014 (.179) is lower than the 2013 rate (.237).
- 11 of the 17 motorcyclist fatalities (64.7%) recorded in 2014 were incurred by males.

Recent Data

In 2014, 473 traffic crashes involving motorcycles were reported, amounting to approximately 2.7% of all traffic crashes.[21] Of the 586 motorcycle occupants involved in these accidents a total of 473 people (80.7%) received non-fatal injuries as a result of these crashes, and 17 motorcyclists (2.9%) were killed. The above fatality count of 17, reflects 12.5% of all fatalities reported in 2014. So despite only being involved in 2.5% of traffic crashes in 2014, accidents involving motorcycles accounted for 12.5% of all fatalities. Figure 14 displays five-year averages for motorcycle fatalities (motorcycle occupants only) for 2005-2014.

[21] 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 48.1 years. Of the 17 motorcyclist fatalities in 2013, 12 (70.6%) were age 40 or older, 11 (64.7%) were incurred by males, three motorcycle passengers were killed all of whom were female. In contrast to previous years only 4 of the 17 fatalities (23.5%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2013 Sturgis Motorcycle Rally (August 4-10, 2014). The analogous figure for 2014 was 88.8%. Only 6 of the 17 motorcycle operators that were killed (35.3%) were licensed in South Dakota and only one of the motorcyclists suffering fatal injuries was a driver 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.[22] From this table it can be seen that motorcycle fatalities, as a proportion of motorcycle registrations, decreased since 2013.

Table 11. Motorcycle Fatalities per Registered Motorcycle: 2010-2014

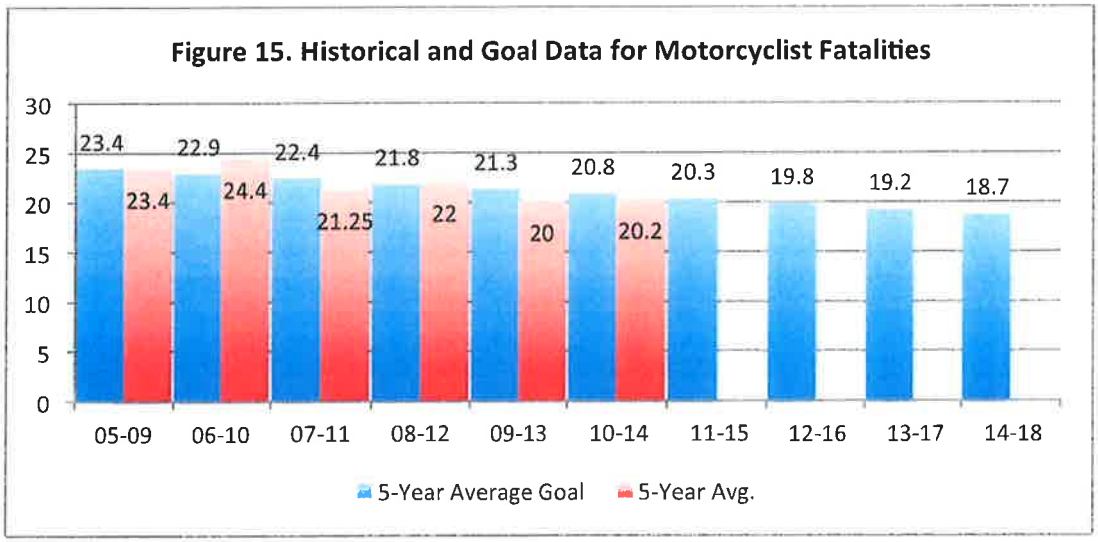
	Registered Motorcycles[23]	Motorcyclist Fatalities	Fatalities per 1000 Registered Motorcycles
2010	65,686	27	0.411
2011	69,660	14	0.201
2012	73,310	25	0.341
2013	75,669	18	0.237
2014	78,380	17	0.217

[22] Several caveats are in order with regard to the use of a fatalities-per-registered-vehicle metric. This particular measure is tenuous not only because a considerable proportion of motorcycle traffic in South Dakota stems from inter-state travel, but also because some fatalities are sustained by out-of-state motorcyclists. In fact, only 2 of the 14 motorcyclists suffering a fatality in 2010 carried a South Dakota driver's license.

[23] 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 2011-2015 needs to be at or below 20.3. However, in order to continue a general reduction in motorcyclist fatalities, the goal is to 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.



C8: NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

2015 Performance Goal

Goal Statement: Decrease the unhelmeted motorcyclist fatalities five-year average to 14.85 fatalities or less for 2010-2014.

Current Value (2010-2014): *15*

Current Status: *Not met*

2016 Performance Goal

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

Key Observations

- Of the 17 motorcyclist fatalities in 2014, 11 (64.7%) were sustained by unhelmeted occupants.
- 7 of the 11 unhelmeted motorcyclist fatalities (63.6%) recorded in 2014 were sustained by out-of-state motorcyclists.
- Males accounted for 7 of the 11 (63.6%) unhelmeted motorcyclist fatalities recorded in 2014.

Recent Data

Motorcycle occupants accounted for 576 (2.0%) of the 28,295 people involved in motor vehicle traffic crashes in 2014; 336 (54.8%) of these riders were not wearing a helmet at the time the crash took place[24]. This unhelmeted occupant percentage is higher than the 2013 percentage (51.8%). 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 2010-2014. Compared to 2013, the percentage of both helmeted (2.2%) and unhelmeted (3.5%) fatalities decreased (in 2013, they were 4.1% and 3.9% respectively in 2013). The percentage reporting no injuries also increased. 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.

[24] The helmet status of 20 riders, including one fatality was unknown.

Table 12. Injury Outcomes for Unhelmeted and Helmeted Motorcycle Occupants: 2010-2014

Unhelmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2010	19	118	239	62	438
2011	11	108	181	52	352
2012	23	91	209	126	447
2013	11	85	146	42	284
2014	11	86	170	46	313
2014 (%)	3.51%	27.48%	54.31%	14.70%	100.00%
All Years (%)	3.79%	28.72%	52.39%	15.15%	100.00%

Helmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2010	8	59	124	21	212
2011	3	50	106	26	185
2012	2	53	69	34	158
2013	7	44	94	26	171
2014	5	75	121	32	233
2014 (%)	2.15%	32.19%	51.93%	13.73%	100.00%
All Years (%)	2.79%	31.05%	54.26%	11.90%	100.00%

The 11 unhelmeted fatalities in 2014 only included four bikers (36.4%) 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 72.7% (8) of all unhelmeted motorcyclist fatalities; 63.6% (7) of unhelmeted fatalities were sustained by males. Table 13 gives annual figures for unhelmeted motorcyclist fatalities per registered motorcycle from 2010-2014. Again, interpretive caution is warranted due to low n-values.

Table 13. Unhelmeted Motorcycle Fatalities per Registered Motorcycle: 2009-2013

	Fatalities per 1,000 Registered Motorcycles
2010	0.29
2011	0.16
2012	0.29
2013	0.15
2014	0.14

State Goal Calculations

For the purposes of establishing a goal, unhelmeted motorcyclist fatalities must be considered as a subset of motorcyclist fatalities. On average, unhelmeted motorcyclists incur 75% of motorcyclist fatalities. Since the five-year average goal for overall motorcyclist fatalities for the 2011-2015 time period is 18.6, the corresponding figure for unhelmeted motorcyclist fatalities will be 14 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.

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

2015 Performance Goal

Goal Statement: Decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 5.4 percent from the 2009-2013 annual average of 18.4 to a five-year annual average for 2010-2014 of 17.4.

Current Value (2010-2014): *18.8*

Current Status: *Not met*

2016 Performance Goal

- 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.

Key Observations

- 22 drivers under the age of 21 were involved in a fatal traffic crash in 2014, a 37.5% increase since 2013.
- 27 fatalities resulted from crashes where drivers under the age of 21 were involved; this figure represents an 80% increase since 2013. 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 increased 37.5% since last year.

Table 14. Drivers Under 21 Involved in Fatal Crashes: 2009-2014

	Drivers Under 21	Annual % Change
2010	22	+10.0%
2011	14	-36.4%
2012	20	+42.8%
2013	16	-20.0%
2014	22	+37.5%

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 three years.

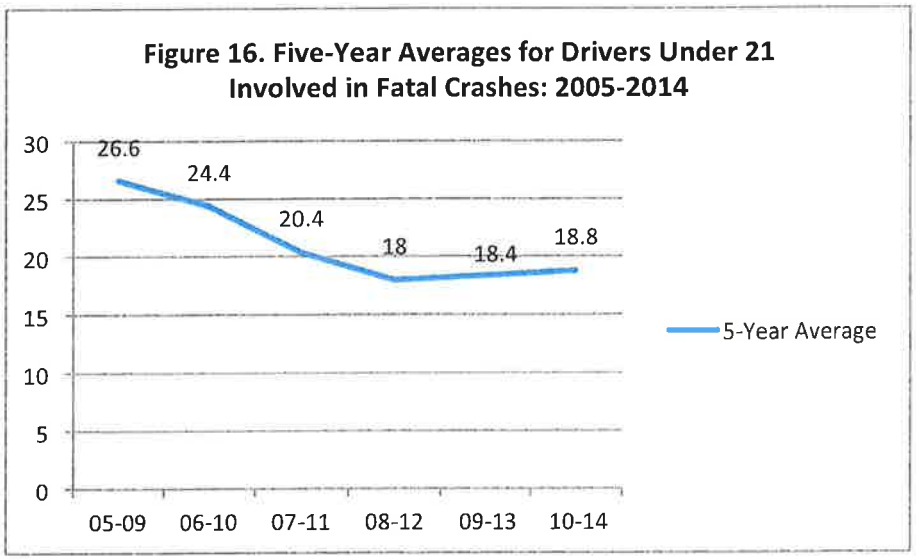


Table 15 presents additional data describing the proportional involvement of young drivers in traffic crashes in South Dakota. This table suggests that the relative level of involvement of drivers under 21 in both total crashes and fatal crashes continues to be relatively stable. While the proportion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

Table 15. Traffic Crashes Involving Drivers Under Age 21: 2010-2014

	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
2010	17,624	4,210	23.9%	124	22	17.7%
2011	17,359	3,992	23.0%	101	13	12.9%
2012	16,259	4,114	25.3%	118	16	16.9%
2013	16,620	3,602	21.7%	135	15	11.1%
2014	17,344	3,602	20.7%	136	22	16.2%

Table 16 presents fatality rates, expressed as fractions of total in-state population counts, for years 2010-2014. This table indicates that 27 fatalities resulted in 2014 from traffic crashes involving a driver under 21 years old, up from 15 in 2013. Additionally, the 2014 fatality rate of 3.16 fatalities per 100,000 in population is substantially higher than last year and the highest rate for the last five years.[25]

Table 16. Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2010-2014

	Population Estimate	Fatalities from Crashes Involving a Driver Under 21	Per 100,000 Population
2010	814,180	23	2.82
2011	824,082	18	2.18
2012	833,354	24	2.87
2013	844,877	15	1.78
2014	853,175	27	3.16

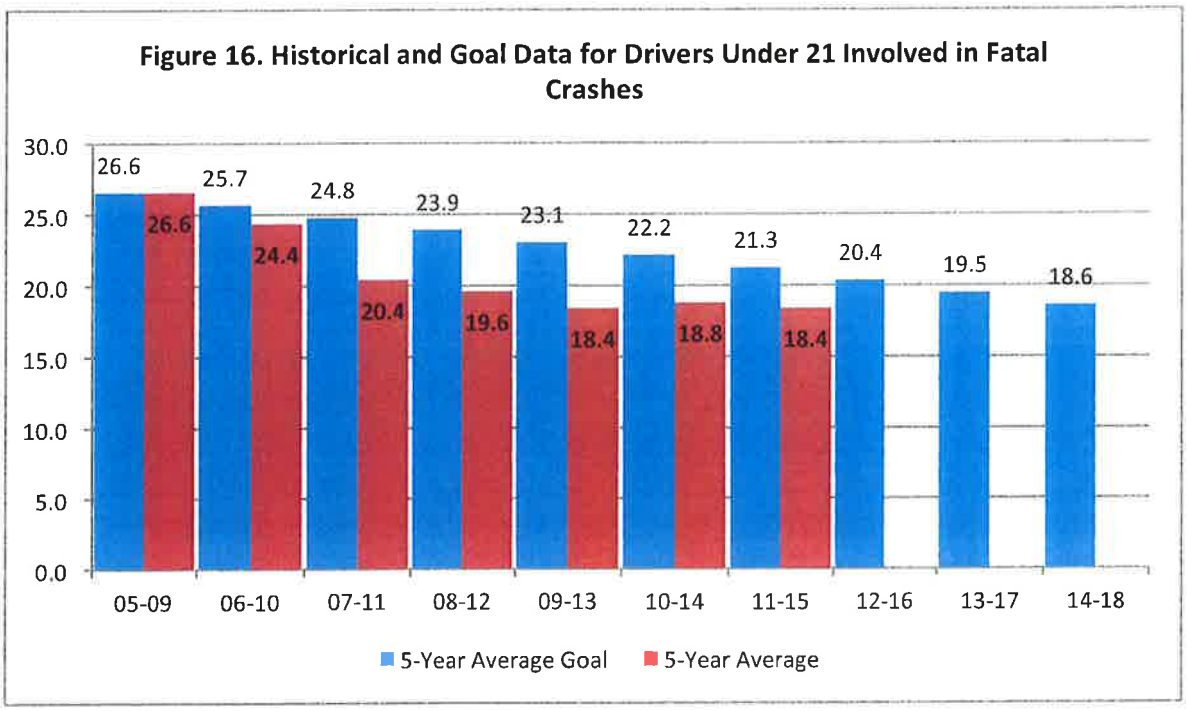
Of the 22 drivers under age 21 involved in fatal traffic crashes in 2014, 9 of them (40.9%) were killed. 21 of them (95.5%) were from South Dakota. 17 of the 22 (77.3%) were male, and 3 (13.6%) recorded a positive blood alcohol content reading.[26] 20 of the 22 drivers (90.9%) were operating a passenger vehicle (one was operating a motorcycle and one was operating a tractor/doubles).

Among all passenger vehicle occupants (including operators) age 20 or younger involved in traffic crashes in 2014, only 18 were killed (and 101 were seriously injured.) 11 (61.1%) of the passenger vehicle occupants age 20 or younger who were killed in 2014 were unrestrained.

[25] It is worth nothing though that this does not take into account changes in the proportion of the population that are under 21.
[26] 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 2011-2015 needs to be at or below 21.3. 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 2.2 percent from the 2010-2014 annual average of 18.8 to a five-year annual average for 2011-2015 of 18.4.



C10: NUMBER OF PEDESTRIAN FATALITIES

2015 Performance Goal

Goal Statement: Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2010-2014, despite expected increases in population.

Current Value (2010-2014): *6.2*

Current Status: *Met*

2016 Performance Goal

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

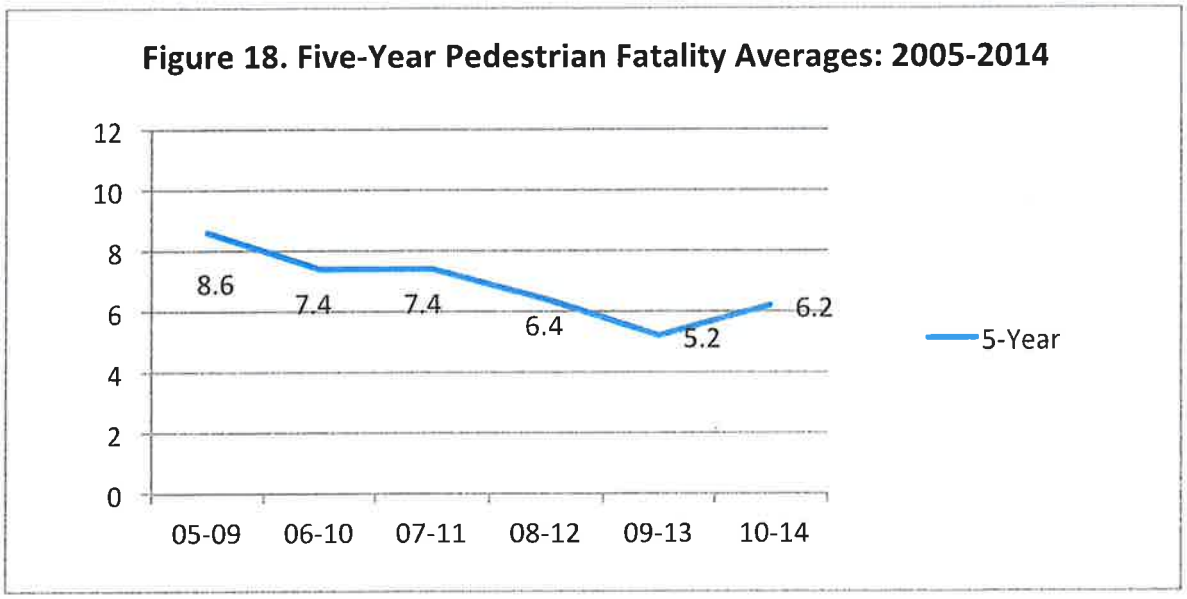
Key Observations

- Since 2008, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 7 fatalities per year; 9 were reported in 2014.

Recent Data

Urban streets and roadways constituted only 3.97% of all road miles in South Dakota in 2014. 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 31 pedestrian fatalities were recorded in the state from 2010 through 2014; this includes 9 such fatalities in 2014, an increase from the previous year however, the five year average is still only 6.2. Since 2005, the number of annual pedestrian fatalities has fluctuated around an average of 7 fatalities per year.

Figure 18 presents trend data for pedestrian fatalities from 2005–2014, as expressed by five-year averages.



In 2014, 108 traffic crashes occurred that involved at least one pedestrian (112 pedestrians were involved in total. These crashes resulted in 9 pedestrian fatalities, 30 serious injuries, and 71 other injuries. No traffic crashes produced multiple pedestrian fatalities. Three of those killed (33.3%) had reported blood alcohol contents of higher than .08 at the time of the crash.

In 2014, four of the pedestrians (44.4%) were killed in an urban area. In addition, 87.0% (87 of 100) of non-fatal pedestrian injuries were sustained in urban areas. These figures, and similar patterns in previous data suggest that urban roadways produce a far greater proportion of pedestrian injuries than do rural areas, but the risk of sustaining an actual fatality (as opposed to a non-fatal injury) are much higher for pedestrians in rural areas. This is likely due to the higher maximum allowable speed limits in rural versus urban areas.

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

Table 17. Pedestrian Fatalities and Injuries by Location: 2014

	Rural Roadways	Urban Roadways	Total
Fatalities (%)	56.6%	44.4%	100.0%
Fatalities (n)	5	4	9
Non-fatal Injuries (%)	13.0%	87.0%	100.0%
Non-fatal Injuries (n)	13	87	100[27]

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

Table 18. Pedestrian Injury Outcomes by Location: 2014

	Fatalities	Serious Injuries	Other Injuries	No injuries	Total
Rural (%)	27.78%	33.33%	38.89%	0.00%	100.00%
Rural (n)	5	6	7	0	18
Urban (%)	4.30%	24.73%	68.82%	2.15%	100.00%
Urban (n)	4	23	64	2	93

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 2014 figure of 1.05 shows an increase from the 2013 figure of .47 and is higher than the five-year average of 0.75.

Table 19. Pedestrian Fatalities per 100,000 In-State Population: 2010-2014

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2010	814,180	9	1.11
2011	824,082	7	0.85
2012	833,354	2	0.24
2013	844,877	4	0.47
2014	853, 175	9	1.05

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 2010-2014 five-year average is simply to maintain the already miniscule 7 fatalities or less per year.

C11: NUMBER OF BICYCLE FATALITIES

2015 Performance Goal

Goal Statement: *Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2010-2014, despite expected increases in population.*

Current Value (2010-2014): *1*

Current Status: *Met*

2016 Performance Goal

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

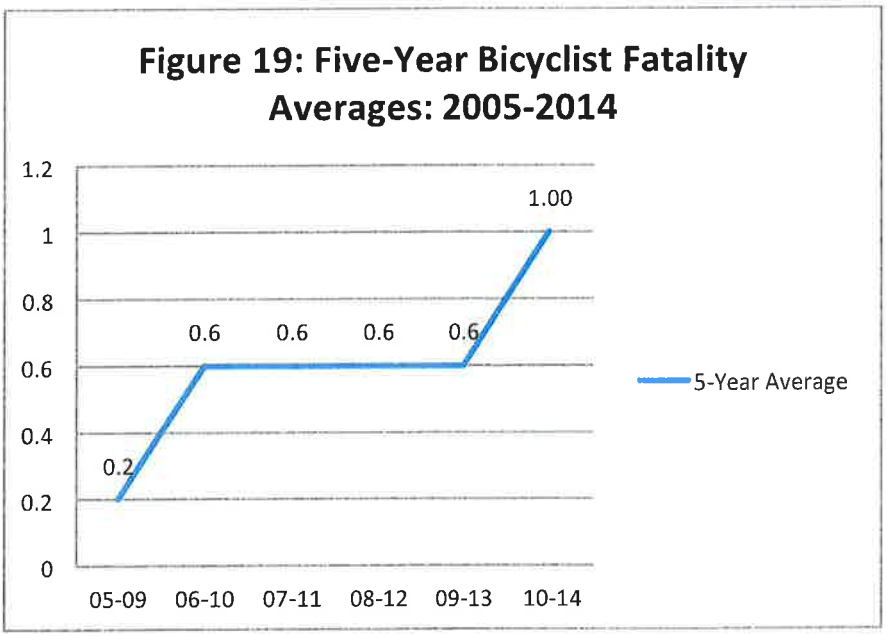
Key Observations

- Since 2009, the number of annual pedestrian fatalities in South Dakota has remained at less than 1 fatality per year; however, 2 were reported in 2014.

Recent Data

Bicycle fatalities are highly uncommon in South Dakota. Only 6 bicyclist fatalities were recorded in the state since 2005. There were two bicyclist fatalities in 2014. Since 2005, the number of annual bicyclist fatalities has remained at 1 fatality or less per year.

Figure 19 presents trend data for bicyclist fatalities from 2005–2014, 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 2014, 77 traffic crashes occurred that involved at least one bicyclist. These crashes resulted in 2 fatalities, 10 serious injuries, and 67 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 79 total bicyclists involved in these accidents, 59 (74.7%) were male, 41 (51.9%) of those were aged 20 or younger, and a significant majority, 73 (92.4%) were not wearing a helmet.

In 2014, 89.6% (69 of 77) of non-fatal bicyclist injuries were sustained in urban areas. This proportion is even higher than what we find with pedestrian injuries.

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

Table 20. Bicyclist Injury Outcomes by Location: 2014

	Fatalities	Serious Injuries	Other Injuries	No injuries	Total
Rural (%)	0.0%	14.3%	85.7%	0.0%	100.0%
Rural (n)	0	1	6	0	7
Urban (%)	2.8%	12.7%	84.5%	0.0%	100.0%
Urban (n)	2	9	60	0	71

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.

Table 21. Bicycle Fatalities per 100,000 In-State Population: 2010-2014

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2010	814,180	2	0.25
2011	824,082	1	0.12
2012	833,354	0	0.00
2013	844,877	0	0.00
2014	853, 175	2	0.23

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 2011-2015 five-year average is simply to maintain the already miniscule 1 fatality or less per year.

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

2015 Performance Goal

- ***Goal Statement:*** Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.3 percentage points from the 2013 calendar year base year average usage rate of 68.7 percent to 70% percent by December 31, 2014.

  Current Value (2010-2014): *68.9%*

  Current Status: *Not met*

2016 Performance Goal

- 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.

Key Observations

- The 2014 estimate for statewide estimated safety restraint usage on all road types was 68.9%, a slight increase from 2013 (68.7%).

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.[28] 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 2014, 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 2014 report

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

Seatbelt Use in South Dakota, June 2014[29] serves as the primary source document for all information presented in this section.

From the sixteen counties selected from the sampling pool, a total of 27,050 automobile occupants were observed during the week of June 9-15, 2014. After weighing averages to account for VMT, the 2014 statewide estimated safety restraint use on all road types was 68.9%. This represents a slight increase of 0.2 percentage points from the 2013 statewide weighted estimate of 68.7%.

Table 20 exhibits the observed restraint use figures for 2010-2014.

Table 20. Observed Restraint Use by Year 2010-2014	
	Statewide
2010	74.5
2011	73.4
2012	66.5
2013	68.7
2014	68.9
% Change ('13 to '14)	+0.2%

[29] http://dps.sd.gov/enforcement/highway_safety/documents/StatewideSeatBeltUseReport_SD_2014_FINAL.pdf.

OTHER ONGOING PERFORMANCE MEASURE REPORTING EFFORTS

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

A1 – Impaired Driving Citations: 9,450[30]

A2 – Occupant Protection Citations: 8,204 [31]

A3 – Speed Citations: 36,367[32]

[30] http://www.ujs.sd.gov/uploads/annual/fy2014/DUI.pdf
[31] http://www.ujs.sd.gov/uploads/annual/fy2014/traffic.pdf
[32] Ibid

FY2016 BUDGET SUMMARY

NHTSA FUNDS PROJECTED TO BE AVAILABLE FOR FISCAL YEAR 2016 PROGRAMMING

	§402 General	§405c Data	§405d Impaired - IIL	§405d Impaired - Mid	§410HF Impaired	§410HV Impaired	§410K8 Impaired	§154 Open Cntnr	§164HE Repeat Ofdr	§164AL Repeat Ofdr	§2010 STR MC	TOTAL FEDERAL AVAIL
Beginning Balance	389,970	810,201	-	726,588	597,545	59,811	371,866	729,169	(302,985)	737,657	58,518	**4,178,339**
Projected FY Award	1,800,000	350,000	-	900,000	-	-	-	-	-	1,500,000	-	**4,550,000**
Projected TOTAL	2,189,970	1,160,201	-	1,626,588	597,545	59,811	371,866	729,169	(302,985)	2,237,657	58,518	**8,728,339**
Available Funds Balance	**317,228**	1,132,569	-	**538,539**	**269,655**	**59,811**	**48,376**	**58,498**	**(302,985)**	**760,685**	**8,518**	**2,890,893**

Planned FY Projects

Sub-Grantee	Project Title	Project Number	Alcohol Match	§402 General	§405c Data	§405d Interlock	§405d Midrange	§410HF Impaired	§410HV Impaired	§410K8 Impaired	§154 Open Cntnr	§164HE Repeat Ofdr	§164AL Repeat Ofdr	§2010 STR MC	TOTAL FED AWARD
Alcester PD	Alcester Police Department Safety Grant	2016-00-43	1,600.00								1,600.00				1,600.00
Alcester PD	Alcester Police Department Safety Grant	2016-00-16		3,869.44											3,869.44
Aurora County	Speed Enforcement	2016-00-66		7,054.19											7,054.19
Bon Homme County	BH County Highway Safety Alcohol Enforcement	2016-00-88	5,028.00								5,028.00				5,028.00
Bon Homme County	Bon Homme Safety and Speed and Seat Belt Enforcement	2016-01-02		5,228.25											5,228.25
Brookings County SO	Brookings County Traffic Enforcement	2016-00-51	15,000.00								15,000.00				15,000.00
Brookings County SO	Brookings County Traffic Enforcement	2016-00-30		22,000.00											22,000.00
Brown County SO	LE16-Brown County SD-00104	2016-01-04	18,200.00								14,000.00				14,000.00
Brown County SO	LE-App-2016-Brown County SH-00024	2016-00-24		30,000.00											30,000.00
Canton PD	Canton Police Department - Highway Safety	2016-00-83	1,216.44								1,216.44				1,216.44
Davison County SO	Overtime	2016-00-06		15,000.00											15,000.00
Flandreau PD	Alcohol Enforcement	2016-00-93	16,195.00								16,195.00				16,195.00
Groton PD	Groton Highway Safety	2016-00-16		23,788.50											23,788.50
Hamlin County SO	Hamlin County Highway Safety	2016-00-54		16,834.40											16,834.40
Hand County SO	HCSO2016HSG	2016-00-87		10,771.71											10,771.71
Huron PD	Huron Traffic Safety Project	2016-00-38	10,968.00								10,968.00				10,968.00
Huron PD	Speed/Safety Enforcement	2016-00-60		3,656.00											3,656.00
Lake County SO	Lake County Sheriff's Office Speed Enforcement Grant	2016-00-28		4,800.00											4,800.00
Lincoln County SO	Crash Reduction Program	2016-00-77	5,440.35								5,440.35				5,440.35
Lincoln County SO	Highway Safety Program	2016-00-53		6,583.00											6,583.00
Madison PD	Speed Enforcement Grant	2016-00-19		10,560.00											10,560.00
Marshall County SO	FFY2016 DUI	2016-00-99	3,000.00								3,000.00				3,000.00
Marshall County SO	FFY2016 Speed	2016-00-98		10,000.00											10,000.00
McPherson County SO	2016 Highway Safety Program	2016-00-86		7,000.00											7,000.00
Miller PD	Miller Highway Safety	2016-00-55		10,044.00											10,044.00
Minnehaha County SO	Alcohol OT - Minnehaha County	2016-00-52	12,425.00								12,425.00				12,425.00
Minnehaha County SO	Speeding, Traffic Enforcement Equipment and OT-Minnehaha County	2016-00-75		17,735.00											17,735.00
Mitchell PD	South Central Alcohol Task Force	2016-00-11	15,695.00								15,695.00				15,695.00
Mitchell PD	Speed Enforcement Grant	2016-00-12		6,800.00											6,800.00
Mobridge PD	Mobridge Impaired Driving	2016-00-90	517.50								517.50				517.50
Mobridge PD	2016 Speed Enforcement	2016-00-62		8,701.50											8,701.50
Pierre PD	DUI Court	2016-00-21	12,202.32								12,202.32				12,202.32
Pierre PD	Speed Overtime	2016-00-22		12,202.32											12,202.32
Potter County SO	Speed Boards	2016-00-10		6,127.00											6,127.00
Scotland PD	2016 Highway Safety Project	2016-01-07		1,652.00											1,652.00
Sioux Falls PD	Protecting the Motoring Public through Education, Enforcement, nd Concentrating on the Alcohol Impaired Driver	2016-00-08	356,844.00								356,844.00				356,844.00
Sioux Falls PD	Slowing Sioux Falls Speeding	2016-00-67		13,484.00											13,484.00
SD Highway Patrol	SDHP Crash Reduction Project/Alcohol	2016-00-85	191,115.00										338,915.00		338,915.00
SD Highway Patrol	DRE Grant	2016-01-05	80,042.00				76,090.00								76,090.00
SD Highway Patrol	Speed Grant	2016-01-06		245,842.00											245,842.00
Stanley County SO	Slow Down	2016-00-29		15,100.00											15,100.00
Turner County SO	Safe Driving 2016	2016-00-68	3,200.00								3,200.00				3,200.00
Union County SO	Union County Sheriff's Office Safety Grant	2016-00-48		18,701.20											18,701.20
Vermillion PD	Alcohol Enforcement	2016-00-97	1,534.95								1,534.95				1,534.95
Vermillion PD	Northern Traffic Safety	2016-00-63		5,332.84											5,332.84
Watertown PD	Safer Roads	2016-00-45		13,247.00											13,247.00
Yankton PD	Highway Safety	2016-00-81	6,400.00								6,400.00				6,400.00
Yankton PD	Yankton PD Speed/Seatbelt	2016-00-82		5,900.00											5,900.00
Belle Fourche	Highway Safety Grant	2016-00-91	12,500.00								12,500.00				12,500.00
Belle Fourche	Highway Safety Program	2016-00-76		22,320.00											22,320.00
Bennett County	Alcohol Related Crash Reduction	2016-00-47	3,736.50								3,736.50				3,736.50
Box Elder PD	Box Elder FFY2015 OHS Grant (Alc)	2016-00-95	29,063.00								29,063.00				29,063.00

Box Elder PD	Box Elder FFY2015 OHS Grant	2016-00-94		22,760.00									22,760.00
Butte County	Highway Safety Grant FFY 2016	2016-00-80	6,250.00						6,250.00				6,250.00
Butte County	Highway Safety Grant FFY 2016	2016-00-56		6,500.00									6,500.00
Corson County	Highway Safety Grant 2016	2016-00-50		7,980.00									7,980.00
Dewey County	Highway Safety Program	2016-01-03		8,001.76									8,001.76
Oglala Sioux Tribe Department of Public Safety	Collaboration - Save Lives	2016-00-89		25,679.49									25,679.49
Pennington County	Highway Safety Grant (410)	2016-00-14	27,677.38						20,713.98				20,713.98
Pennington County	Highway Safety Grant (402)	2016-00-18		21,032.48									21,032.48
Rapid City PD	Drive Sober	2016-00-46	89,061.64						43,222.64				43,222.64
Rapid City PD	Highway Safety	2016-00-44		15,937.28									15,937.28
Sturgis PD	Enforcement and Equipment Funding	2016-00-78	2,440.00						2,440.00				2,440.00
Sturgis PD	Enforcement and Equipment Funding	2016-00-79		3,192.00									3,192.00
Summerset PD	Impaired Driving Enforcement	2016-00-64	4,431.00						4,431.00				4,431.00
Summerset PD	Speed/Seatbelt Enforcement	2016-00-72		6,822.32									6,822.32
Custer State Park	2016 Highway Safety	2016-00-84	15,000.00						38,400.00				38,400.00
Alliance for Substance Abuse Prevention, Inc.	Operation Extra Eyes	2016-00-26	34,194.40						28,647.20				28,647.20
Education Resource Center of South Dakota	Safe Kidz	2016-00-33		24,350.00									24,350.00
From the H.E.A.R.T. Inc.	Get a Ride, Don't Drink & Drive	2016-00-50	81,000.00								60,000.00		60,000.00
Minnehaha County State's Attorney	DUI/Vehicular Crimes Prosecutors & Legal Office Assistant	2016-00-61									148,425.22		148,425.22
Office of Rural Health/Emergency Medical Services	Emergency Medical Services Training	2016-00-19		266,400.00									266,400.00
Office of Rural Health/Emergency Medical Services	NEMSIS Implementation	2016-00-20			27,631.80								27,631.80
Pennington County State's Attorney	Impaired Driving Prosecutor	2016-00-18									218,711.00		218,711.00
Prairie View Prevention	Parents Matter	2016-00-35	62,380.50					186,000.00					186,000.00
SDEMSC/University of South Dakota	Bike and Pedestrian Safety	2016-00-21		44,380.00									44,380.00
Sioux Empire Safety Village	Impaired Driving Project	2016-00-08	35,359.00								175,117.00		175,117.00
Department of Social Services	Community Alcohol Impaired Driving Prevention	2016-00-03	79,500.00				106,000.00						106,000.00
Department of Social Services	Alcohol Diversion Program	2016-00-13	82,500.00					110,000.00					110,000.00
SD School of Mines & Technology	Driving Safety Prevention Program	2016-00-57	7,247.00					27,490.00					27,490.00
South Dakota State University	Safe Ride Home	2016-00-16	60,865.90			59,200.90							59,200.90
Traffic Safety Resource Prosecutor	Traffic Safety Resource Prosecutor	2016-00-37				145,000.00							145,000.00
Unified Judicial System	DUI Courts	2016-00-10	284,356.50			379,142.00							379,142.00
University of South Dakota	USD Safe Rides	2016-00-48				20,196.00							20,196.00
Volunteers of America	Highway Safety Program-Impaired	2016-00-22				108,420.00							108,420.00
Volunteers of America	Highway Safety Program-Seatbelts	2016-00-04		120,686.00									120,686.00
Attorney General-DCI	Traffic Enforcement Training	2016-00-37	8,850.00				14,390.00						14,390.00
Brookings PD	Highway Safety Program	2016-00-40	10,708.00								8,378.00		8,378.00
Brookings PD	Highway Safety Program	2016-00-26		7,249.60									7,249.60
North Sioux City PD	Traffic Enforcement	2016-00-05		10,807.50									10,807.50
South Dakota State University PD	Highway Safety Program	2016-00-27		8,129.70									8,129.70
South Dakota State University PD	Highway Safety Program	2016-00-31	7,425.53								7,425.53		7,425.53
SD Teen Court Association	Underage Drinking Prevention Project	2016-00-45	98,500.00								120,000.00		120,000.00
Office of Highway Safety	Media Projects & Misc Media	2016-01-19		350,000.00		300,000.00					200,000.00	50,000.00	900,000.00
South Dakota Broadcaster Association	Alcohol Media-South Dakota Broadcasters	2016-01-18	800,000.00								200,000.00		200,000.00
Department of Public Safety	Planning and Administration (Est)	2016-01-13		110,000.00									110,000.00
Department of Public Safety	Roadway Safety Committee	2016-01-15		10,000.00			10,000.00						20,000.00
Department of Public Safety	Public Information Program	2016-01-14		22,500.00			22,500.00						45,000.00
Department of Public Safety	Seatbelt Survey	2016-01-17		50,000.00									50,000.00
Department of Public Safety	Community Outreach Program Management	2016-01-11		25,000.00			50,000.00						75,000.00
Department of Public Safety	USD Government Research Bureau	2016-01-16		25,000.00			25,000.00						50,000.00
Department of Public Safety	Grant Management System (est)	2016-01-12		100,000.00			100,000.00						200,000.00
													-
													-
	TOTAL Planned Expenditures By Federal Fund		2,599,670	1,872,742	27,632	1,088,049	327,890	323,490	670,671		1,476,972	50,000	$ 5,837,445.81
	Unused Match Balance		609,280										

FY2016 ADDENDUM A

ADDENDUM A

EMERGENCY MEDICAL SERVICES

The Office of Emergency Medical Services provides mandatory refresher training for 3,195[1] currently certified EMT personnel in South Dakota. The Office of EMS also provides initial training for over 500 persons annually in EMT-Basic. South Dakota recognizes four levels of Emergency Medical Technicians. Training provided is outlined as follows:

1. **EMT Basic Level** **NATIONAL HOURS**

894 – Recertification[2]	@ 72 hours each	=	64,368 hours
413 – EMT	@ 160 hours each	=	66,080 hours

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

152 – Int. 85 Recertification (new I85 classes no longer taught)	@ 36 hours each[3]	=	5,472 hours
10 – Int. 99 Recertification (new I99 classes no longer taught)	@ 60 hours each[3]	=	600 hours
22 –AEMT (new level-0 recerts)	@ 180 hours each[4]	=	3,960 hours
33—AEMT (relicensed)	@40 hours each[3]	=	1,320 hours

3. **Paramedic Level**

48 – New	@ 1,800 hours each	=	86,400 hours
537 – Recertification	@ 72 hours each[5]	=	38,664 hours

TOTAL TRAINING HOURS ACROSS LEVELS **266,864**

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[6].
The most recent data available is from calendar year 2013 and the rate for South Dakota (including wage and fringe benefits) is $19.04 per hour. Using this hourly rate, the value of the volunteered training hours is:

266,864 Hours (x) $19.04 (=) $5,081,090.56

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 $317,266.40 (+) Volunteer Hours $5,081,090.56 (=) $ 5,398,356.96

To determine a proportionate share of EMS training as it relates to motor vehicle collision responses, the total training budget number of $5,587,914 is multiplied by 8.2% as determined in the table below.

$5,398,356.96 (x) 6.06 (=) $327,140.43

According to this calculation, South Dakota's proportionate share would be $458,209 which is well above the **$267,249** request for assistance in the FFY2015 Highway Safety Plan.

	2010	2011	2012	2013	2014
Total number of EMS Response for Services (only calls responded to, not total 911 calls received)	47,181	44,546	49,371	56,980	68,753
Total motor vehicle collision responses	3,194	2,970	2,810	3,186	3,803
Percent of motor vehicle responses compared to total number of response for services	6.8%	6.7%	5.7%	5.6%	5.5%
Five Year Average Motor Vehicle Collision EMS Responses	**6.06% 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 with a goal of 15.75 minutes for 2014.

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

Notes:

(1) South Dakota has 3,092 currently certified EMT personnel according to the Director of Emergency Medical Services. This is a gross number and it includes those who may not train or recertify as reflected below. Classification of EMT levels can be found at the following web site: http://dps.sd.gov/emergency_services/emergency_medical_services/default.aspx.

(2) Basic recertification includes course assistance from Sanford Health system which is a training partner of the Office of Emergency Medical Services. EMS pays for this training. The number of new and recertifying personnel can be found at the following web site: http://bfm.sd.gov/budget/rec14/14_budbook.pdf.

(3) These hours reflect the actual hours to recertify at 72 hours every two years.

(4) These hours reflect the actual hours to gain new certification at 72 hours for initial certification.

(5) Hours to recertify at the Paramedic level.

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

FY2016 ADDENDUM B

Agency	Equipment Request	Cost/Unit
Rapid City Police Department Project # 2016-00-46	In-car video camera systems to aid in DUI convictions and thereby reducing alcohol related crashes.	$5,493.00
Yankton Police Department Project # 2016-00-82	Radar Speed Trailer to be utilized in speed areas where there are speed related problems.	$8,246.60
Sioux Empire Safety Village Project # 2016-00-08	Virtual Driving Simulators to educate youth about the consequences of impaired driving.	$18,000.00

FY2016 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 Transportaiton
- 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.

FY2016 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.

FY2016 PROJECTS BY CORE PERFORMANCE AREA

TAB C1

Number of Traffic Fatalities (FARS)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety, Office of Highway Safety**

HSP PROJECT TITLE: **Community Outreach Program Management**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2016-01-11**

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Section
Community Outreach	$25,000.00		$25,000.00	Section 402
Community Outreach	$50,000.00		$50,000.00	Section 410HF

Problem Identification and 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.

Evidence Based: **Yes**

HSP PROJECT TITLE: **Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition**

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety, Office of Highway Safety**

HSP PROJECT TITLE: **Grant Management System**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2016-01-12**

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Grant Management System	$100,000.00		$100,000.00	Section 402
Grant Management System	$100,000.00		$100,000.00	Section 410HF

Problem Identification and 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 subgrantees 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.

Evidence Based: **Yes**

HSP PROJECT TITLE: **Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition**

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety, Office of Highway Safety**

HSP PROJECT TITLE: **Planning and Administration**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2016-01-13**

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
P & A	$110,000.00		$110,000.00	Section 402

Problem Identification and 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.

Evidence Based: **Yes**

HSP PROJECT TITLE: **Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition**

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety/Office of Highway Safety**

HSP PROJECT TITLE: **Public Information Program**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2016-01-14**

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

PROGRAM AREA: Make Selection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Public Information Officer	$22,500.00		$22,500.00	Section 402
Public Information Officer	$22,500.00		$22,500.00	Section 410HF

Problem Identification and 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.

Evidence Based: **Yes**

HSP PROJECT TITLE: **Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition**

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety, Office of Highway Safety**

HSP PROJECT TITLE: **Roadway Safety Committee**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2016-01-15**

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

PROGRAM AREA: Make Selection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Roadway Safety Committee	$10,000.00		$10,000.00	Section 402
Roadway Safety Committee	$10,000.00		$10,000.00	Section 410HF

Problem Identification and Brief Project Summary:

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

Evidence Based: **Yes**

HSP PROJECT TITLE: **Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition**

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety, Office of Highway Safety**

HSP PROJECT TITLE: **USD Government Research Bureau**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2016-01-16**

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

PROGRAM AREA: Data and Technology

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
USD Business Research	$25,000.00		$25,000.00	Section 402
USD Business Research	$25,000.00		$25,000.00	Section 410HF

Problem Identification and Brief Project Summary:

The USD Government Research Bureau will draft a Highway Safety Plan for FY2017 using statistical analysis of crash data; the Plan will include short and long term goals, a summary of planning projects, and a budget for FY2017. The USD Government Research Bureau will deliver a report assessing performance of FY2015 objectives against articulated objectives.

Evidence Based: **Yes**

HSP PROJECT TITLE: **Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition**

Law Enforcement Application 2016

Organization: Dewey County Sheriffs Office **LE16-Dewey County Sheriffs Office-SSB-00103**

Highway Safety Plan Project Summary

HSP Project Organization: DEWEY CO SHERIFFS OFFICE

HSP Project Title: Highway Safety Program

Project Manager Name: SHERIFF LES MAYER

Phone: (605) 865-3330

Application Name: LE16-Dewey County Sheriffs Office-SSB-00103

Major Performance Measure: C1 -Reduce the number of traffic fatalities
C2 -Reduce the number of serious injuries in traffic crashes
C6 -Reduce the number of speeding-related fatalities

Project No: 2016-01-03

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$441.76	$0	$441.76	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$7,560.00	$0	$7,560.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$8,001.76**	**$0**	**$8,001.76**		
Federal Funds	$8,001.76	$0	$8,001.76		
State & Local Match	$9,740.76	$0	$9,740.76		
TOTAL FEDERAL + MATCH	**$17,742.52**	**$0**	**$17,742.52**		

Problem Identification:

The South Dakota Highway Patrol has not patrolled the highways or done safety enforcement on the highways in Dewey Co. since July of 2005. The Cheyenne River Sioux Tribe (CRST) Indian Highway Safety (IHS) officer position that was located in Timber Lake has been eliminated and they are again down to one officer stationed in Dupree. The CRST IHS officer works the reservation south of the Moreau River. The attempt at cross-deputization with CRST has failed as the Tribal Council flatly rejected any type of cross-deputization at this time. I do not see this changing with the present Tribal Council or the foreseeable future. Last month we had an incident where the Tribal Police Chief sent one of his officer out to stop a Dewey County Deputy from stopping speed violations on Hwy 212 east of Eagle Butte. We refused to follow their direction to not stop vehicles and insisted it was a highway in Dewey County and therefore we had jurisdiction and it was our duty to

to stop vehicles for speed violations for the safety of all citizens traveling the highway. This was the last that we have heard on this situations to date.
That leave the Dewey County Sheriffs Office with patrol responsibilities for Hwy 20, north half of Hwy 63 and Hwy 65 along with the county roads in the county. This also leave the problem of not being able to address speeding violations of tribal members and therefore no penalties for their continued speeding violations. We are seeing tribal speeding violations on a daily basis of 80 MPH to over 100 MPH. This also affects our data form the speed trailer and speed signs making it difficult to maintain the 85% percentile. Over 75% of our stops are averaging to be Tribal Members, over which we cannot address the hazardous speed violations. It is unclear as of yet if we will maintain it during the FFY 2015 project after losing the CRST IHS officer in this area. The Dewey co Sheriffs Office also has a contract with the City of Timber Lake to provide law enforcement services since August of 2009. This causes scheduling issues with only three officers counting the Sheriff to provide patrolling duties.
It is very hard for us to get accurate data related to accident fatalities in Dewey County because it is on the Cheyenne Reservation. The reason is that the accidents reporting done by the CRST Police Dept is not all entered into Highway Safety data records. I personally know of several fatal accidents that do not show on the data and know of numerous injury accidents that are not on the data as well. With this being the case, the data is not a true representation of the accidents, fatal, injury as well as non-injury accidents here in Dewey County.

Brief Project Summary

We would maintain the 85% percentile at our FFY 2015 projected 67 MPH as per our speed trailer and speed sign data. This would be measured by data from the speed trailer and speed signs during the project. We would shift our patrol hours to match peak violation times as detected from the data collected. The second objective would be to increase the number of citations issued fro speeding to obtain better compliance with the speed limit and assist in achieving the first objective. The present goal for FFY 2015 is 42 citations. We would increase this by 20% to a minimum of 50 citations for speed related offenses. This would also have an effect in the reduction of serious injury and fatal accident numbers.
I would also try to collect seat belt use data during our project to get a base line established of usage in Dewey County at the present time. This would allow for us to utilize this data to show progress in the future for seatbelt compliance enforcement actions.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Office of Rural Health/Emergency Medical Services **CG16-ORH/EMS-CON-00019**

Highway Safety Plan Project Summary

HSP Project Organization:	Office of Rural Health/Emergency Medical Services
HSP Project Title:	Emergency Medical Services Training
Project Manager Name:	Marilyn Rutz
Phone:	(605) 773-4031
Application Name:	CG16-ORH/EMS-CON-00019
Major Performance Measure	C1-Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C10 -Reduce the number of pedestrian fatalities
Project No:	2016-00-19

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$5,000.00	$0	$5,000.00	Section 402	20.600
Contractual Services	$255,720.00	$0	$255,720.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$5,680.00	$0	$5,680.00	Section 402	20.600
SUBTOTAL CATEGORIES	**$266,400.00**	**$0**	**$266,400.00**		
Federal Funds	$266,400.00	$0	$266,400.00		
State & Local Match	$394,016.00	$0	$394,016.00		
TOTAL FEDERAL + MATCH	**$660,416.00**	**$0**	**$660,416.00**		

Problem Identification

South Dakota has 123 in state ground, 5 in state air, 14 out of state ground & 7 out of state air licensed ambulance services. Because South Dakota is mostly rural and volunteers staff approximately 80% of the ambulance services it creates a challenge to keep ambulance services staffed with trained personnel. Twenty-four (24) percent of South Dakota's ambulance services suffer a shortage of trained personnel. Continued turnover due to population demographics & age makes it necessary to continually train new personnel. The trained personnel must have in-service/refresher training to maintain their emergency care skills. Many ambulance services have to travel great distances and care during this time is critical. Emergency Medical Service providers of all levels must receive the training necessary in order to provide the lifesaving care needed. EMS providers are taught defensive driving skills as well as personal protection skills that they

pass on to others which help in accident reduction. In order to carry out this statewide training program, sufficient training personnel & associated training materials are necessary. Provision of sufficient funding via local, state, and federal sources during FFY 2016 will allow for the continuation of training for the Emergency Medical Services program.

In 2008 South Dakota mandated a trauma system to be in place by 2012 to reduce morbidity & mortality from trauma in the state. This affects hospitals & ambulance services in South Dakota & coordination of the trauma system is through the Department of Health/Office of Rural Health. The trauma system includes a trauma registry, system activation guidelines, triage & transfer protocols, facility standards for trauma care, & an injury prevention program. System activation guidelines, triage/transfer protocols, & facility standards have been developed & approved by the Trauma System Advisory Committee. South Dakota's trauma registry has forty-four hospitals participating, to track serious trauma in South Dakota & identify strengths & weaknesses in the developing system. One emphasis of the trauma program is provide better pre-hospital care of trauma patients through providing Pre-Hospital Trauma Life Support (PHTLS) classes. In FFY 2016, the majority of funding for the trauma project will come from the State Flex Grant Program. Some staff travel expenses for out of state travel to the NASEMSO Annual Conference will continue to be funded.
A NEMSIS compliant ambulance run report system is in place. Installation of this system was completed in April of 2010 and in 2016 we have 90% of the ambulance services submitting PCR data to our system. This system assists the EMS Program with quality assurance & quality control programs. The data from the ambulance trip reporting system is used to identify the strengths &/or weaknesses, & evaluate & improve the current EMS system. Technical support & system updates are ongoing for the system.

Brief Project Summary

1. Provide EMS training and obtain an 80% pass rate for:
    a. 500 newly trained EMT's
    b. 40 newly trained AEMT's
    c. 50 newly trained Paramedics
        i. This will put more EMS providers in the field to expand the personnel providing care.
    d. 20 defensive driving (EVOC) courses
        i. Reduce ambulance accidents from 4 to 0 during FFY14.
    e. Minimum of twelve (12) Basic Trauma Life Support or Pre-Hospital Trauma Life Support Courses
        i. Will reduce morbidity and mortality in trauma patients

2. Support in-service refresher training for three thousand (3,000) EMS providers and recertification of at least five hundred (500) EMS providers per year. The in-service refresher training will assist in retention of qualified EMTs to staff local ambulance services. With this support we will achieve an 80% rate of recertification.
    a. This will put more EMS providers in the field to respond to and treat trauma patients with the latest treatments and procedures. These classes will provide training on triage and treatments that is proven to save lives.

3. Collect data through the use of a computerized injury data collecting system. This system will also be utilized to provide topics for needed training, safety, and emergency information to ambulance services. Available data, information and access to utilize the system for distribution of safety information will be provided to the Office of Highway Safety on request.
    a. Data will be tabulated to determine where improvements or further trauma training should be directed to reduce and prevent morbidity and mortality.

b. On scene time will be tabulated to determine where training helps to reduce time on scene

4. By working with the Governor's Trauma System Development Committee we will seek the endorsement and promote the expansion of South Dakota's trauma registry system using Department of Health funding. Forty-four hospitals currently submit to the trauma registry.

a. Reduce morbidity and mortality by the ambulance services working with the hospitals and with the trauma registry.

5. Provide travel for EMS staff to attend National Conferences approved by the Office of Highway Safety to enhance the facilitation of current and future highway safety, injury data collection, emergency care, and injury prevention concepts.

a. Topics concerning trauma reviewed and learned at this conference can be applied within the state.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Office of Rural Health/Emergency Medical Services **CG16-ORH/EMS-DATA-00020**

Highway Safety Plan Project Summary

HSP Project Organization:	Office of Rural Health/Emergency Medical Services
HSP Project Title:	NEMSIS Implementation
Project Manager Name:	Marilyn Rutz
Phone:	(605) 773-4031
Application Name:	CG16-ORH/EMS-DATA-00020
Major Performance Measure	C1-Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C10 -Reduce the number of pedestrian fatalities
Project No:	2016-00-20

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$25,800.00	$0	$25,800.00	Section 405c	20.616
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$1,831.80	$0	$1,831.80	Section 405c	20.616
SUBTOTAL CATEGORIES	**$27,631.80**	**$0**	**$27,631.80**		
Federal Funds	$27,631.80	$0	$27,631.80		
State & Local Match	$0	$0	$0		
TOTAL FEDERAL + MATCH	**$27,631.80**	**$0**	**$27,631.80**		

Problem Identification

A NEMSIS compliant system, Med Media, replaced the old system purchased in the late 1980's & updated in 1999. The old system was not user friendly & was not compliant with NEMSIS standards. Ambulance services had to enter the data, download the data to file, attach the file to an email and send it to the EMS Office. The EMS Office had to save the file and upload it into the system. With all of these steps much of the data was lost. All local data was kept on a PC & all data was lost when those hard drives crashed & systems were not backed up. That confidential data, which was not downloaded to the EMS Office, was lost forever. The current system is a WEB based application so that once the data is entered the system is backed up automatically on a daily basis and data will not be lost.

Community/Non-Profit Grant 2016

Organization: Office of Rural Health/Emergency Medical Services **CG16-ORH/EMS-DATA-00020**

Highway Safety Plan Project Summary

In FFY 2008 the EMS program used 408 funding to issue an RFP and purchase and install National Emergency Medical Services Information Systems (NEMSIS) software for ambulance run reporting. After the contract was completed training was done in ten different locations to orientate ambulance services with the software. Services were then sent software to install the system and some started using the system as early as October 1, 2008. As of 4/6/2015 we have 121 of the currently 126 licensed ground and air ambulance services in the state on the system. There are several services that do not use our software package but are required by state statute to export their data into our system for analysis. This helps ensure the most comprehensive view of EMS care provided within South Dakota.

Brief Project Summary

1. Have 100% of the ambulance services using the system. This will be measured by verifying the number of services on the system.
2. Have 100% of ambulance services entering all information accurately.
3. Submit South Dakota data to NEMSIS. This will be done by having Intermedix, our vendor, complete a download to the national data bank. This will be done in quarterly increments.
4. Encourage hospitals to use the system so they can access ambulance run reports for all patients brought to their location. This will be done through the Trauma Systems development staff. In 2012 all hospitals began using the state trauma registry and specific ambulance information provided by the Med-Media program becoming an important part of the information in the trauma registry. As of the beginning of 2013, 80% of hospitals participate in this plan.

This is part of the TRCC project file and it's performance area is completeness and the goal is to increase the number of agencies reporting to NEMSIS to improve the completeness of the database used for injury surveillance. There are 126 qualified air and surface ambulance services in South Dakota, 121 currently report to NEMSIS. The goal is to increase this by 2 in the coming year.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: SDEMSC **CG16-SDEMSC-BPD-00021**

Highway Safety Plan Project Summary

HSP Project Organization:	SDEMSC/University of South Dakota
HSP Project Title:	Bike and Pedestrian Safety
Project Manager Name:	Corolla Lauck
Phone:	(605) 328-6668
Application Name:	CG16-SDEMSC-BPD-00021
Major Performance Measure	C1-Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C10 -Reduce the number of pedestrian fatalities
Project No:	2016-00-21

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$1,760.00	$0	$1,760.00	Section 402	20.600
Contractual Services	$2,500.00	$0	$2,500.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$36,085.00	$0	$36,085.00	Section 402	20.600
Indirect Costs	$4,035.00	$0	$4,035.00	Section 402	20.600
SUBTOTAL CATEGORIES	**$44,380.00**	**$0**	**$44,380.00**		
Federal Funds	$44,380.00	$0	$44,380.00		
State & Local Match	$20,460.00	$0	$20,460.00		
TOTAL FEDERAL + MATCH	**$64,840.00**	**$0**	**$64,840.00**		

Problem Identification

The SD EMS for Children program was established in 1993 and since has worked with the Office of Highway Safety to promote Safe Communities across South Dakota. As a continued objective of SD EMS for Children, we will continue to partner with the Office of Highway Safety to establish additional Safe Communities and continue to support existing Safe Communities. SD EMS for Children will continue to be a resource for injury prevention programs and with this proposal looks to expand that role across the state.

The children of South Dakota suffer a higher mortality rate than that of the general population of the United States. In 2009, South Dakota ranked 49th in the nation as having the highest death rate per capita for children ages 1-14 due to injuries with 23.6 deaths per 100,000 children. The national average of unintentional injury death is 11.0 per 100,000. While South Dakota is not currently able to track state-wide injury rates for children,

the alarmingly high death rate among children in South Dakota suggests that injury rates for children in our state are also far above the national average. Through traffic safety education, there is an opportunity to promote overall injury prevention to over 3,000 children and an additional 2,000 adults at the Sioux Empire Fair and other regional events across the state.

Over the past five years approximately 200 individuals in South Dakota were injured each year in bicycle and pedestrian incidents, according to the SD Department of Public Safety – Office of Accident Records report from 2013. According to the Accident Records from 2013, over 30 percent of the reported bicycle crashes involved children under the age of 14, and, over 50 percent involved riders under the age of 18. The location of bicycle crashes appear directly related to population and traffic density with most injuries reported in urban areas with higher traffic. Improper crossing accounted for 30 percent of the crashes, failure to yield accounted for 23 percent of crashes, followed by 10 percent related to failure to obey traffic signs or signals. Since 2011 there have been 19 fatalities across the state due to pedestrian and bicycle incidents. In 2014, there were 8 fatalities in South Dakota, 6 of which were in the city of Sioux Falls. South Dakota, and particular the metropolitan region of Sioux Falls, is seeing an increasing trend in both pedestrian and bicycle activity, which shows a disproportionate percentage of injuries and fatalities occurring in the city of Sioux Falls. As the city 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 alarming increase in fatalities and injuries. With increased education programs in the city of Sioux Falls on bicycle and pedestrian safety, and partnering with the city to increase safety initiatives we believe we can significantly reduce the number of injuries and fatalities in the city of Sioux Falls and the state of South Dakota.

In South Dakota more than half of the traffic fatalities are unrestrained. South Dakota also has the lowest seat belt usage in the nation at 66.5%. Of the 18 fatalities reported in motor vehicle crashes as of April 9, 2015, 15 of the victims were not wearing a seat belt. That is an average of about 83 percent. The average in past years has been around 60 percent. 7.5% of drivers involved in crashes are found to have been drinking.

Brief Project Summary

Our main objectives will be to reduce the number of traffic fatalities in Minnehaha, Lincoln and Moody counties by 10 percent or 20 to 18 individuals during 2016, reduce the number of serious injuries in traffic crashes in Minnehaha, Lincoln and Moody counties by 10 percent or 1374 to 1237 individuals during 2016 and reduce the number of pedestrian fatalities in South Dakota by 10 percent or 9 to 8 individuals during 2016. We would also like to reduce the number traffic fatalities due to bicycle and pedestrian incidents by 33 percent or one individual during 2016 and reduce the number of serious injuries in traffic crashes involving bicyclist by 10 percent or 8 individuals during 2016.

SD EMS for Children activities will include bike and other traffic safety public education in the Sioux Empire as well at regional events across the state. The Traffic Safety Project is a collaborative effort among local and statewide partners to provide traffic safety education, including bicycle safety, pedestrian safety, and occupant protection as well as safety information for the Sioux Empire area. It is also our desire to continue our bike safety program and in 2016 bike safety education will be provided via bike rodeos and bicycle helmet distribution which will be scheduled upon request from communities. During the entire year, SD EMS for Children will provide education to our EMS providers to incorporate the promotion of seat belt usage. This educational package will include marketing the materials to all EMS educators in the state and information about the training to all EMS services in South Dakota.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: South Dakota Highway Patrol **LE16-South Dakota Highway Patrol-IMP-00085**

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:	LE16-South Dakota Highway Patrol-IMP-00085
Major Performance Measure:	C1 -Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project No:	2016-00-85

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$247,200.00	$0	$247,200.00	Section 164AL	20.608
Travel	$24,775.00	$0	$24,775.00	Section 164AL	20.608
Contractual Services	$0	$0	$0		
Equipment	$3,040.00	$0	$3,040.00	Section 164AL	20.608
Other Direct Costs	$63,900.00	$0	$63,900.00	Section 164AL	20.608
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$338,915.00**	**$0**	**$338,915.00**		
Federal Funds	$338,915.00	$0	$338,915.00		
State & Local Match	$191,115.00	$0	$191,115.00		
TOTAL FEDERAL + MATCH	**$530,030.00**	**$0**	**$530,030.00**		

Problem Identification:

Alcohol abuse continues to be a problem in South Dakota. South Dakota is a rural state with hundreds of small communities. For many individuals, access to, and consumption of alcohol has been a "rite of passage". This attitude 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.

Law Enforcement Application 2016

Organization: South Dakota Highway Patrol **LE16-South Dakota Highway Patrol-IMP-00085**

Highway Safety Plan Project Summary

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 2014, 22.2% of the fatal crashes in South Dakota involved a driver that had been drinking; there were 44 fatal crashes that killed 47 people where alcohol was a contributing factor. Additionally, in CY 2014, there were 583 people injured in alcohol related crashes.

Brief Project Summary

As part of the South Dakota Highway Patrol's strategic plan, the agency has set a goal of decreasing the number of DUI incidents and frequency of DUI behavior. Specific objectives for the agency plan include reducing the number of DUI crashes, maintain the current negative trend in the three year average for fatal and severe crashes, reduction in 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. The SDHP will also work with the SD Office of Highway Safety and partnership to explore the feasibility of incentive programs for designated drivers and drunk driver reporting.

1. Detail troopers to 5,500 hours of high visibility impaired driving enforcement, and address juvenile drug and alcohol detection overtime throughout FFY2016. 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.
2. To allow state troopers that are trained as drug recognition experts 500 hours overtime to conduct evaluations on suspected drug impaired drivers.
3. Maintain current level of public awareness of high visibility enforcement campaigns in the FFY 2016 media campaign.
5. To enhance public education through the use of safety and educational materials in safety and educational programs conducted throughout the state by troopers. In CY 2014, the Highway Patrol dedicated 1,858 hours to safety/education programs in the state. The primary focus of the these hours was educating the public on occupant protection, impaired driving, and safe driving habits. The Highway Patrol will maintain this level of safety education hours in FFY 2016. The education materials include items with printed messages encouraging the use of seat belts, child restraints, and stop impaired driving messages.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sturgis Police Department **LE16-Sturgis Police Department-IMP-00078**

Highway Safety Plan Project Summary

HSP Project Organization:	Sturgis Police Department
HSP Project Title:	Enforcement and Equipment funding
Project Manager Name:	Geody VanDewater
Phone:	(605) 347-5070
Application Name:	LE16-Sturgis Police Department-IMP-00078
Major Performance Measure:	C1 -Reduce the number of traffic fatalities 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 No:	2016-00-78

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,440.00	$0	$2,440.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$2,440.00**	**$0**	**$2,440.00**		
Federal Funds	$2,440.00	$0	$2,440.00		
State & Local Match	$2,440.00	$0	$2,440.00		
TOTAL FEDERAL + MATCH	**$4,880.00**	**$0**	**$4,880.00**		

Problem Identification:

In 2014, there were 2 reportable accidents that occurred with alcohol being a factor according to the 2014 State Reportable Motor Vehicle Crash Summary. This concludes that .3% of the 66 reportable accidents in 2014 were alcohol related. There is a rather large number of liquor establishment's for a small town, which increases the availability of alcohol for motorcycle operators and minors. Major events such as the Sturgis Motorcycle Rally, Sturgis Mustang Rally, Sturgis Camaro Rally, street dances, rodeo's and liquor establishment hosted events increase the potential for juvenile drinking infractions and DUI violations. To date there are 12 package (off-sale) establishments, 26 retail (on-off sale) establishments, with the majority being malt beverage locations. This large number of licenses increases the availability of alcohol, making it readily available thus

increasing the likelihood of juvenile consumption and impaired driving while operating a motor vehicle or motorcycle. The 2012 DPS Driver Survey shows 7.8% of people surveyed had been arrested for operating a motor vehicle while intoxicated or under the influence of drugs. Enforcement in our community needs to focus on this 7.8% by continually conducting DUI checkpoints, saturation patrols, compliance checks and decreasing alcohol related accidents and fatalities.

Brief Project Summary

Maintain the number of arrests involving impaired drivers in the Sturgis/Meade County area of 191 DUI arrests during the grant period. From 2013 to 2014 Sturgis Police Department maintained DUI arrests from 194 DUI arrest in 2013 to 191 DUI arrests in 2013 (194 DUI arrests were made in 2013; 191 DUI arrest were made in 2014; source: 2013 & 2014 Sturgis Police Department Annual Report. We will also maintain enforcement of impaired driving citations/arrests at 191.
We will accomplish these objectives by conducting a minimum of four sobriety/saturation checkpoints in the Sturgis/Meade County area during mobilizations units within the grant period. The public will be made aware of the checkpoints by utilizing ongoing Public Service Announcements with local media.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sturgis Police Department **LE16-Sturgis Police Department-SSB-00079**

Highway Safety Plan Project Summary

HSP Project Organization:	Sturgis Police Department
HSP Project Title:	Enforcement and Equipment funding
Project Manager Name:	Geody VanDewater
Phone:	(605) 347-5070
Application Name:	LE16-Sturgis Police Department-SSB-00079
Major Performance Measure:	C1 -Reduce the number of traffic fatalities C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-79

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,192.00	$0	$3,192.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,192.00**	**$0**	**$3,192.00**		
Federal Funds	$3,192.00	$0	$3,192.00		
State & Local Match	$798.00	$0	$798.00		
TOTAL FEDERAL + MATCH	**$3,990.00**	**$0**	**$3,990.00**		

Problem Identification:

The 2014 State Reportable Motor Vehicle Crash Summary for the City of Sturgis reports a total of 66 reportable accidents in 2014 in Sturgis. 42%were injury accidents, with 28 reportable. The report shows several driver contributing circumstances were speeding, distracted driving, and failing to yield as major causes of the majority of the accidents. According to 2012 Department of Public Safety Driver Survey, drivers

tend to lack the knowledge of the law's finer points and speeding was identified as the most problematic area. Data from recent years, such as 2012 South Dakota Seatbelt Survey report, estimates that 71.6% of drivers and front seat passengers utilize a seatbelt. The likelihood of Speeding, Distracted Driving, and Failure to Yield related traffic accidents increase because of speeding and lack of knowledge of the law, which clearly shows the need for effective enforcement and education. A staggering 92% of respondents to the 2012 DPS Driver Survey reported to have never been given a citation for seatbelt violations. By increasing the public awareness and enforcement in these problematic areas and speaking about the benefits and laws of utilizing seatbelts, it is feasible to believe that the remaining 28.4% of unrestrained occupants will increase seatbelt use on a regular basis. By increasing seatbelt use, it is highly probable that injury accidents in Sturgis will decrease. (There was no 2013 Driver Survey conducted)
Aggressive and Distracted Driving such as speeding and tailgating is a common occurrence in Sturgis, especially involving young motor vehicle operators en route to and from the Sturgis Brown High School east of Sturgis. The major roadways used to and from the High School are Highways 34, 14A and Interstate 90. Saturation patrols have worked in the past to help reduce that type of driving behavior. Radar equipment is needed to utilize effective enforcement of the 45mph posted speed limit in front of the High School; the median speed for that area is over 60mph. Proactive traffic enforcement making drivers on the highway aware of the posted speed limit of 45mph may help reduce

Brief Project Summary

To reduce the number of traffic fatalities by stepping up and maintaining enforcement of unrestrained drivers at 83 citations/ written warnings. Maintain seatbelt and child restraint citations and/or written warnings at 83 citations/written warnings during the grant period. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding at 419. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding At 419.
We will accomplish our objectives by conducting at least four (4) high visibility saturation patrol campaigns focusing on the speeding and seatbelt violations in the Sturgis/Meade County area during the grant period. Develop at least one (1) traffic safety presentation for high school age students during the grant period. The presentation will address seatbelt use, careless driving, under 18 motorcycle helmet laws, move over law, and avoiding distractions such as talking or texting on a cellular phone while driving. Utilize local media for press releases regarding the use of seatbelts/child restraints. Utilize printed brochures advising drivers of the benefits and laws on the use of seatbelt/child restraints.

Evidence Based: Yes

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

FY2016 PROJECTS BY CORE PERFORMANCE AREA

TAB C2

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

Law Enforcement Application 2016

Organization: Belle Fourche Police Department **LE16-Belle Fourche Police Department-SSB-00076**

Highway Safety Plan Project Summary

HSP Project Organization: BFPD

HSP Project Title: Highway Safety Program

Project Manager Name: Jamie Dinkel

Phone: (605) 892-4240

Application Name: LE16-Belle Fourche Police Department-SSB-00076

Major Performance Measure:
C2 -Reduce the number of serious injuries in traffic crashes
C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A3 -Speed Citations

Project No: 2016-00-76

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$19,200.00	$0	$19,200.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$400.00	$0	$400.00	Section 402	20.600
Equipment	$2,720.00	$0	$2,720.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$22,320.00**	**$0**	**$22,320.00**		
Federal Funds	$22,320.00	$0	$22,320.00		
State & Local Match	$5,580.00	$0	$5,580.00		
TOTAL FEDERAL + MATCH	**$27,900.00**	**$0**	**$27,900.00**		

Problem Identification:

We have a problem with drivers not wearing seatbelts or making their children use restraints whether it be in car seats, boosters or regular seatbelts. According to an observational survey, 70% of motorists wear safety belts. In 2012 - 2014 there were 21 speed related crashes in Belle Fourche, 7 of which were not wearing safety belts.
Speed in Butte county continues to be a problem with previous speed studies showing the average speed to be about 3+ mph over the speed limit. Belle Fourche Police Department issued 407 speed related violations in 2014.

Law Enforcement Application 2016

Organization: Belle Fourche Police Department **LE16-Belle Fourche Police Department-SSB-00076**

Highway Safety Plan Project Summary

Brief Project Summary

To increase the number of seatbelts / child restraints citations from63 in 2014 to 70 in the grant period, to increase speed enforcement from 2014 statistics of written citations from approximately 267 to 300 in 2016 to reduce injury accidents from 13 in 2014 to 10 during grant period and keep fatal accidents at zero with in the city limits of Belle Fourche. We will accomplish these objectives by participating in the Freshman Impact for the 2015-2016 school year. This program promotes the importance of seatbelt usage. We will increase total seatbelt/child restraint citations and conduct at least 2 seatbelt saturation patrols during school let out.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Bon Homme County Sheriff **LE16-Bon Homme County Sheriff-IMP-00088**

Highway Safety Plan Project Summary

HSP Project Organization:	Bon Homme County Sheriff
HSP Project Title:	BH County Highway Safety Alcohol Enforcement
Project Manager Name:	Preston Crissey
Phone:	(605) 589-3942
Application Name:	LE16-Bon Homme County Sheriff-IMP-00088
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes 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 No:	2016-00-88

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$2,828.00	$0	$2,828.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$250.00	$0	$250.00	Section 154	20.607
Equipment	$1,950.00	$0	$1,950.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,028.00**	**$0**	**$5,028.00**		
Federal Funds	$5,028.00	$0	$5,028.00		
State & Local Match	$5,028.00	$0	$5,028.00		
TOTAL FEDERAL + MATCH	**$10,056.00**	**$0**	**$10,056.00**		

Problem Identification:

Bon Homme County has a residential population of approximately 7,070 people. Major state highways that run through Bon Homme County are South Dakota Highways 25, 37, 46, 50 and 52. All these state highways produces a lot of important traffic ranging from locals going to and from work to also having the South Dakota State Prison located in our county.

In the FY of 2013 Bon Homme County had a total of 69 total crashes. Of these crashes, 6 were fatalities. Since then Bon Homme County in FY 2014 has had a total of 73 crashes but only 1 fatal crash. Now in the start of FY 2015 we have a total of 70 crashes with only 1 fatality. We believe enforcing DUI saturation's that many residents don't drive drunk.

DUI enforcement from from FY 2013 resulted in 11 DUI's. In FY 2014 we stepped up DUI enforcement making 13 DUI arrests. That is a 23% increase from FY 2013. In FY 2015 we have been using DUI overtime saturation patrols to look for more drunk drivers. To date we have already 8 DUI's. We will continue to use our federal overtime this summer to keep enforcing DUI's in Bon Homme County.
This year Bon Homme County will continue to strive to make DUI arrests and make the county a safer place. In FY 2013 we had 22 injury crashes. With our step up in enforcement we have decreased that number in FY 2014 to 18. That is a decrease of 18% in injury crashes.

Brief Project Summary

We would like to reduce fatal crashes from 1 in FFY2014 to 0 in FFY 2016. We would like to reduce injury accidents from 18 in FFY2014 to 10 in FFY2016. With extra DUI saturation's we would like to increase enforcement by 15% from 13 in FFY2014 to 15 in FFY2015.
We will participate in the 3 major mobilizations. We will provide South Dakota Highway Safety with an enforcement plan for each of the mobilizations. In addition we will provide Highway Safety with mobilization reports. We will participate in at least 8 total saturation patrols. 4 will be in the 3 major mobilizations patrols and the other 4 will be held during random times throughout the fiscal year.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Bon Homme County Sheriff **LE16-Bon Homme County Sheriff-SSB-00102**

Highway Safety Plan Project Summary

HSP Project Organization:	Bon Homme County Sheriff
HSP Project Title:	Bon Homme Safety and Speed and Seat Belt Enforcement
Project Manager Name:	Preston Crissey
Phone:	(605) 589-3942
Application Name:	LE16-Bon Homme County Sheriff-SSB-00102
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A3 -Speed Citations
Project No:	2016-01-02

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,326.25	$0	$3,326.25	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$250.00	$0	$250.00	Section 402	20.600
Equipment	$1,652.00	$0	$1,652.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,228.25**	**$0**	**$5,228.25**		
Federal Funds	$5,228.25	$0	$5,228.25		
State & Local Match	$1,311.30	$0	$1,311.30		
TOTAL FEDERAL + MATCH	**$6,539.55**	**$0**	**$6,539.55**		

Problem Identification:

Bon Homme County Sheriff's Office will reduce the number of crashes on it's highways. In FY 14 Bon Homme County seen a total of 73 total crashes, 18 were injury and 1 fatal. Accidents have increased by 4 accidents but have had a decrease of the number of injury accidents reduced by 5 fatal crashes in FY13. In FY15 we will continue to lower the injury crashes with speed enforcement and seat belt enforcement.

Brief Project Summary

We would like to reduce fatal crashes from 1 in FFY14 to 0 in FFY16, reduce injury crashes from 18 in FFY 14 to 20% less in FFY16 to 11, increase seat belt citations from 0 in FFY 14 to 20 citations in FFY 16, increase seat belt citations from 0 in FFY 14 to 20 in FFY 16 and increase speeding citations form 67 in FFY 14 to 10% more in FFY 16 to 74.
We will participate in the 3 major mobilizations. We will provide South Dakota Highway Safety with an enforcement plan for each of the mobilizations. We will participate in at least 8 total saturation patrols, 4 will be in the 3 major mobilization patrols and the other 4 will be held during random times throughout the year. We will use LIDAR to make saturation patrols more effective. With LIDAR we can individually choose vehicles while in clusters on the highways to determine individual speeds. Our Sheriff's Office is very active in the Bon Homme County Schools District. During classes we talk to the students about seat belt safety.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Brookings County Sheriffs Office **LE16-Brookings County Sheriffs Office-SSB-00030**

Highway Safety Plan Project Summary

HSP Project Organization:	Brookings County Sheriffs Office
HSP Project Title:	Brookings County Traffic Enforcement.
Project Manager Name:	Sheriff Martin Stanwick
Phone:	(605) 696-8300
Application Name:	LE16-Brookings County Sheriffs Office-SSB-00030
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-30

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$7,000.00	$0	$7,000.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$22,000.00**	**$0**	**$22,000.00**		
Federal Funds	$22,000.00	$0	$22,000.00		
State & Local Match	$5,240.00	$0	$5,240.00		
TOTAL FEDERAL + MATCH	**$27,240.00**	**$0**	**$27,240.00**		

Problem Identification:

In 2013 licensed South Dakota drivers under 25 years of age represent 15.3% of the total licensed drivers, but account for 47.1% of the speeding drivers in fatal and injury crashes. 70.3% of the speeding drivers in fatal and injury crashes are under 35 years of age but represent only 32.2% of all licensed drivers (Source: SD Department of Public Safety Office of Accident Records 2013 crash data report page 41). Brookings County is no exception and faces those same problems, as we are one of the top 12 counties in South Dakota that accounted for 56% of rural fatal and injury crashes and 74.7% of all fatal and injury crashes. (Source: SD Department of Public Safety Accident Records 2013 crash data report page 32).
In 2013 in Brookings County there were a total of 577 crashes and of those 152 people were injured & 7

killed. Of those 105 accidents speed or overdriving the road conditions was a factor, which caused 27 injuries and 1 fatality. (Source: SD Department of Public Safety Office of Accident Records).
Brookings County has the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell, that has special events that bring in large numbers of people and increase the need for traffic enforcement to keep these communities safe. 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. During the spring months we see an increased amount of traffic because of Proms, SDSU & High School Graduations, along with St. Patrick's Days events. During the summer months we see an increased amount of speeding issues around the lakes and county roads on the weekends and holiday weekends. During the fall and winter with HOBO days, SDSU Graduation and events come more speeding issues. With these issues comes the potential for more vehicle 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 2013 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 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 7:00 PM. It also shows in the morning hours from 7:00 AM to 9:00 AM. (Source South Dakota Department of Public Safety Accident Records).

Brief Project Summary

Brookings County is one of the top 12 counties in South Dakota for rural fatal & injury related crashes in 2013 (Source: SD Department of Public Safety Accident records).
The objectives of the department will be to reduce the total number of traffic crashes in our department from 277 in federal fiscal year 2014 to 271 in federal fiscal year 2016, which is a 2% reduction.
We will obtain this objective thru extra patrol in Brookings County including the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell. It would allow us to have extra deputies on the streets, county roads, and state highways enforcing seatbelt, & speeding issues.
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 2016, this would add an extra 275 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.
If these funds are granted it would allow us to have approximately 367 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 speeding and not using seatbelts and child restraint seats. The use of the request solar power speed display signs would greatly reduce the potential of harm to the public in these areas. We have identified these areas as being a problem area with speeding by using our stealth radar to obtain data.

I have also looked at the data from federal fiscal year 2014, which began on October, 2013 thru September, 2014, which shows that we issued 3,515 citations and warning tickets during that time period (source: Brookings county Sheriffs Office). I believe this shows that we are a very active and busy department in the area of traffic safety and enforcement, not only thru the use of federal funds but also using our own local funds to combat these problems.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Canton Police Department **LE16-Canton PD-IMP-00083**

Highway Safety Plan Project Summary

HSP Project Organization:	Canton Police Department
HSP Project Title:	Canton Police Department - Highway Safety
Project Manager Name:	David A. Jacobs
Phone:	(605) 987-5612
Application Name:	LE16-Canton PD-IMP-00083
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes 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 No:	2016-00-83

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,216.44	$0	$1,216.44	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$1,216.44**	**$0**	**$1,216.44**		
Federal Funds	$1,216.44	$0	$1,216.44		
State & Local Match	$1,216.44	$0	$1,216.44		
TOTAL FEDERAL + MATCH	**$2,432.88**	**$0**	**$2,432.88**		

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 2014, the Canton Police Department saw a 27% increase in DUI arrests compared to 2013.
During the first quarter of 2015, the Canton Police Department saw a 40% increase in DUI arrests compared to the first quarter of 2014.
This information is derived from the internal logs of activity for the department.

Brief Project Summary

Our objectives include maintaining zero fatal crashes within the City of Canton, reduce the number of crashes resulting in injuries by 20% from 5 in FFY2014 to 4 in FFY2016, and increase DUI arrests by 10% from 32 in FFY2014 to 35 in FFY2016.
To accomplish these objectives, the Canton Police Department will conduct at least 12 saturation events during Fiscal year 2016. The saturation patrols 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. We will also participate in the three National mobilizations.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Corson County Sheriffs Office **LE16-Corson County Sheriffs Office-SSB-00050**

Highway Safety Plan Project Summary

HSP Project Organization:	Corson County Sheriffs Office
HSP Project Title:	Highway Safety Grant 2016
Project Manager Name:	Sheriff Keith E. Gall
Phone:	(605) 273-4210
Application Name:	LE16-Corson County Sheriffs Office-SSB-00050
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities
Project No:	2016-00-50

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$7,980.00	$0	$7,980.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$7,980.00**	**$0**	**$7,980.00**		
Federal Funds	$7,980.00	$0	$7,980.00		
State & Local Match	$1,676.00	$0	$1,676.00		
TOTAL FEDERAL + MATCH	**$9,656.00**	**$0**	**$9,656.00**		

Problem Identification:

From reviews of submitted data to the South Dakota Department of Public Safety, problems identified are:
1. Injury Crashes - from data, January 1st - December 31st 2014, Corson County has had 8 Injury crashes out of 44 total crashes .
2. Fatal Crashes - from data January 1st - December 31, 2014, Corson County reported 2 fatal crashes out of 44 for the year.
3. Property damage and dollar amounts of property damage - from data January 1st - December 31st 2014, Corson County property damage amounts were $351,100 out of 44 reported crashes.
Corson County has higher crashes taking place during the months of January, July, October and November on days related to Tuesday, Thursday and Saturdays between the times of 5am to 8am, 5pm to 7pm and 10pm to 11pm.

Brief Project Summary

Our objectives are to reduce Injury crashes from 8 in the year 2014 to 6 in the year 2015 and 2016, from the time period January 1, 2015 to January 1, 2016 and reduce fatality crashes from 2 in the year 2014 to 1 in the year 2015 and 2016, from the time period January 1, 2015 to January 1, 2016. We will accomplish these objectives by designating certain times each week during the grant period and throughout the year to address unsafe speeding and seatbelt enforcement and education. Schedules will be arranged for progressive patrol periods during problem area times and special events. (Example: 5am - 7am, 5pm - 7pm and 10pm) The Corson County Sheriffs Office will participate in all Highway Safety Mobilizations to include saturation patrols and continued use of speed trailers from the Dewey County Sheriffs Office and Mobridge Police Department. The Corson County Sheriffs Office will schedule 4 additional saturation patrols during the grant period and utilize our Facebook pages for education to the traveling public on alcohol, speed, safety belt, Move Over Law and other highway safety topics.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Custer State Park **LE16-Custer State Park-IMP-00084**

Highway Safety Plan Project Summary

HSP Project Organization: Custer State Park

HSP Project Title: 2016 Highway Safety

Project Manager Name: Joe Bawdon

Phone: (605) 255-4515

Application Name: LE16-Custer State Park-IMP-00084

Major Performance Measure: C2 -Reduce the number of serious injuries in traffic crashes
C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
C7 -Reduce the number of motorcyclist fatalities
A1 -Impaired Driving Citations

Project No: 2016-00-84

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$23,400.00	$0	$23,400.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$38,400.00**	**$0**	**$38,400.00**		
Federal Funds	$38,400.00	$0	$38,400.00		
State & Local Match	$15,000.00	$0	$15,000.00		
TOTAL FEDERAL + MATCH	**$53,400.00**	**$0**	**$53,400.00**		

Problem Identification:

According to the Department of Public Safety, Highway Safety/Accident records of 2009 to 2014 (five years) we have had in Custer County 1,183 accidents. Of thee 1,183 accidents there were 312 injury accidents, 865 non-injury accidents, and 9 fatal accidents. In Custer State Park during an 8 day period over the Sturgis Rally we have had in in the same period of time 211 accidents. Of these accidents in Custer State Park there have been 116 injury accidents, 93 non-injury accidents, and 2 fatalities. Custer State Park averages during this period of time around 36,255 motorcycles going through the park. We know that the above information will be for the 2015 season but also see the rise for the 2016 season. Throughout the entire year within Custer State

Park we have on the average of 1,710,087 visitors. Throughout the South Dakota State Park system we have a yearly average of 6,443,390 visitors. Although statistics are not available for the other parks at this time we have had numerous accidents at all of the parks. Throughout the park system we have on the average of 12 or more underage alcohol arrests whether they be in an accident or in a camping area. We feel with the high volume of visitors within the park system that our accidents will be up for the year state wide. We also feel that alcohol violations for adults as well as juveniles will be up throughout the year. With the available grant funds that are available through the office of Highway Safety we will be able to provide extra patrol units throughout the entire state park system. South Dakota State Park's commitment to traffic safety will hopefully keep the motoring public slowed down to reduce accidents.

Brief Project Summary

Our objectives are to reduce alcohol involved traffic fatalities from 1 to 0 during the grant period, reduce serious traffic injuries by 3% from 22 in 2014 to 21 in 2016, reduce motorcycle fatalities from 1 to 0 during the grant period and increase impaired driver citations by 3% within all State Parks. Since 2010 we have had 15 and want to increase that number to 16.
Custer State Park and South Dakota State Park's wishes to reduce crashes in the Fiscal-Year 2016 by using monies to pay for extra patrol in all high-density areas. Our 2016 grant is to reduce crashes by 3% in all State Parks. In other State Parks since data has not been accumulated over the years we will go by this same standard. It is our intention to step up patrols in high density areas where accidents have occurred in the past. This will also be true in areas where impaired driving has been a factor in areas on the roadways within the park system. Utilizing data from the Department of Highway Safety and our park law enforcement this will hopefully reduce the amount of accidents by working these areas in the hours that they have occurred.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Dewey County Sheriffs Office **LE16-Dewey County Sheriffs Office-SSB-00103**

Highway Safety Plan Project Summary

HSP Project Organization:	DEWEY CO SHERIFFS OFFICE
HSP Project Title:	Highway Safety Program
Project Manager Name:	SHERIFF LES MAYER
Phone:	(605) 865-3330
Application Name:	LE16-Dewey County Sheriffs Office-SSB-00103
Major Performance Measure:	C1 -Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities
Project No:	2016-01-03

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$441.76	$0	$441.76	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$7,560.00	$0	$7,560.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$8,001.76**	**$0**	**$8,001.76**		
Federal Funds	$8,001.76	$0	$8,001.76		
State & Local Match	$9,740.76	$0	$9,740.76		
TOTAL FEDERAL + MATCH	**$17,742.52**	**$0**	**$17,742.52**		

Problem Identification:

The South Dakota Highway Patrol has not patrolled the highways or done safety enforcement on the highways in Dewey Co. since July of 2005. The Cheyenne River Sioux Tribe (CRST) Indian Highway Safety (IHS) officer position that was located in Timber Lake has been eliminated and they are again down to one officer stationed in Dupree. The CRST IHS officer works the reservation south of the Moreau River. The attempt at cross-deputization with CRST has failed as the Tribal Council flatly rejected any type of cross-deputization at this time. I do not see this changing with the present Tribal Council or the foreseeable future. Last month we had an incident where the Tribal Police Chief sent one of his officer out to stop a Dewey County Deputy from stopping speed violations on Hwy 212 east of Eagle Butte. We refused to follow their direction to not stop vehicles and insisted it was a highway in Dewey County and therefore we had jurisdiction and it was our duty to

to stop vehicles for speed violations for the safety of all citizens traveling the highway. This was the last that we have heard on this situations to date.
That leave the Dewey County Sheriffs Office with patrol responsibilities for Hwy 20, north half of Hwy 63 and Hwy 65 along with the county roads in the county. This also leave the problem of not being able to address speeding violations of tribal members and therefore no penalties for their continued speeding violations. We are seeing tribal speeding violations on a daily basis of 80 MPH to over 100 MPH. This also affects our data form the speed trailer and speed signs making it difficult to maintain the 85% percentile. Over 75% of our stops are averaging to be Tribal Members, over which we cannot address the hazardous speed violations. It is unclear as of yet if we will maintain it during the FFY 2015 project after losing the CRST IHS officer in this area. The Dewey co Sheriffs Office also has a contract with the City of Timber Lake to provide law enforcement services since August of 2009. This causes scheduling issues with only three officers counting the Sheriff to provide patrolling duties.
It is very hard for us to get accurate data related to accident fatalities in Dewey County because it is on the Cheyenne Reservation. The reason is that the accidents reporting done by the CRST Police Dept is not all entered into Highway Safety data records. I personally know of several fatal accidents that do not show on the data and know of numerous injury accidents that are not on the data as well. With this being the case, the data is not a true representation of the accidents, fatal, injury as well as non-injury accidents here in Dewey County.

Brief Project Summary

We would maintain the 85% percentile at our FFY 2015 projected 67 MPH as per our speed trailer and speed sign data. This would be measured by data from the speed trailer and speed signs during the project. We would shift our patrol hours to match peak violation times as detected from the data collected. The second objective would be to increase the number of citations issued fro speeding to obtain better compliance with the speed limit and assist in achieving the first objective. The present goal for FFY 2015 is 42 citations. We would increase this by 20% to a minimum of 50 citations for speed related offenses. This would also have an effect in the reduction of serious injury and fatal accident numbers.
I would also try to collect seat belt use data during our project to get a base line established of usage in Dewey County at the present time. This would allow for us to utilize this data to show progress in the future for seatbelt compliance enforcement actions.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Hand County Sheriff's Office **LE16-Hand County Sheriff's Office-SSB-00087**

Highway Safety Plan Project Summary

HSP Project Organization:	Hand County Sheriff's Office
HSP Project Title:	HCSO2016HSG
Project Manager Name:	Sheriff DeBoer
Phone:	(605) 853-2408
Application Name:	LE16-Hand County Sheriff's Office-SSB-00087
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-87

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,521.71	$0	$10,521.71	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$250.00	$0	$250.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,771.71**	**$0**	**$10,771.71**		
Federal Funds	$10,771.71	$0	$10,771.71		
State & Local Match	$2,154.35	$0	$2,154.35		
TOTAL FEDERAL + MATCH	**$12,926.06**	**$0**	**$12,926.06**		

Problem Identification:

Hand County is a predominately rural county with only three organized municipalities within it's boundaries. The apparent perception is that because we lack population but have substantial geography that speeding is acceptable and in some cases expected by the motoring public. As law enforcement officers we know that speed is a large factor in traffic accidents, whether non-injury or injury related.
As a rural law enforcement agency we lack manpower and as a result we often do not have staff 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

Our objective is reduce the occurrence of speed related crashes through increased visibility and increased speed enforcement. In the years 2010 thru 2014 we had an increased speed / traffic enforcement effort issuing an average of 311.6 tickets (warning and summons) but we saw an increase in injury and fatal accidents from .6 fatalities a year to a 1.8. We want to return to one (1) or less a year and it appears that increased traffic enforcement produces that result. Our non-fatality injury accidents are at 9.3 for a ten year (through 2014) period but in the last five years has gone up to 11.8. We want to reduce that number to 7.
Our other objective is to actively detect speed violators and increase our average ticket number 78.5 (through 2014) to 111. These numbers do not reflect warning tickets.
Our plan is to conduct 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.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Marshall County Sheriff's Office **LE16-Marshall County Sheriff's Office-SSB-00098**

Highway Safety Plan Project Summary

HSP Project Organization:	Marshall County Sheriff's Office
HSP Project Title:	FFY2016 Speed
Project Manager Name:	Deputy Lucas Nordquist
Phone:	(605) 448-5181
Application Name:	LE16-Marshall County Sheriff's Office-SSB-00098
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-98

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,000.00	$0	$10,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,000.00**	**$0**	**$10,000.00**		
Federal Funds	$10,000.00	$0	$10,000.00		
State & Local Match	$2,000.00	$0	$2,000.00		
TOTAL FEDERAL + MATCH	**$12,000.00**	**$0**	**$12,000.00**		

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.

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.
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. There is a need for 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 traffic enforcement around these areas to insure the safety of drivers and pedestrians alike.
With the warm weather conditions, communities in Marshall County take part in town celebrations and street dances. Britton holds its annual Harvest Days festival every August. Veblen holds its annual Summer Bash in August as well. The towns of Eden, Lake City, and Langford also have street dances throughout the summer and there is a need for additional traffic enforcement during these times in these areas.

Brief Project Summary

Reduce the number of people involved in injury accidents in Marshall County by 2 from 4 in base year 2014. 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.
Increase presence in school zones, monitoring seatbelt use in drivers and occupants under the age of 18.
During speed/traffic enforcement, issue at least one seatbelt/child restraint citation for every two hours of federal overtime worked.
During speed overtime, we will try to issue at least one speed citation for every three hours of federal overtime worked.
Increase saturation patrols in Marshall County from 13 in base year 2014 to 15. This includes dances and gatherings in towns, New Years celebrations, and Prom formals in Britton and Langford.
We will continue to keep number of failure to yield accidents at zero from base year 2014, for base year 2015, by saturating high-accident intersection areas and issue citations and written warnings for non-compliance.
These objectives will be monitored by keeping track on a monthly basis of accidents and traffic warnings and citations. These figures will be compared to 2014 data to see that there is a reduction in accidents and increase in warnings and citations. We will also continue to report to Highway Safety webpage and accident records on a monthly basis.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Office of Rural Health/Emergency Medical Services **CG16-ORH/EMS-CON-00019**

Highway Safety Plan Project Summary

HSP Project Organization:	Office of Rural Health/Emergency Medical Services
HSP Project Title:	Emergency Medical Services Training
Project Manager Name:	Marilyn Rutz
Phone:	(605) 773-4031
Application Name:	CG16-ORH/EMS-CON-00019
Major Performance Measure	C1-Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C10 -Reduce the number of pedestrian fatalities
Project No:	2016-00-19

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$5,000.00	$0	$5,000.00	Section 402	20.600
Contractual Services	$255,720.00	$0	$255,720.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$5,680.00	$0	$5,680.00	Section 402	20.600
SUBTOTAL CATEGORIES	**$266,400.00**	**$0**	**$266,400.00**		
Federal Funds	$266,400.00	$0	$266,400.00		
State & Local Match	$394,016.00	$0	$394,016.00		
TOTAL FEDERAL + MATCH	**$660,416.00**	**$0**	**$660,416.00**		

Problem Identification

South Dakota has 123 in state ground, 5 in state air, 14 out of state ground & 7 out of state air licensed ambulance services. Because South Dakota is mostly rural and volunteers staff approximately 80% of the ambulance services it creates a challenge to keep ambulance services staffed with trained personnel. Twenty-four (24) percent of South Dakota's ambulance services suffer a shortage of trained personnel. Continued turnover due to population demographics & age makes it necessary to continually train new personnel. The trained personnel must have in-service/refresher training to maintain their emergency care skills. Many ambulance services have to travel great distances and care during this time is critical. Emergency Medical Service providers of all levels must receive the training necessary in order to provide the lifesaving care needed. EMS providers are taught defensive driving skills as well as personal protection skills that they

pass on to others which help in accident reduction. In order to carry out this statewide training program, sufficient training personnel & associated training materials are necessary. Provision of sufficient funding via local, state, and federal sources during FFY 2016 will allow for the continuation of training for the Emergency Medical Services program.

In 2008 South Dakota mandated a trauma system to be in place by 2012 to reduce morbidity & mortality from trauma in the state. This affects hospitals & ambulance services in South Dakota & coordination of the trauma system is through the Department of Health/Office of Rural Health. The trauma system includes a trauma registry, system activation guidelines, triage & transfer protocols, facility standards for trauma care, & an injury prevention program. System activation guidelines, triage/transfer protocols, & facility standards have been developed & approved by the Trauma System Advisory Committee. South Dakota's trauma registry has forty-four hospitals participating, to track serious trauma in South Dakota & identify strengths & weaknesses in the developing system. One emphasis of the trauma program is provide better pre-hospital care of trauma patients through providing Pre-Hospital Trauma Life Support (PHTLS) classes. In FFY 2016, the majority of funding for the trauma project will come from the State Flex Grant Program. Some staff travel expenses for out of state travel to the NASEMSO Annual Conference will continue to be funded.
A NEMSIS compliant ambulance run report system is in place. Installation of this system was completed in April of 2010 and in 2016 we have 90% of the ambulance services submitting PCR data to our system. This system assists the EMS Program with quality assurance & quality control programs. The data from the ambulance trip reporting system is used to identify the strengths &/or weaknesses, & evaluate & improve the current EMS system. Technical support & system updates are ongoing for the system.

Brief Project Summary

1. Provide EMS training and obtain an 80% pass rate for:
    a. 500 newly trained EMT's
    b. 40 newly trained AEMT's
    c. 50 newly trained Paramedics
        i. This will put more EMS providers in the field to expand the personnel providing care.
    d. 20 defensive driving (EVOC) courses
        i. Reduce ambulance accidents from 4 to 0 during FFY14.
    e. Minimum of twelve (12) Basic Trauma Life Support or Pre-Hospital Trauma Life Support Courses
        i. Will reduce morbidity and mortality in trauma patients

2. Support in-service refresher training for three thousand (3,000) EMS providers and recertification of at least five hundred (500) EMS providers per year. The in-service refresher training will assist in retention of qualified EMTs to staff local ambulance services. With this support we will achieve an 80% rate of recertification.
    a. This will put more EMS providers in the field to respond to and treat trauma patients with the latest treatments and procedures. These classes will provide training on triage and treatments that is proven to save lives.

3. Collect data through the use of a computerized injury data collecting system. This system will also be utilized to provide topics for needed training, safety, and emergency information to ambulance services. Available data, information and access to utilize the system for distribution of safety information will be provided to the Office of Highway Safety on request.
    a. Data will be tabulated to determine where improvements or further trauma training should be directed to reduce and prevent morbidity and mortality.

b.On scene time will be tabulated to determine where training helps to reduce time on scene

4. By working with the Governor's Trauma System Development Committee we will seek the endorsement and promote the expansion of South Dakota's trauma registry system using Department of Health funding. Forty-four hospitals currently submit to the trauma registry.

a.Reduce morbidity and mortality by the ambulance services working with the hospitals and with the trauma registry.

5. Provide travel for EMS staff to attend National Conferences approved by the Office of Highway Safety to enhance the facilitation of current and future highway safety, injury data collection, emergency care, and injury prevention concepts.

a.Topics concerning trauma reviewed and learned at this conference can be applied within the state.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Office of Rural Health/Emergency Medical Services **CG16-ORH/EMS-DATA-00020**

Highway Safety Plan Project Summary

HSP Project Organization:	Office of Rural Health/Emergency Medical Services
HSP Project Title:	NEMSIS Implementation
Project Manager Name:	Marilyn Rutz
Phone:	(605) 773-4031
Application Name:	CG16-ORH/EMS-DATA-00020
Major Performance Measure	C1-Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C10 -Reduce the number of pedestrian fatalities
Project No:	2016-00-20

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$25,800.00	$0	$25,800.00	Section 405c	20.616
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$1,831.80	$0	$1,831.80	Section 405c	20.616
SUBTOTAL CATEGORIES	**$27,631.80**	**$0**	**$27,631.80**		
Federal Funds	$27,631.80	$0	$27,631.80		
State & Local Match	$0	$0	$0		
TOTAL FEDERAL + MATCH	**$27,631.80**	**$0**	**$27,631.80**		

Problem Identification

A NEMSIS compliant system, Med Media, replaced the old system purchased in the late 1980's & updated in 1999. The old system was not user friendly & was not compliant with NEMSIS standards. Ambulance services had to enter the data, download the data to file, attach the file to an email and send it to the EMS Office. The EMS Office had to save the file and upload it into the system. With all of these steps much of the data was lost. All local data was kept on a PC & all data was lost when those hard drives crashed & systems were not backed up. That confidential data, which was not downloaded to the EMS Office, was lost forever. The current system is a WEB based application so that once the data is entered the system is backed up automatically on a daily basis and data will not be lost.

Community/Non-Profit Grant 2016

Organization: Office of Rural Health/Emergency Medical Services **CG16-ORH/EMS-DATA-00020**

Highway Safety Plan Project Summary

In FFY 2008 the EMS program used 408 funding to issue an RFP and purchase and install National Emergency Medical Services Information Systems (NEMSIS) software for ambulance run reporting. After the contract was completed training was done in ten different locations to orientate ambulance services with the software. Services were then sent software to install the system and some started using the system as early as October 1, 2008. As of 4/6/2015 we have 121 of the currently 126 licensed ground and air ambulance services in the state on the system. There are several services that do not use our software package but are required by state statute to export their data into our system for analysis. This helps ensure the most comprehensive view of EMS care provided within South Dakota.

Brief Project Summary

1. Have 100% of the ambulance services using the system. This will be measured by verifying the number of services on the system.
2. Have 100% of ambulance services entering all information accurately.
3. Submit South Dakota data to NEMSIS. This will be done by having Intermedix, our vendor, complete a download to the national data bank. This will be done in quarterly increments.
4. Encourage hospitals to use the system so they can access ambulance run reports for all patients brought to their location. This will be done through the Trauma Systems development staff. In 2012 all hospitals began using the state trauma registry and specific ambulance information provided by the Med-Media program becoming an important part of the information in the trauma registry. As of the beginning of 2013, 80% of hospitals participate in this plan.

This is part of the TRCC project file and it's performance area is completeness and the goal is to increase the number of agencies reporting to NEMSIS to improve the completeness of the database used for injury surveillance. There are 126 qualified air and surface ambulance services in South Dakota, 121 currently report to NEMSIS. The goal is to increase this by 2 in the coming year.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Oglala Sioux Tribe Department Of Public Safety **LE16-OSTDPS-SSB-00089**

Highway Safety Plan Project Summary

HSP Project Organization:	Oglala Sioux Tribe Department of Public Safety
HSP Project Title:	Collaboration - saves lives
Project Manager Name:	Kenneth Franks
Phone:	(605) 867-5141
Application Name:	LE16-OSTDPS-SSB-00089
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-89

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,679.49	$0	$15,679.49	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$2,000.00	$0	$2,000.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$8,000.00	$0	$8,000.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$25,679.49**	**$0**	**$25,679.49**		
Federal Funds	$25,679.49	$0	$25,679.49		
State & Local Match	$6,419.87	$0	$6,419.87		
TOTAL FEDERAL + MATCH	**$32,099.36**	**$0**	**$32,099.36**		

Problem Identification:

The population of the Oglala Sioux Tribe has a current seat belt usage rate far below the State of South Dakota and even further below the National Average. While the Oglala Sioux Tribe Department of Public Safety has worked diligently and collaboratively with the Indian Health Service,State of South Dakota Highway Safety, Bureau of Indian Affairs Highway Safety, local elders,and community members to reduce the number of motor

vehicle crash fatalities, increase the seat belt usage and increase the child safety seat usage rate.
This has proven to be an effective, multi-year strategy, with multiple partnerships, referred to as the Sacred Cargo Coalition.
The seat belt usage rate, when the Sacred Cargo Coalition began was at a staggering 5%. This was documented from a seat belt survey completed in the village of Pine Ridge. Our motor vehicle crashes statistics were as dismal as seat belt usage. In 2009 we were as high as 23 motor vehicle fatalities. The majority, 99% of the fatalities, were due to being thrown from the vehicle. Today after countless hours of education, information, enforcement, including saturation and participation in mobilizations our seat belt usage is at 52.5%. (DPS/IHS seat belt survey 2014) This is a significant positive increase, but still behind the states rate of 68.9%. (South Dakota Seatbelt Observational Survey) And further behind than the national average of 87%. (NHTSA 2013 survey)
Our car seat usage rate has gone from 5% in 2009-2010 to 52% in 2013. (DPS-TIPCAP survey results) We have distributed over 2,000 car seats and also provided countless hours of training on proper installation and tons of hours on information to reach this astounding rate. We have had nearly 360 live births, annually, at the local hospital. This reflects that we can distribute nearly one car seat a day and still not meet the demand. We are also providing the on-going training to ensure that our highway safety officers are re-certified in child safety seat installation and have the ability to distribute. Every day you can come into contact with a car that has multiple children in it, all riding unsecured and unsafe. In 2014 we only distributed 63 child restraint tickets, but we are unable to put a number on the amount of lives that were saved due to proper restraint. We need to continue to address this, car seat restraint use, until we achieve a much higher rate and have zero fatalities related to unrestrained children in motor vehicle crashes.
Speed and unrestrained related traffic violations continue at a very high rate. We have, in 2014 statistics a total Speeding is a significant problem on our roads with a total of 3,268 speeding violations cited. These numbers reflect the amount of continued education, information, enforcement and continued collaboration that needs to take place in order to continue to achieve better statistics.

Brief Project Summary

Our objectives are to reduce traffic fatalities by 50% from the FY 2013, 2014, and half of 2015 average number of 4 to 2 in FY 2016, to reduce traffic injuries by 10% from the 2014 number of 53 to 48 by the end of Fiscal Year 2016, to reduce by 50% from the average of 2013, 2014 and the first half of 2015 number of 4 to 2 by the end of FY2016, to increase the seat belt use by 7% from the 2014 rate of 43% to 50% by the end of FY 2016, to increase citations by 20% from the 2014 amount of 807 to 968 by the end of FY 2016, and to increase speed citations by 25% from the 2014 year amount of 3,268 to 4,085 by the end of FY 2016.
We will Increase enforcement through saturation patrols that will be designed to be visible during our most active, high populous activities, such as Wacipis (pow-wows) in the various districts. We will actively participate in national and state mobilizations, conduct no less than 12 check points and/or saturation patrols, we will have continuous presentations to the communities and schools, and utilize the speed trailer during all of the events. We will conduct presentations in the schools, communities, early childhood programs and guardians on seat belt usage and proper use and installation of child safety restraints. Presentations will include the roll over simulator and driving simulator. We will conduct no less than 6 educational presentations. We will provide continued training for guardians on correct use and installation of child safety seats.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: SDEMSC **CG16-SDEMSC-BPD-00021**

Highway Safety Plan Project Summary

HSP Project Organization:	SDEMSC/University of South Dakota
HSP Project Title:	Bike and Pedestrian Safety
Project Manager Name:	Corolla Lauck
Phone:	(605) 328-6668
Application Name:	CG16-SDEMSC-BPD-00021
Major Performance Measure	C1-Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C10 -Reduce the number of pedestrian fatalities
Project No:	2016-00-21

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$1,760.00	$0	$1,760.00	Section 402	20.600
Contractual Services	$2,500.00	$0	$2,500.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$36,085.00	$0	$36,085.00	Section 402	20.600
Indirect Costs	$4,035.00	$0	$4,035.00	Section 402	20.600
SUBTOTAL CATEGORIES	**$44,380.00**	**$0**	**$44,380.00**		
Federal Funds	$44,380.00	$0	$44,380.00		
State & Local Match	$20,460.00	$0	$20,460.00		
TOTAL FEDERAL + MATCH	**$64,840.00**	**$0**	**$64,840.00**		

Problem Identification

The SD EMS for Children program was established in 1993 and since has worked with the Office of Highway Safety to promote Safe Communities across South Dakota. As a continued objective of SD EMS for Children, we will continue to partner with the Office of Highway Safety to establish additional Safe Communities and continue to support existing Safe Communities. SD EMS for Children will continue to be a resource for injury prevention programs and with this proposal looks to expand that role across the state.

The children of South Dakota suffer a higher mortality rate than that of the general population of the United States. In 2009, South Dakota ranked 49th in the nation as having the highest death rate per capita for children ages 1-14 due to injuries with 23.6 deaths per 100,000 children. The national average of unintentional injury death is 11.0 per 100,000. While South Dakota is not currently able to track state-wide injury rates for children,

the alarmingly high death rate among children in South Dakota suggests that injury rates for children in our state are also far above the national average. Through traffic safety education, there is an opportunity to promote overall injury prevention to over 3,000 children and an additional 2,000 adults at the Sioux Empire Fair and other regional events across the state.

Over the past five years approximately 200 individuals in South Dakota were injured each year in bicycle and pedestrian incidents, according to the SD Department of Public Safety – Office of Accident Records report from 2013. According to the Accident Records from 2013, over 30 percent of the reported bicycle crashes involved children under the age of 14, and, over 50 percent involved riders under the age of 18. The location of bicycle crashes appear directly related to population and traffic density with most injuries reported in urban areas with higher traffic. Improper crossing accounted for 30 percent of the crashes, failure to yield accounted for 23 percent of crashes, followed by 10 percent related to failure to obey traffic signs or signals. Since 2011 there have been 19 fatalities across the state due to pedestrian and bicycle incidents. In 2014, there were 8 fatalities in South Dakota, 6 of which were in the city of Sioux Falls. South Dakota, and particular the metropolitan region of Sioux Falls, is seeing an increasing trend in both pedestrian and bicycle activity, which shows a disproportionate percentage of injuries and fatalities occurring in the city of Sioux Falls. As the city 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 alarming increase in fatalities and injuries. With increased education programs in the city of Sioux Falls on bicycle and pedestrian safety, and partnering with the city to increase safety initiatives we believe we can significantly reduce the number of injuries and fatalities in the city of Sioux Falls and the state of South Dakota.

In South Dakota more than half of the traffic fatalities are unrestrained. South Dakota also has the lowest seat belt usage in the nation at 66.5%. Of the 18 fatalities reported in motor vehicle crashes as of April 9, 2015, 15 of the victims were not wearing a seat belt. That is an average of about 83 percent. The average in past years has been around 60 percent. 7.5% of drivers involved in crashes are found to have been drinking.

Brief Project Summary

Our main objectives will be to reduce the number of traffic fatalities in Minnehaha, Lincoln and Moody counties by 10 percent or 20 to 18 individuals during 2016, reduce the number of serious injuries in traffic crashes in Minnehaha, Lincoln and Moody counties by 10 percent or 1374 to 1237 individuals during 2016 and reduce the number of pedestrian fatalities in South Dakota by 10 percent or 9 to 8 individuals during 2016. We would also like to reduce the number traffic fatalities due to bicycle and pedestrian incidents by 33 percent or one individual during 2016 and reduce the number of serious injuries in traffic crashes involving bicyclist by 10 percent or 8 individuals during 2016.

SD EMS for Children activities will include bike and other traffic safety public education in the Sioux Empire as well at regional events across the state. The Traffic Safety Project is a collaborative effort among local and statewide partners to provide traffic safety education, including bicycle safety, pedestrian safety, and occupant protection as well as safety information for the Sioux Empire area. It is also our desire to continue our bike safety program and in 2016 bike safety education will be provided via bike rodeos and bicycle helmet distribution which will be scheduled upon request from communities. During the entire year, SD EMS for Children will provide education to our EMS providers to incorporate the promotion of seat belt usage. This educational package will include marketing the materials to all EMS educators in the state and information about the training to all EMS services in South Dakota.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sioux Falls Police Department **LE16-Sioux Falls Police Department-IMP-00008**

Highway Safety Plan Project Summary

HSP Project Organization:	SFPD
HSP Project Title:	Protecting the Motoring Public through Education, Enforcement, and Concentrating on the Alcohol Impaired Driver
Project Manager Name:	Sgt. Randy Brink
Phone:	(605) 978-6644
Application Name:	LE16-Sioux Falls Police Department-IMP-00008
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes 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 No:	2016-00-08

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$349,960.00	$0	$349,960.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$6,884.00	$0	$6,884.00	Section 154	20.607
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$356,844.00**	**$0**	**$356,844.00**		
Federal Funds	$356,844.00	$0	$356,844.00		
State & Local Match	$356,844.00	$0	$356,844.00		
TOTAL FEDERAL + MATCH	**$713,688.00**	**$0**	**$713,688.00**		

Problem Identification:

In the City of Sioux Falls we have seen that the alcohol-impaired driver can cause serious or fatal crashes. According to SDARS, from January 1st, 2012 through December 31st, 2014 there have been a total of 26 fatal crashes and 3369 injury crashes. Of the 26 fatal crashes 5 of them were alcohol related with 1 occurring in 2014. According to SDARS, Sioux Falls experienced a total of 760 alcohol related crashes between 1/1/12 and 12/31/14, 298 of which were injury crashes, and 24 involving pedestrians/pedal cyclists.
The total of number of alcohol related crashes within the City of Sioux Falls has been trending upward between 2012 to 2014. In 2012 there were 228 and that number rose to a three year high of 282 by 2014 with 102 being

an injury crash.
According to SFPD records between 2012 – 2014 the SFPD has arrested a total of 3565 individuals for driving while intoxicated with 2012 being the high year at 1387. In 2013 there were 1072 arrests and 1106 for 2014. In 2015 – 2016 our goal is to increase DWI arrests by 2%, or a total of 1128.There were also 14 arrests for zero tolerance in 2014.
According to the City of Sioux Falls Planning Department, the population of Sioux Falls has recently increased to 169,800 in 2015 from 2014's total of 165,800. The City of Sioux Falls GIS Department reports that the square mileage of Sioux Falls has also increased to a total of 75.6 in 2015. Sioux Falls currently has 2,921.73 lane miles (parking and driving) of roadway. According to the City Park's Department we also currently maintain 75 developed parks along with a total of 27.95 miles of bike trails (19.13 loop miles and 8.82 spur miles). According to the Park's Department a total of 1,668,106 people utilized the parks in 2014.
Sioux Falls has the busiest streets and intersections in the State of South Dakota given that it is the population center of the state and it is still growing. The majority of Sioux Falls lies within two counties, Minnehaha County and Lincoln County. Minnehaha County and Lincoln County make up the 2nd Court Circuit in the State of South Dakota. In reviewing the data from the UJS the 2nd Circuit has filed the most DUI cases in the State of South Dakota, the Sioux Falls Police Department has been an integral part of those filings while enforcing the DUI laws. Given that the City of Sioux Falls continues to grow in population and size more cars will be operating on the roadways and in the parks. Enforcement efforts of our traffic laws will be paramount in attempting to stabilize or reduce the number of injury and fatal crashes involving the alcohol impaired driver.
During the first 3 months of 2015, our department has arrested 272 DWI's and 4 zero tolerance violations. According to our department records there have been 327 (City and State combined) injury involved crashes in Sioux Falls. Given the ongoing enforcement efforts in these areas we would like to continue our efforts to suppress these dangerous drivers, thereby lowering the amount of serious and/or fatal alcohol involved crashes.

Brief Project Summary

C5 REDUCE THE NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYLCE OPERATOR WITH A BAC OF .08 OR ABOVE.
Objective: Reduce alcohol-related crash fatalities from 1 to 0 in FFY2016.
C2 REDUCE THE NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES.
Objective: Reduce or maintain the number of alcohol-related injury crashes reported in 2014 at a total of 102 for FFY2016.
A1: INCREASE DWI ARRESTS
Objective: Increase DWI arrests from 1106 in 2014 to 1128 in FFY2016.
Increase Teen Awareness on Repercussions of Driving While Impaired.
We hope to maintain the awareness of teen drivers of the dangers of driving while impaired through police presentations. We have seen in Sioux Falls that alcohol and drugs can contribute to crashes and can lead to serious crashes and fatalities. According to SDARS from 2012-2014 there were a total of 1,502 state reportable crashes in the Sioux Falls in which the driver was under the age 18. The numbers are trending upward each year with the recent high of 539 in 2014.
In 2015-2016 our goal is to give twelve – 2 hour presentations focused on driver education to teens that are enrolled in Teen Court. Teen Court is primarily used for first time offender teens that have been caught consuming alcohol or drugs. The presentations focus on past serious crash investigations and the number of

people that were affected by them, which includes: the victims, families, friends, first responders, and witnesses.
These presentations cover the causes of crashes, such as the alcohol and drug impaired driver. The presentations also discuss the juvenile's future and the repercussions of their actions should they continue in their errant ways. We truly believe that by reaching the younger drivers, we can reduce the number of serious injuries and fatalities in the future, as well as laying the foundation for safer driving for future generations. By conducting these presentations our goal is to reach 120 students.
Increase Awareness on Repercussions of Driving While Impaired through Public Awareness Advertising.
During 2015-2016 we would like to increase the awareness on the repercussions of driving while impaired. The Sioux Falls Police Department would utilize electronic and static billboards periodically during the year to include national mobilization periods such as the December Holiday and Labor Day mobilization. The billboards would be placed in a conspicuous, high traffic location and would share with the drivers the cost and consequences of a dui arrest. The billboards would also be utilized to raise the public's awareness of police efforts in combating the alcohol impaired driver. The subject matter for these billboards will be thought up from the various Traffic/Support services officers within the department.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sioux Falls Police Department **LE16-Sioux Falls Police Department-SSB-00067**

Highway Safety Plan Project Summary

HSP Project Organization:	Sioux Falls Police Department
HSP Project Title:	Slowing Sioux Falls Speeding
Project Manager Name:	Sgt. Randy Brink
Phone:	(605) 978-6644
Application Name:	LE16-Sioux Falls Police Department-SSB-00067
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-67

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$1,500.00	$0	$1,500.00	Section 402	20.600
Equipment	$11,984.00	$0	$11,984.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$13,484.00**	**$0**	**$13,484.00**		
Federal Funds	$13,484.00	$0	$13,484.00		
State & Local Match	$4,496.00	$0	$4,496.00		
TOTAL FEDERAL + MATCH	**$17,980.00**	**$0**	**$17,980.00**		

Problem Identification:

In the City of Sioux Falls we have seen that speeding, drag racing, distracted driving, and carelessness can cause serious or fatal crashes. According to SDARS, from January 1st, 2012 through December 31st, 2014 there have been a total of 26 fatal crashes and 3369 injury crashes. Of the 26 fatal crashes 5 of them were speed related. According to SDARS, Sioux Falls experienced a total of 987 speed related crashes between 1/1/12 and 12/31/14, 239 of which were injury crashes resulting in 329 people being injured.
The total number of speed related crashes within the City of Sioux Falls has been trending upward between 2012 to 2014. In 2012 there were 244 and that number rose to a three year high of 393 by 2014. Even with the recent numbers on the rise Sioux Falls has yet to experience a speed related fatality in 2015.
According to SFPD records between 2012 – 2014 the SFPD has issued a total of 20,397 citations for

speeding, 2,370 for careless driving, 301 for reckless driving, 480 for exhibition driving, and 72 for drag racing.
According to the City of Sioux Falls Planning Department, the population of Sioux Falls has recently increased to 169,800 in 2015 from 2014's total of 165,800. The City of Sioux Falls GIS Department reports that the square mileage of Sioux Falls has also increased to a total of 75.6 in 2015. Sioux Falls currently has 2,921.73 lane miles (parking and driving) of roadway. According to the City Park's Department we also currently maintain 75 developed parks along with a total of 27.95 miles of bike trails (19.13 loop miles and 8.82 spur miles). According to the Park's Department a total of 1,668,106 people utilized the parks in 2014.
Sioux Falls has the busiest streets and intersections in the State of South Dakota given that it is the population center of the state and it is still growing. Given that the City of Sioux Falls continues to grow in population and size more cars will be operating on the roadways and in the parks. Enforcement efforts of our traffic laws will be paramount in attempting to stabilize or reduce the number of injury and fatality crashes which involve speeding, carless, reckless, or distracted driver.
During the first 3 months of 2015, our department has issued 1,246 citations for speeding, 167 for careless driving, 38 for reckless driving, 41 for exhibition driving, and 4 for drag racing. According to SFPD records there have been 327 (City and State combined) injury involved crashes in Sioux Falls. Given the ongoing enforcement efforts in these areas we would like to continue our efforts to suppress these dangerous drivers, thereby lowering the amount of serious and/or fatal crashes.

Brief Project Summary

To reduce or maintain the number of speed related crashes reported in 2014 at a total of 393 for FFY2016. Our second objective is to maintain 2014's number of zero for speed related fatalities for FFY2016. We will increase speed citations from 5,096 in 2014 to 5,500 in FFY2016.
During the FFY 2016 these 16 officers will work their primary duties of traffic enforcement including detecting and apprehending the speeding motorist. To aid in the apprehension of the speeding motorist we would like to purchase 10 new hand held lidar units to assist in that mission. The lidars would be utilized in the officer's day to day activities as well as any OHS saturation that the officer works in FFY 2016. We will increase Awareness on Repercussions of Driving While Distracted through Public Awareness Advertising. During 2015-2016 we would like to increase the awareness of the repercussions of speeding related crashes, careless driving, and driving while distracted. The Sioux Falls Police Department would utilize electronic and static billboards periodically during the year to include national mobilization periods such as the December Holiday's, May's Click it or Ticket mobilization, and the Labor Day mobilization. The billboards would be placed in a conspicuous, high traffic location and would share with the drivers the cost and consequences of a speeding related citation, careless driving, and driving while distracted. The billboards would also be utilized to raise the public's awareness of police efforts in combating the speeding, careless, and distracted driver. The subject matter for these billboards will be thought up from the various Traffic/Support services officers within the department.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: South Dakota Highway Patrol **LE16-South Dakota Highway Patrol-IMP-00085**

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:	LE16-South Dakota Highway Patrol-IMP-00085
Major Performance Measure:	C1 -Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project No:	2016-00-85

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$247,200.00	$0	$247,200.00	Section 164AL	20.608
Travel	$24,775.00	$0	$24,775.00	Section 164AL	20.608
Contractual Services	$0	$0	$0		
Equipment	$3,040.00	$0	$3,040.00	Section 164AL	20.608
Other Direct Costs	$63,900.00	$0	$63,900.00	Section 164AL	20.608
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$338,915.00**	**$0**	**$338,915.00**		
Federal Funds	$338,915.00	$0	$338,915.00		
State & Local Match	$191,115.00	$0	$191,115.00		
TOTAL FEDERAL + MATCH	**$530,030.00**	**$0**	**$530,030.00**		

Problem Identification:

Alcohol abuse continues to be a problem in South Dakota. South Dakota is a rural state with hundreds of small communities. For many individuals, access to, and consumption of alcohol has been a "rite of passage". This attitude 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 2014, 22.2% of the fatal crashes in South Dakota involved a driver that had been drinking; there were 44 fatal crashes that killed 47 people where alcohol was a contributing factor. Additionally, in CY 2014, there were 583 people injured in alcohol related crashes.

Brief Project Summary

As part of the South Dakota Highway Patrol's strategic plan, the agency has set a goal of decreasing the number of DUI incidents and frequency of DUI behavior. Specific objectives for the agency plan include reducing the number of DUI crashes, maintain the current negative trend in the three year average for fatal and severe crashes, reduction in 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. The SDHP will also work with the SD Office of Highway Safety and partnership to explore the feasibility of incentive programs for designated drivers and drunk driver reporting.
1. Detail troopers to 5,500 hours of high visibility impaired driving enforcement, and address juvenile drug and alcohol detection overtime throughout FFY2016. 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.
2. To allow state troopers that are trained as drug recognition experts 500 hours overtime to conduct evaluations on suspected drug impaired drivers.
3. Maintain current level of public awareness of high visibility enforcement campaigns in the FFY 2016 media campaign.
5. To enhance public education through the use of safety and educational materials in safety and educational programs conducted throughout the state by troopers. In CY 2014, the Highway Patrol dedicated 1,858 hours to safety/education programs in the state. The primary focus of the these hours was educating the public on occupant protection, impaired driving, and safe driving habits. The Highway Patrol will maintain this level of safety education hours in FFY 2016. The education materials include items with printed messages encouraging the use of seat belts, child restraints, and stop impaired driving messages.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Turner County Sheriff's Office **LE16-TurnerSO-IMP-00068**

Highway Safety Plan Project Summary

HSP Project Organization:	Turner County Sheriff's Office
HSP Project Title:	Safe Driving 2016
Project Manager Name:	Byron Nogelmeier
Phone:	(605) 297-3225
Application Name:	LE16-TurnerSO-IMP-00068
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes 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 No:	2016-00-68

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,200.00	$0	$3,200.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,200.00**	**$0**	**$3,200.00**		
Federal Funds	$3,200.00	$0	$3,200.00		
State & Local Match	$3,200.00	$0	$3,200.00		
TOTAL FEDERAL + MATCH	**$6,400.00**	**$0**	**$6,400.00**		

Problem Identification:

According to our local records, we responded to 12 injury accidents and 1 fatal accident, in 2013. In 2013, the one fatal accidents claimed the life of one male driver. In 2014, we responded to 2 fatal accident and 25 injury accidents. In 2014 the 2 fatal accidents claimed the lives of two male drivers, and one female passenger. One of the fatal accidents in 2014, was due to a medical condition.
For an unknown reason, our injury accidents have doubled. There are many factors in each accidents. As a part of our grant campaign, we want to start to enforce impaired driving citations, in effort to decease the likelihood of an injury or fatal accident in 2016.

Brief Project Summary

Our objectives are to maintain zero traffic fatalities, to decrease our injury accidents from 25 in FFY2014, down to 15 in FFY2016, and to increase our DUI arrests from 14 in FFY2014, to 18 in FFY2016.
Our activities regarding this grant fiscal year, include our deputies increasing their awareness and enforcement. In our department we typically only have one deputy responding to all calls within our 618 square miles. We plan on conducting zero tolerance policies in our high traffic and problem areas. We also have a speed board we will place around the county to help motorists be more aware of speed limits in the area. We will increase our DUI and impaired enforcement during the fiscal year. We will have our officers increase there DUI efforts during the time we see increased impaired drivers, in effort to reduce the likelihood that driver's are aware we are strictly enforcing it.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Union County Sheriff's Office **LE16-Union Co So-SSB-00048**

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:	Jon Feller
Phone:	(605) 356-2679
Application Name:	LE16-Union Co So-SSB-00048
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-48

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,840.00	$0	$3,840.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$14,861.20	$0	$14,861.20	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$18,701.20**	**$0**	**$18,701.20**		
Federal Funds	$18,701.20	$0	$18,701.20		
State & Local Match	$4,483.30	$0	$4,483.30		
TOTAL FEDERAL + MATCH	**$23,184.50**	**$0**	**$23,184.50**		

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 2013 , Union County had a total of 145 crashes. While the total number of crashes dramatically decreased from 2012, the number of fatalities remained nearly the same from 5 in 2012 to 4 in 2013. Union County had a a total of 38 injury crashes, with 50 persons injured. Union County is one of 9 South Dakota counties which rural fatal and injury crashes represent more than 2% of all the crashes in the county. Speeding remains an issue in Union County. Union County had a decrease from 40 to 29 crashes where speed was a factor. Most of the overall crashes occurred between the hours of 2pm and Midnight. (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

Our objectives are to decrease the number of traffic fatalities from 3 in 2013 to 1 in 2016 and to decrease the number of traffic injuries from 50 in 2013 to 40 in 2016. We will increase seatbelt citations by 30% from 36 citations and 5 warnings in FFY14 to 48 citations and 7 warnings in FFY16 and increase speed citations by 10% from 309 citations and 710 warnings in FFY14 to 340 citations and 791 warnings in FFY16.
The Union County Sheriff's Office will accomplish our goals by increasing our routine patrols, saturations, checkpoints, public awareness, four media announcements, and participation in the for national mobilization times during the FY year along with four more saturations/checkpoints. If approved, the Union County Sheriff's Office would also utilize the requested speed measurement signs to better provide the public with instant information regarding traffic speed, as well as provide our agency with valuable data regarding driving statistics. If granted, the Union County Sheriff's Office would also incorporate a lidar speed measurement device to assist in the enforcement of speeding violations in areas which are difficult for conventional radar to be successfully used. 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

FY2016 PROJECTS BY CORE PERFORMANCE AREA

TAB C3

Fatalities/VMT (FARS, FHWA)

FY2016 PROJECTS BY CORE PERFORMANCE AREA

TAB C4

Number of Unrestrained Passenger Vehicle Occupant Fatalities

All Seat Positions (FARS)

Law Enforcement Application 2016

Organization: Bon Homme County Sheriff **LE16-Bon Homme County Sheriff-SSB-00102**

Highway Safety Plan Project Summary

HSP Project Organization: Bon Homme County Sheriff

HSP Project Title: Bon Homme Safety and Speed and Seat Belt Enforcement

Project Manager Name: Preston Crissey

Phone: (605) 589-3942

Application Name: LE16-Bon Homme County Sheriff-SSB-00102

Major Performance Measure:
C2 -Reduce the number of serious injuries in traffic crashes
C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions
C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A3 -Speed Citations

Project No: 2016-01-02

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,326.25	$0	$3,326.25	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$250.00	$0	$250.00	Section 402	20.600
Equipment	$1,652.00	$0	$1,652.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,228.25**	**$0**	**$5,228.25**		
Federal Funds	$5,228.25	$0	$5,228.25		
State & Local Match	$1,311.30	$0	$1,311.30		
TOTAL FEDERAL + MATCH	**$6,539.55**	**$0**	**$6,539.55**		

Problem Identification:

Bon Homme County Sheriff's Office will reduce the number of crashes on it's highways. In FY 14 Bon Homme County seen a total of 73 total crashes, 18 were injury and 1 fatal. Accidents have increased by 4 accidents but have had a decrease of the number of injury accidents reduced by 5 fatal crashes in FY13. In FY15 we will continue to lower the injury crashes with speed enforcement and seat belt enforcement.

Brief Project Summary

We would like to reduce fatal crashes from 1 in FFY14 to 0 in FFY16, reduce injury crashes from 18 in FFY 14 to 20% less in FFY16 to 11, increase seat belt citations from 0 in FFY 14 to 20 citations in FFY 16, increase seat belt citations from 0 in FFY 14 to 20 in FFY 16 and increase speeding citations form 67 in FFY 14 to 10% more in FFY 16 to 74.
We will participate in the 3 major mobilizations. We will provide South Dakota Highway Safety with an enforcement plan for each of the mobilizations. We will participate in at least 8 total saturation patrols, 4 will be in the 3 major mobilization patrols and the other 4 will be held during random times throughout the year. We will use LIDAR to make saturation patrols more effective. With LIDAR we can individually choose vehicles while in clusters on the highways to determine individual speeds. Our Sheriff's Office is very active in the Bon Homme County Schools District. During classes we talk to the students about seat belt safety.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Box Elder Police Department **LE16-Box Elder Police Department-SSB-00094**

Highway Safety Plan Project Summary

HSP Project Organization:	Box Elder Police Department
HSP Project Title:	Box Elder FFY2015 OHS Grant
Project Manager Name:	Chris Misselt
Phone:	(605) 923-1401
Application Name:	LE16-Box Elder Police Department-SSB-00094
Major Performance Measure:	C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities
Project No:	2016-00-94

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,180.80	$0	$10,180.80	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$12,579.20	$0	$12,579.20	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$22,760.00**	**$0**	**$22,760.00**		
Federal Funds	$22,760.00	$0	$22,760.00		
State & Local Match	$5,690.00	$0	$5,690.00		
TOTAL FEDERAL + MATCH	**$28,450.00**	**$0**	**$28,450.00**		

Problem Identification:

The Box Elder Police Department serves a residential population of approximately ~10,000 people in a ~35 square mile area. Neighboring Box Elder on the northern boundary is Ellsworth AFB. On the western boundary is the city of Rapid City, population ~67,000. Roadways within the city of Box Elder are utilized by a high daily volume of local, commuter, and transient traffic originating in the city and the surrounding area. Additionally throughout the year, Pennington County hosts about three million visitors to the area in tourism and special events. Portions of that visitor flow travel either through or within Box Elder to local or area events. Continuing growth within the city has complicated traffic enforcement and safety efforts. New home construction, annexation of territory, and business development has increased traffic violations and enforcement demand. Department staffing has not grown in proportion to city growth and development.

The residential and commuting traffic associated with Ellsworth AFB presents unique public safety and particularly traffic safety issues. According to the 28th Bomb Wing 2011 Economic Impact Analysis, there are 3530 active duty service members assigned to the base. They have a total of 4406 dependent family members. The base employs an additional 1539 civilians, contractors, and vendors. Education and enforcement efforts have an enduring effect on those 1539 civilians due to their continuing, long term presence in the area. However, the 7936 military members and dependents are assigned to the base for only a comparatively short period of time, and a portion of them are reassigned and replaced annually. This requires the department to sustain its levels of educational and enforcement programming for a comparatively longer period of time. Support from the Office of Highway Safety (OHS) is critical in this regard.
According to local data for FFY2014, the last full year of data that is available, Box Elder officers took 676 enforcement actions for speed violations, a decrease of 671over FFY2013. There were 76 taken for occupant restraints, a decrease of 33 over FFY2013. Another 1439 actions for various other traffic violations were taken, a decrease of 529 over FFY2013. 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 2014, the last full year for which data is available, the City of Box Elder had 76 state reportable crashes. In those 76 crashes, there were 41 injuries of various types to occupants, 1 fatality, and $449,710 in property damage. Speed was a factor in 10. For comparison, in CY2013 there were 58 state reportable crashes, 28 injuries, 1 fatality, and $405,910 in property damage. Speed was a factor in 16.

Brief Project Summary

To increase enforcement actions for speed violations in FFY2016 by 3% over FFY2014, an additional 20 actions, for a total of 696 and to increase enforcement actions for adult/child restraint violations in FFY2016 by 3% over FFY2014, an additional 3 actions, for a total of 79. We will accomplish these objectives by increasing the total number of enforcement actions for speed violations by 3% during the grant period, participate in all OHS/NHTSA impaired driver mobilizations during the grant period, conduct one seatbelt/traffic safety checkpoint and distribute traffic safety promotional material at annual special events, such as the Ellsworth AFB airshow/open-house, Box Elder Bash, and National Night Out.

Evidence Based: Yes

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

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety, Office of Highway Safety**

HSP PROJECT TITLE: **Seat Belt Survey**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2016-01-17**

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions

PROGRAM AREA: Occupant Protection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Seatbelt Survey	$50,000.00		$50,000.00	Section 402

Problem Identification and 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.

Evidence Based: **Yes**

HSP PROJECT TITLE: **Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition**

Law Enforcement Application 2016

Organization: Oglala Sioux Tribe Department Of Public Safety **LE16-OSTDPS-SSB-00089**

Highway Safety Plan Project Summary

HSP Project Organization:	Oglala Sioux Tribe Department of Public Safety
HSP Project Title:	Collaboration - saves lives
Project Manager Name:	Kenneth Franks
Phone:	(605) 867-5141
Application Name:	LE16-OSTDPS-SSB-00089
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-89

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,679.49	$0	$15,679.49	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$2,000.00	$0	$2,000.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$8,000.00	$0	$8,000.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$25,679.49**	**$0**	**$25,679.49**		
Federal Funds	$25,679.49	$0	$25,679.49		
State & Local Match	$6,419.87	$0	$6,419.87		
TOTAL FEDERAL + MATCH	**$32,099.36**	**$0**	**$32,099.36**		

Problem Identification:

The population of the Oglala Sioux Tribe has a current seat belt usage rate far below the State of South Dakota and even further below the National Average. While the Oglala Sioux Tribe Department of Public Safety has worked diligently and collaboratively with the Indian Health Service,State of South Dakota Highway Safety, Bureau of Indian Affairs Highway Safety, local elders,and community members to reduce the number of motor

vehicle crash fatalities, increase the seat belt usage and increase the child safety seat usage rate.
This has proven to be an effective, multi-year strategy, with multiple partnerships, referred to as the Sacred Cargo Coalition.
The seat belt usage rate, when the Sacred Cargo Coalition began was at a staggering 5%. This was documented from a seat belt survey completed in the village of Pine Ridge. Our motor vehicle crashes statistics were as dismal as seat belt usage. In 2009 we were as high as 23 motor vehicle fatalities. The majority, 99% of the fatalities, were due to being thrown from the vehicle. Today after countless hours of education, information, enforcement, including saturation and participation in mobilizations our seat belt usage is at 52.5%. (DPS/IHS seat belt survey 2014) This is a significant positive increase, but still behind the states rate of 68.9%. (South Dakota Seatbelt Observational Survey) And further behind than the national average of 87%. (NHTSA 2013 survey)
Our car seat usage rate has gone from 5% in 2009-2010 to 52% in 2013. (DPS-TIPCAP survey results) We have distributed over 2,000 car seats and also provided countless hours of training on proper installation and tons of hours on information to reach this astounding rate. We have had nearly 360 live births, annually, at the local hospital. This reflects that we can distribute nearly one car seat a day and still not meet the demand. We are also providing the on-going training to ensure that our highway safety officers are re-certified in child safety seat installation and have the ability to distribute. Every day you can come into contact with a car that has multiple children in it, all riding unsecured and unsafe. In 2014 we only distributed 63 child restraint tickets, but we are unable to put a number on the amount of lives that were saved due to proper restraint. We need to continue to address this, car seat restraint use, until we achieve a much higher rate and have zero fatalities related to unrestrained children in motor vehicle crashes.
Speed and unrestrained related traffic violations continue at a very high rate. We have, in 2014 statistics a total Speeding is a significant problem on our roads with a total of 3,268 speeding violations cited. These numbers reflect the amount of continued education, information, enforcement and continued collaboration that needs to take place in order to continue to achieve better statistics.

Brief Project Summary

Our objectives are to reduce traffic fatalities by 50% from the FY 2013, 2014, and half of 2015 average number of 4 to 2 in FY 2016, to reduce traffic injuries by 10% from the 2014 number of 53 to 48 by the end of Fiscal Year 2016, to reduce by 50% from the average of 2013, 2014 and the first half of 2015 number of 4 to 2 by the end of FY2016, to increase the seat belt use by 7% from the 2014 rate of 43% to 50% by the end of FY 2016, to increase citations by 20% from the 2014 amount of 807 to 968 by the end of FY 2016, and to increase speed citations by 25% from the 2014 year amount of 3,268 to 4,085 by the end of FY 2016.
We will Increase enforcement through saturation patrols that will be designed to be visible during our most active, high populous activities, such as Wacipis (pow-wows) in the various districts. We will actively participate in national and state mobilizations, conduct no less than 12 check points and/or saturation patrols, we will have continuous presentations to the communities and schools, and utilize the speed trailer during all of the events. We will conduct presentations in the schools, communities, early childhood programs and guardians on seat belt usage and proper use and installation of child safety restraints. Presentations will include the roll over simulator and driving simulator. We will conduct no less than 6 educational presentations. We will provide continued training for guardians on correct use and installation of child safety seats.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: South Dakota Sate University **LE16-SDSU*-SSB-00027**

Highway Safety Plan Project Summary

HSP Project Organization:	South Dakota State University
HSP Project Title:	Highway Safety Program
Project Manager Name:	Brandon Schultz
Phone:	(605) 688-5117
Application Name:	LE16-SDSU*-SSB-00027
Major Performance Measure:	C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-27

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$6,044.39	$0	$6,044.39	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$2,085.31	$0	$2,085.31	Section 402	20.600
SUBTOTAL CATEGORIES	**$8,129.70**	**$0**	**$8,129.70**		
Federal Funds	$8,129.70	$0	$8,129.70		
State & Local Match	$1,625.94	$0	$1,625.94		
TOTAL FEDERAL + MATCH	**$9,755.64**	**$0**	**$9,755.64**		

Problem Identification:

SDSU Police Department needs additional manpower hours dedicated to enforcing hazardous traffic violations such as speeding and the occupant protection of seat belt use, to make up for officers taken off the road for increases in call response and to work special events. It is in part the mission of the SDSU Police Department to reduce the number of motor vehicle crashes, injuries and fatalities and minimize the human and economic loss on the city and county roadways, state highways and interstate that surround the South Dakota State University.

The SDSU Police Department has a great concern for speed and other hazardous moving violations especially due to the increase in traffic and growing population our area. The SDSU landscape has changed in recent years. Construction of new buildings has changed our roadways. We now have less drivable road surface in the interior of our campus which has led to an increase in traffic congestion on the surrounding roadways. Also, the SDSU campus houses some of the youngest (age 17-24) and least experienced drivers in a demographically small area.

Young drivers in South Dakota (under age 25) represent 15.5 of total licensed drivers and yet they account for 51.9 of those drivers involved in speeding fatalities and injury crashes. These young drivers are involved in more crashes than any other age group. (SD Department of Highway Safety - Office of Accident Records 2012)

Brookings County is #8 of the top 10 counties list for Rural Fatal and Injury crashes in South Dakota. In 2012, 543 crashes were reported in Brookings County, with a total economic value of $3,190,094. (Department of Public Safety, Accident Records)

In FF2011, we did see a drop in overall class 2 traffic contacts and enforcement than the two previous fiscal years. However, at that time drug related contacts increased more than 147 . In FY2012 the SDSU Police made 211 drug related arrests, an increase 4 times the amount in FFY11. While the impact on the driving community is obvious, the average drug related arrest takes officers off the road for an average of 2.5 hours to process the arrest, this includes execution of search warrants and turnover at the detention center. Again, this leaves the roadways less enforced, re-enforcing the need for more manpower to enforce speed, seat belts and other
hazardous moving violations.

Brief Project Summary

We will address occupant protection by increasing citations from an average of 3 to 8 per month. We will strive to meet our goal of reducing injuries and fatalities by increasing speed enforcement form an average of 23 to 33 citations. Our last goal is to address occupant protection by addressing drivers who fail to use safety belts and to increase seat belt enforcement. We plan to increase citations by an average of 5 per month. We also plan to increase the observed occupant protection by increasing warnings to include safety belt use by passengers.

We will accomplish these objectives by participating in all the major Federal campaigns. We will have a minimum of 8 high visibility law enforcement activities, such as saturation patrols and safety checks. We will educate the public about highway safety issues and have dedicated an officer to public awareness issues and organize an average 2 education presentations or more a month. We will also utilized earned media outlets such as the SDSU Student radio station and the student newspaper, the Collegian, to educate on speeding and occupant protection.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sturgis Police Department **LE16-Sturgis Police Department-SSB-00079**

Highway Safety Plan Project Summary

HSP Project Organization:	Sturgis Police Department
HSP Project Title:	Enforcement and Equipment funding
Project Manager Name:	Geody VanDewater
Phone:	(605) 347-5070
Application Name:	LE16-Sturgis Police Department-SSB-00079
Major Performance Measure:	C1 -Reduce the number of traffic fatalities C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-79

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,192.00	$0	$3,192.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,192.00**	**$0**	**$3,192.00**		
Federal Funds	$3,192.00	$0	$3,192.00		
State & Local Match	$798.00	$0	$798.00		
TOTAL FEDERAL + MATCH	**$3,990.00**	**$0**	**$3,990.00**		

Problem Identification:

The 2014 State Reportable Motor Vehicle Crash Summary for the City of Sturgis reports a total of 66 reportable accidents in 2014 in Sturgis. 42%were injury accidents, with 28 reportable. The report shows several driver contributing circumstances were speeding, distracted driving, and failing to yield as major causes of the majority of the accidents. According to 2012 Department of Public Safety Driver Survey, drivers

tend to lack the knowledge of the law's finer points and speeding was identified as the most problematic area. Data from recent years, such as 2012 South Dakota Seatbelt Survey report, estimates that 71.6% of drivers and front seat passengers utilize a seatbelt. The likelihood of Speeding, Distracted Driving, and Failure to Yield related traffic accidents increase because of speeding and lack of knowledge of the law, which clearly shows the need for effective enforcement and education. A staggering 92% of respondents to the 2012 DPS Driver Survey reported to have never been given a citation for seatbelt violations. By increasing the public awareness and enforcement in these problematic areas and speaking about the benefits and laws of utilizing seatbelts, it is feasible to believe that the remaining 28.4% of unrestrained occupants will increase seatbelt use on a regular basis. By increasing seatbelt use, it is highly probable that injury accidents in Sturgis will decrease. (There was no 2013 Driver Survey conducted)
Aggressive and Distracted Driving such as speeding and tailgating is a common occurrence in Sturgis, especially involving young motor vehicle operators en route to and from the Sturgis Brown High School east of Sturgis. The major roadways used to and from the High School are Highways 34, 14A and Interstate 90. Saturation patrols have worked in the past to help reduce that type of driving behavior. Radar equipment is needed to utilize effective enforcement of the 45mph posted speed limit in front of the High School; the median speed for that area is over 60mph. Proactive traffic enforcement making drivers on the highway aware of the posted speed limit of 45mph may help reduce

Brief Project Summary

To reduce the number of traffic fatalities by stepping up and maintaining enforcement of unrestrained drivers at 83 citations/ written warnings. Maintain seatbelt and child restraint citations and/or written warnings at 83 citations/written warnings during the grant period. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding at 419. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding At 419.
We will accomplish our objectives by conducting at least four (4) high visibility saturation patrol campaigns focusing on the speeding and seatbelt violations in the Sturgis/Meade County area during the grant period. Develop at least one (1) traffic safety presentation for high school age students during the grant period. The presentation will address seatbelt use, careless driving, under 18 motorcycle helmet laws, move over law, and avoiding distractions such as talking or texting on a cellular phone while driving. Utilize local media for press releases regarding the use of seatbelts/child restraints. Utilize printed brochures advising drivers of the benefits and laws on the use of seatbelt/child restraints.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Volunteers of America **CG16-VOA-D-SSB-00004**

Highway Safety Plan Project Summary

HSP Project Organization:	Volunteers of America, Dakotas
HSP Project Title:	Highway Safety Program-Seatbelts
Project Manager Name:	Eric Majeres
Phone:	(605) 444-6301
Application Name:	CG16-VOA-D-SSB-00004
Major Performance Measure	C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
Project No:	2016-00-04

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$29,000.00	$0	$29,000.00	Section 402	20.600
Travel	$6,426.00	$0	$6,426.00	Section 402	20.600
Contractual Services	$47,190.00	$0	$47,190.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$25,140.00	$0	$25,140.00	Section 402	20.600
Indirect Costs	$12,930.00	$0	$12,930.00	Section 402	20.600
SUBTOTAL CATEGORIES	**$120,686.00**	**$0**	**$120,686.00**		
Federal Funds	$120,686.00	$0	$120,686.00		
State & Local Match	$24,141.00	$0	$24,141.00		
TOTAL FEDERAL + MATCH	**$144,827.00**	**$0**	**$144,827.00**		

Problem Identification

For the past 18 years, front seat occupants have been required to be fastened by a safety belt system and yet the use rate in South Dakota remains well below the national average. Without the assistance of a primary seat belt law, usage rates remain an issue for the state and so, emphasis on the need for education and awareness efforts is critical. Nationwide seat belt use was 87% in 2013, as measured by the National Highway Traffic Safety Administration's National Occupant Protection Use Survey (NOPUS). South Dakota seat belt use was observed at 68.7% in 2013 and has been consistently below the national average.

Rural driving presents specific hazards as related to roadway surfaces, limited law enforcement, tendencies to overdrive conditions, and failure to properly use occupant protection devices. Altogether rural roads and

highways account for 96% of the 82,321 total roadway miles across the state. Non-interstate rural roads accounted for 75.2% of fatal crashes in 2013. Increasing seat belt use in rural areas (for all populations) is a priority. The lack of seat belts and deficiencies in a comprehensive Driver Education program contribute, in part, to the likelihood of these crashes.

Brief Project Summary

Initiate and support traffic safety efforts to increase statewide seat belt use from 68.9% to 71.0% FFY2016. Conduct at least 2 statewide occupant protection awareness efforts in at least 40 new communities in FFY2016.

The Volunteers of America, Dakotas' Highway Safety Program provides materials and resources compiled from a variety of local resources as well as national websites to support campaigns addressing occupant protection. From these resources, campaign awareness materials are developed and disseminated to community safety advocates and other community stakeholders. Awareness materials include "ready-to-use" tools such as posters, press release and letters to the editor, brochures, incentives, community-based activities and school-based activities.

Positively influencing driver behavior in South Dakota's population centers (Sioux Falls & Rapid City) will require continued and sustained relationship building with local stakeholders. For this effort, the Highway Safety Program will partner with local safety advocates to assist with sustaining community involvement and execute specific occupant protection awareness campaigns. The Highway Safety Program will contract for project assistance with the South Dakota Emergency Medical Services for Children (SDEMSC) office located in Sioux Falls and Volunteers of America, Northern Rockies (VOA-NR) in Rapid City. Highway Safety Program staff have experience in the traffic safety arena along with access to community contacts.

Tools and knowledge acquired by the Highway Safety Program staff attendance at regional and national conferences/summits are used to assist local traffic safety efforts. Successful partnership with local stakeholders depends on the level of technical assistance provided by the Highway Safety Program for their grassroots efforts. To increase the level of assistance, funding is requested (outlined in the budget summary) to attend the annual Lifesavers Conference and other regional (pre-approved) transportation safety presentations for continuing education/training purposes. Insight gained will be implemented into assisting grassroots awareness efforts with community traffic safety advocates. Money is also requested to attend in-state training, conferences, and meetings associated with occupant protection.

Seat belt safety is the primary topic of awareness campaign efforts conducted in November (Thanksgiving Holiday) and May (May Mobilization). Outreach is accomplished through grassroots safety groups (community, law enforcement and school-based) and statewide organizations.

The Highway Safety Program Coordinator will also serve as the Southeast SD Law Enforcement Liaison (SE LEL) for the SD Office of Highway Safety. This role will be added into monthly activities but complements planned outreach efforts to involve law enforcement in awareness campaigns. Services provided include technical assistance with funding applications, oversight of funded activities, and monitoring progress reports of funded agencies. Services will be provided by face-to-face meetings and electronic communication.

Evidence Based: Yes

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

FY2016 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)

Law Enforcement Application 2016

Organization: Alcester Police Department **LE16-Alcester Police Department-IMP-00043**

Highway Safety Plan Project Summary

HSP Project Organization: Alcester Police Department

HSP Project Title: Alcester police Department Safety Grant

Project Manager Name: Ryan Knutson

Phone: (605) 934-2481

Application Name: LE16-Alcester Police Department-IMP-00043

Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
A1 -Impaired Driving Citations

Project No: 2016-00-43

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,600.00	$0	$1,600.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$1,600.00**	**$0**	**$1,600.00**		
Federal Funds	$1,600.00	$0	$1,600.00		
State & Local Match	$1,600.00	$0	$1,600.00		
TOTAL FEDERAL + MATCH	**$3,200.00**	**$0**	**$3,200.00**		

Problem Identification:

The mission of the Alcester Police Department is to reduce the number of alcohol related incidents and alcohol related crashes and to reduce the economical and emotional loss resulting from such incidents,
In 2014, The City of Alcester had a total of 3 alcohol related incidents from DUI to underage alcohol related incidents. We had a total of 14 vehicle crashes with one of the crashes involving an alcohol related incident just outside of Alcester. Alcester is in Union County and is one of 9 South Dakota Counties which rural fatal and injury crashes represents more than 2% of all crashes in the County. Union County had a total of 34 DWI's and 33 other alcohol related incidents. Alcohol related incidents still remain an issue in Union County with SD Hwy 11 passing through as a major traveled way.
The City of Alcester in 2014 had a resident population of 801.

Brief Project Summary

To reduce the number of people killed or injured in alcohol involved traffic crashes in Union County by 5 from 9 in base year 2014. The Alcester PD will help assist the Sheriff's Office or Highway Patrol with 1 DUI checkpoint in the Alcester area in 2015. The Alcester Police Department will accomplish our goals by increasing our routine patrols, public awareness and education, media announcements and participation in the four mobilization times during FY year along with more saturation patrols. Purchasing an in-car video camera will help aid in our efforts to reduce the number of people killed or injured in alcohol involved traffic crashes.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Alliance for Substance Abuse Prevention, Inc. **CG16-A.S.A.P.-IMP-00026**

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:	CG16-A.S.A.P.-IMP-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 No:	2016-00-26

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$16,947.20	$0	$16,947.20	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$11,700.00	$0	$11,700.00	Section 154	20.607
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$28,647.20**	**$0**	**$28,647.20**		
Federal Funds	$28,647.20	$0	$28,647.20		
State & Local Match	$34,194.40	$0	$34,194.40		
TOTAL FEDERAL + MATCH	**$62,841.60**	**$0**	**$62,841.60**		

Problem Identification

The city of Rapid City has a problem with intoxicated/impaired drivers. Over the last three years, the Rapid City Police Department has made 877 DUI arrests (2012), 889 DUI arrests (2013), and 966 DUI arrests (2014). As shown above by the DUI statistics, impaired drivers continue to be a persistent problem. 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

The objective is to reduce the number of alcohol related crashes from a three year average of 673 per year to 639, this is a 5% decrease.

Community/Non-Profit Grant 2016

Organization: Alliance for Substance Abuse Prevention, Inc. **CG16-A.S.A.P.-IMP-00026**

Highway Safety Plan Project Summary

1. Implement the EXTRA EYES project in partnership with Rapid City Police Department, Pennington County Sheriff's Department, and Mothers Against Drunk Driving (MADD).
2. Recruit and provide training to up to 14 adult volunteers who will serve as the EXTRA EYES in the community.
3. Conduct a minimum of 20 EXTRA EYES volunteer reporting campaigns from October 1, 2015 to September 30, 2016.
4. Use the media (radio and billboard) 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

Law Enforcement Application 2016

Organization: Belle Fourche Police Department **LE16-Belle Fourche Police Department-IMP-00091**

Highway Safety Plan Project Summary

HSP Project Organization:	Belle Fourche Police Dept
HSP Project Title:	Highway Safety Grant
Project Manager Name:	Jamie Dinkel
Phone:	(605) 892-4240
Application Name:	LE16-Belle Fourche Police Department-IMP-00091
Major Performance Measure:	C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above A1 -Impaired Driving Citations
Project No:	2016-00-91

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$9,000.00	$0	$9,000.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,500.00	$0	$3,500.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$12,500.00**	**$0**	**$12,500.00**		
Federal Funds	$12,500.00	$0	$12,500.00		
State & Local Match	$12,500.00	$0	$12,500.00		
TOTAL FEDERAL + MATCH	**$25,000.00**	**$0**	**$25,000.00**		

Problem Identification:

According to a study by the University of Albany, the arrest per capita for the state of South Dakota is .07%. Belle Fourche per capita DUI arrests is nearly 2% of out population being arrested for DUI. In 2014 the Belle Fourche Police department made 54 DUI arrests and 57 other alcohol related crashes. In 2012-2014 there were 11 alcohol related crashes, 1 fatal crash and 2 injury crashes.

Brief Project Summary

To reduce the number of DUI arrests and or alcohol related arrests from 73 in 2014 to less then 68 over the next reporting year and to decrease the number of alcohol related crashes from 11 in 2012-2014 to 7 in

2016. We will accomplish these objectives by participating in the mobilization conducted through the grant period by conducting/participating in a minimum of 1 checkpoint within Butte County and participate in the mobilization conducted through the grant period by conducting at least 7 saturation patrols in addition to the checkpoint.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Bennett County Sheriffs office **LE16-Bennett County Sheriffs office-IMP-00047**

Highway Safety Plan Project Summary

HSP Project Organization:	Bennett County Sheriff's Office
HSP Project Title:	Alcohol related crash reduction
Project Manager Name:	Paul Williams
Phone:	(605) 685-6516
Application Name:	LE16-Bennett County Sheriffs office-IMP-00047
Major Performance Measure:	C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project No:	2016-00-47

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,044.00	$0	$1,044.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,692.50	$0	$2,692.50	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,736.50**	**$0**	**$3,736.50**		
Federal Funds	$3,736.50	$0	$3,736.50		
State & Local Match	$3,736.50	$0	$3,736.50		
TOTAL FEDERAL + MATCH	**$7,473.00**	**$0**	**$7,473.00**		

Problem Identification:

According to the office of Highway Safety traffic crash data Bennett county had 35 crashes in 2012, 7 of those involved alcohol. of those seven, two resulted in a fatality and five in injuries. In 2012 there were 3 lives lost due to impaired drivers, and nine injured. In 2013 according to the Office of Highway Safety traffic crash data Bennett county had 32 traffic crashes, of those 32 four involved alcohol. Of the four in 2013 there were no fatalities, but three of the four were injury accidents which resulted in seven total injuries.

Brief Project Summary

Keep the number of fatal traffic crashes due to impaired drivers at zero. We will accomplish this objective by conducting 2 check points per month during the grant period. The sheriffs office also plans to conduct

saturation patrols during key holidays and events to deter impaired drivers and promote the use of a designated driver.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Bon Homme County Sheriff **LE16-Bon Homme County Sheriff-IMP-00088**

Highway Safety Plan Project Summary

HSP Project Organization:	Bon Homme County Sheriff
HSP Project Title:	BH County Highway Safety Alcohol Enforcement
Project Manager Name:	Preston Crissey
Phone:	(605) 589-3942
Application Name:	LE16-Bon Homme County Sheriff-IMP-00088
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes 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 No:	2016-00-88

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$2,828.00	$0	$2,828.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$250.00	$0	$250.00	Section 154	20.607
Equipment	$1,950.00	$0	$1,950.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,028.00**	**$0**	**$5,028.00**		
Federal Funds	$5,028.00	$0	$5,028.00		
State & Local Match	$5,028.00	$0	$5,028.00		
TOTAL FEDERAL + MATCH	**$10,056.00**	**$0**	**$10,056.00**		

Problem Identification:

Bon Homme County has a residential population of approximately 7,070 people. Major state highways that run through Bon Homme County are South Dakota Highways 25, 37, 46, 50 and 52. All these state highways produces a lot of important traffic ranging from locals going to and from work to also having the South Dakota State Prison located in our county.

In the FY of 2013 Bon Homme County had a total of 69 total crashes. Of these crashes, 6 were fatalities. Since then Bon Homme County in FY 2014 has had a total of 73 crashes but only 1 fatal crash. Now in the start of FY 2015 we have a total of 70 crashes with only 1 fatality. We believe enforcing DUI saturation's that many residents don't drive drunk.

DUI enforcement from from FY 2013 resulted in 11 DUI's. In FY 2014 we stepped up DUI enforcement making 13 DUI arrests. That is a 23% increase from FY 2013. In FY 2015 we have been using DUI overtime saturation patrols to look for more drunk drivers. To date we have already 8 DUI's. We will continue to use our federal overtime this summer to keep enforcing DUI's in Bon Homme County.
This year Bon Homme County will continue to strive to make DUI arrests and make the county a safer place. In FY 2013 we had 22 injury crashes. With our step up in enforcement we have decreased that number in FY 2014 to 18. That is a decrease of 18% in injury crashes.

Brief Project Summary

We would like to reduce fatal crashes from 1 in FFY2014 to 0 in FFY 2016. We would like to reduce injury accidents from 18 in FFY2014 to 10 in FFY2016. With extra DUI saturation's we would like to increase enforcement by 15% from 13 in FFY2014 to 15 in FFY2015.
We will participate in the 3 major mobilizations. We will provide South Dakota Highway Safety with an enforcement plan for each of the mobilizations. In addition we will provide Highway Safety with mobilization reports. We will participate in at least 8 total saturation patrols. 4 will be in the 3 major mobilizations patrols and the other 4 will be held during random times throughout the fiscal year.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Box Elder Police Department **LE16-Box Elder Police Department-IMP-00095**

Highway Safety Plan Project Summary

HSP Project Organization:	Box Elder Police Department
HSP Project Title:	Box Elder FFY2015 OHS Grant (Alc)
Project Manager Name:	Chris Misselt
Phone:	(605) 923-1401
Application Name:	LE16-Box Elder Police Department-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 A1 -Impaired Driving Citations
Project No:	2016-00-95

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$6,363.00	$0	$6,363.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$8,750.00	$0	$8,750.00	Section 154	20.607
Other Direct Costs	$13,950.00	$0	$13,950.00	Section 154	20.607
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$29,063.00**	**$0**	**$29,063.00**		
Federal Funds	$29,063.00	$0	$29,063.00		
State & Local Match	$29,063.00	$0	$29,063.00		
TOTAL FEDERAL + MATCH	**$58,126.00**	**$0**	**$58,126.00**		

Problem Identification:

The Box Elder Police Department serves a residential population of approximately ~10,000 people in a ~35 square mile area. Neighboring Box Elder on the northern boundary is Ellsworth AFB. On the western boundary is the city of Rapid City, population ~67,000. Roadways within the city of Box Elder are utilized by a high daily volume of local, commuter, and transient traffic originating in the city and the surrounding area. Additionally throughout the year, Pennington County hosts about three million visitors to the area in tourism and special events. Portions of that visitor flow travel either through or within Box Elder to local or area events. Continuing growth within the city has complicated traffic enforcement and safety efforts. New home construction, annexation of territory, and business development has increased traffic violations and enforcement demand. Department staffing has not grown in proportion to city growth and development.

The residential and commuting traffic associated with Ellsworth AFB presents unique public safety and particularly traffic safety issues. According to the 28th Bomb Wing 2011 Economic Impact Analysis, there are 3530 active duty service members assigned to the base. They have a total of 4406 dependent family members. The base employs an additional 1539 civilians, contractors, and vendors. Education and enforcement efforts have an enduring effect on those 1539 civilians due to their continuing, long term presence in the area. However, the 7936 military members and dependents are assigned to the base for only a comparatively short period of time, and a portion of them are reassigned and replaced annually. This requires the department to sustain its levels of educational and enforcement programming for a comparatively longer period of time. Support from the Office of Highway Safety (OHS) is critical in this regard.
According to local data for FFY2014, the last full year of data that is available, Box Elder officers took 53 enforcement actions for DUI, a decrease of 30 from FFY2013. 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 2014, the last full year for which data is available, the City of Box Elder had 76 state reportable crashes. In those 76 crashes, there were 41 injuries of various types to occupants, 1 fatality, and $449,710 in property damage. Alcohol was a factor in 5. For comparison, in CY2013 there were 58 state reportable crashes, 28 injuries, 1 fatality, and $405.910 in property damage. Alcohol was a factor in 2.

Brief Project Summary

To reduce the total number of impaired drivers on Box Elder roadways and to increase the total number of enforcement actions for DUI in FFY2016 by 3% over FFY2013, an additional 2 violations, for a total of 55. We will accomplish these objectives by participating in all OHS/NHTSA impaired driver mobilizations during the grant period. 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 / Tri-County Drug and Alcohol Program at Douglas High School and other districts as invited. We will distribute traffic safety promotional material at annual special events, such as the Ellsworth AFB airshow/open-house, Box Elder Bash, and National Night Out.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Brookings County Sheriffs Office **LE16-Brookings County Sheriffs Office-IMP-00051**

Highway Safety Plan Project Summary

HSP Project Organization:	Brookings County Sheriffs Office
HSP Project Title:	Brookings County Traffic Enforcement.
Project Manager Name:	Sheriff Martin Stanwick
Phone:	(605) 696-8300
Application Name:	LE16-Brookings County Sheriffs Office-IMP-00051
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 No:	2016-00-51

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$15,000.00**	**$0**	**$15,000.00**		
Federal Funds	$15,000.00	$0	$15,000.00		
State & Local Match	$15,000.00	$0	$15,000.00		
TOTAL FEDERAL + MATCH	**$30,000.00**	**$0**	**$30,000.00**		

Problem Identification:

In 2013 licensed South Dakota drivers under 25 years of age represent 15.3% of the total licensed drivers, but account for 28.6% of the drinking drivers in fatal and injury crashes. 58.3% of the drinking drivers are under 35 years of age but represent only 32.2% of all licensed drivers (Source: SD Department of Public Safety Office of Accident Records 2013 crash data report page 41).). Brookings County is no exception and faces those same problems, as we are one of the top 12 counties in South Dakota that accounted for 56% of rural fatal and injury crashes and 74.7% of all fatal and injury crashes. (Source: SD Department of Public Safety Accident Records 2013 crash data report page 32).
In 2013 there were a total of 186 people convicted of DWI, 489 people were also convicted of underage consumption, and 12 people were arrested for underage driving with .02 or more in Brookings County

(Source: Brookings County States Attorney's Office).
In 2013 in Brookings County there were a total of 577 crashes and of those 152 people were injured & 7 killed. Of those 39 were alcohol related causing 17 injuries. (Source: SD Department of Public Safety Office of Accident Records).
We have several lakes including Oak Lake, Lake Sinai, Lake Goldsmith, Oak Wood lakes, Lake Hendricks, Brush Lake, Lake Campbell and Lake Poinsett, which are problem areas for underage drinking, and with the underage drinking comes the potential for vehicle crashes.
Brookings County has the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell, that has special events that bring in large numbers of people and increase the need for traffic enforcement to keep these communities safe. 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, and several of these students live in rural areas where we have had problems with underage drinking parties, and drivers leaving these parties driving under the influence. There is also a problem around the Brookings area during HOBO days in the fall in regards to underage drinking, & DUI's. During the spring months we see an increased amount of underage drinking because of Proms, SDSU & High School Graduations, along with St. Patrick's Days events. During the summer months we see an increased amount of drinking and driving, & underage drinking issues around the lakes and county roads on the weekends and holiday weekends. With these issues comes the potential for more vehicle crashes.
Brookings County also has several establishments that either sell off sale or on sale alcohol. There has been a problem in the past of these establishments selling alcohol to minors. We have attempted to do compliance checks but have had problems doing more than 3 per year because of lack of funds to perform these needed checks. We believe if we were able to do more compliance checks it would help reduce the availability of people underage 21 gaining access to the alcohol, which should also help reduce alcohol related traffic accidents in Brookings County.
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 7:00 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. (Source South Dakota Department of Public Safety Accident Records).

Brief Project Summary

Brookings County is one of the top 12 counties in South Dakota for rural fatal & injury related crashes in 2013. The objectives of the department will be to reduce the total number of traffic crashes in our department from 277 in federal fiscal year 2014 to 271 in federal fiscal year 2016, which is a 2% reduction.
We will obtain this objective thru extra patrol in Brookings County including the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell. It would allow us to have extra deputies on the streets, county roads, and state highways enforcing underage consumption, and DUI's. It would also allow us to have extra officers out to assist the SDHP and the City of Brookings with the conduction of sobriety check points.
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 2016, 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 367 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, and possibly be a deterrent to underage drinking.
I have also looked at the data from federal fiscal year 2014, which began on October, 2013 thru September, 2014, which shows that we issued 222 citations during that time period for DUI, underage consumption, and narcotics violations (source: Brookings county Sheriff's Office). I believe this shows that we are a very active and busy department in the area of traffic safety and enforcement, not only thru the use of federal funds but also using our own local funds to combat these problems.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: BrookingsPD **LE16-BrookingsPD-IMP-00040**

Highway Safety Plan Project Summary

HSP Project Organization:	Brookings Police Department
HSP Project Title:	Highway Safety Program
Project Manager Name:	Lt. Joey Collins
Phone:	(605) 696-5312
Application Name:	LE16-BrookingsPD-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 C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes A1 -Impaired Driving Citations
Project No:	2016-00-40

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$4,478.00	$0	$4,478.00	Section 164AL	20.608
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,900.00	$0	$3,900.00	Section 164AL	20.608
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$8,378.00**	**$0**	**$8,378.00**		
Federal Funds	$8,378.00	$0	$8,378.00		
State & Local Match	$10,708.00	$0	$10,708.00		
TOTAL FEDERAL + MATCH	**$19,086.00**	**$0**	**$19,086.00**		

Problem Identification:

The City of Brookings operates with the council-manager form of government adopted by a city charter in 1999. Brookings is a community of 22,943. (City-Data, 2013). Located in Brookings is South Dakota State University, which is a Division I - AA University with Full-time students at approximately 10,392. Population in 2013: 22,943 (99% urban, 1% rural). Population change since 2000: +24.0% (City-Data, 2013). Median resident age is 23.5.

Brookings is known for "Hobo Day", the homecoming celebration for South Dakota State University. It is billed as "The Biggest One-Day Event in the Dakotas" and the events associated with Hobo Day brings thousands of

people to our community. One common way that individuals celebrate this massive event is to gain access to alcohol at the many parties hosted throughout the city. These parties can be particularly problematic because of the number of underage drinkers involved and the large quantity of alcohol consumed. Reports of alcohol poisoning, traffic crashes, property damage, community disturbance, violence and sexual assault commonly result from these parties. Consumption of alcohol by underage youth at high school and college parties present difficult law enforcement challenges.

The Brookings Police Department attempts to combat these massive parties and the calls for service related to the homecoming festivities by increasing our manpower. Our department typically requires 50-60 overtime hours from officers regularly scheduled off. (These hours do not include the extra communication operators scheduled, nor the extra hours our criminal investigative division contribute.)

The additional officers aid patrol officers already on the schedule with saturation patrols and party patrols to deter alcohol offenses and traffic crashes.

In addition to Hobo Weekend, Brookings sees a similar enforcement pattern with the annual "Pub Crawl" or "Pub Parade" 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 and impaired driving arrests.

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.

In addition, we will also be looking to purchase two new Alco-Sensor FST's (PBT's) and two new in car camera's to replace antiquated equipment and administer efficient and effective breath tests during traffic stops and party patrols.

Brief Project Summary

Our first objective is to reduce the number of people serious injured in traffic crashes in Brookings by 5% from 39 in base year 2014. We will also provide enforcement for events & throughout the year by increasing patrols with objective of dedicating 160 hours combined federal and local to DUI enforcement and raise arrests by 25% from 2014 level of 123 to 154 and conduct alcohol compliance checks 4 times a year with 2-3 hrs at a time (2 officers will require an average total of 24 hrs) to ensure alcohol is not being sold to underage consumers/drivers.

We will accomplish these objectives by conducting saturation patrols, participating in required national mobilizations, increasing DUI and alcohol enforcement activities during special events, conducting alcohol compliance checks, and participating in area sobriety checkpoints in partnership with the South Dakota Highway Patrol during the grant period.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Brown County Sheriff's Office **LE16-Brown County Sheriff's Office-IMP-00104**

Highway Safety Plan Project Summary

HSP Project Organization:	Brown County
HSP Project Title:	LE16-Brown County SD-00104
Project Manager Name:	Mark Milbrandt
Phone:	(605) 626-7100
Application Name:	LE16-Brown County Sheriff's Office-IMP-00104
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 No:	2016-01-04

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$14,000.00	$0	$14,000.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$14,000.00**	**$0**	**$14,000.00**		
Federal Funds	$14,000.00	$0	$14,000.00		
State & Local Match	$18,200.00	$0	$18,200.00		
TOTAL FEDERAL + MATCH	**$32,200.00**	**$0**	**$32,200.00**		

Problem Identification:

Brown County is home to 38,408 residents (US Census Bureau) the largest percentage who live in Aberdeen. In addition to the full-time population of this city, Aberdeen is home to 2 colleges/universities totaling nearly another additional 4,000 residents. Aberdeen is recognized as the local industrial and commercial hub for the area and as a result generates an incredible amount of travel to and from Aberdeen on a daily basis. Brown County has three major state highways crossing our borders, highways 12, 37 and 281. These highways are major roadways through our area and carry an incredible load of traffic and materials. History records the majority of accidents that occur within our county as occurring on the state highway system. We have seen an increase in our impaired driver calls and arrests within Brown County. for the fiscal year of 2013 we had 89 DUI arrests, only to see that number to grow to 108 arrests for fiscal year 2014. Drug and drug related arrests have grown from 71 arrests in 2013, to the latest numbers of 115 in fiscal year 2014. We have

found that many of the arrests for the impaired driver will account for several arrests, to include alcohol or drug offenses. We have found that often the initial arrest will lead from a traffic arrest to something more criminally serious.

Brief Project Summary

Our goal for this grant period would be to increase our impaired driver contacts and arrests by 3 percent which would be 3 additional arrests. In our goal to reduce accidents of any type by 3 percent. Using only our office records for the fiscal year of 2014 we had a total of 300 accidents reported to our office. Reducing that total by 3 percent would be a reduction of 9 accidents for the year. We will continue to enforce of all applicable highway safety laws, with an emphasis on those pertaining to the impaired driver. Additional activities that we will participate in include having a continued presence at sobriety and safety checkpoints. These are usually held in conjunction with the SD Highway Patrol. We also agree to participate in all of the major mobilizations and document our activity through the highway safety website.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Butte County Sheriff **LE16-Butte County Sheriff-IMP-00080**

Highway Safety Plan Project Summary

HSP Project Organization: BUTTE COUNTY SHERIFF OFFICE

HSP Project Title: HIGHWAY SAFETY GRANT FFY 2016

Project Manager Name: Gary Brunner

Phone: (605) 892-3324

Application Name: LE16-Butte County Sheriff-IMP-00080

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 No: 2016-00-80

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,500.00	$0	$3,500.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$1,000.00	$0	$1,000.00	Section 154	20.607
Equipment	$1,750.00	$0	$1,750.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,250.00**	**$0**	**$6,250.00**		
Federal Funds	$6,250.00	$0	$6,250.00		
State & Local Match	$6,250.00	$0	$6,250.00		
TOTAL FEDERAL + MATCH	**$12,500.00**	**$0**	**$12,500.00**		

Problem Identification:

Butte County is a county located in the northwestern part of the state. Butte County is mostly an agriculture community. Butte County has approximately 2500 square miles. According to the recent census Butte County has a population of just over 10,000 people. Just over half the population lives in the city of Belle Fourche. Belle Fourche is also the county seat. The rest of the population lives on farms and ranches and smaller communities. The recent census revealed Butte County has a growing population. This population is growing to smaller subdivisions just outside of city limits. Butte County is having to continually deal with increased traffic from workers working in the oil fields in our neighboring county (Harding Co) and North Dakota. This increased traffic is on US Highway 85 which goes through the city of Belle Fourche, SD Highway 79 which goes through the city of Newell and US Highway 212 which goes west to east through our county. Butte County has a

significant number of the population travel to other areas for their employment. Butte County is seeing an increase in the number of older drivers. The Butte County Sheriff Office has the Sheriff and 4 Deputies. The office also utilizes the help of 14 reserve Deputies. Butte County provides law enforcement for the county and the communities of Newell, Nisland, Vale, Castle Rock, Hoover, and Fruitdale. The Butte County Sheriff Office also works with and assists the Belle Fourche Police Department.
Our office is committed to doing what we can to decrease accidents in our county. We do this through public education, news media, Law enforcement and working with assisting other agencies in our county. (Highway Patrol, Belle Fourche Police Department, the Game Fish Department, and the BLM Law enforcement agent. We take part in all the National mobilizations. We attend educational fairs, health fairs, and other events where we can educate the public on the emotional and monetary lose accidents cause our county and state.
Our office continues to get driving complaints from the public concerning speed and drivers who appear to be impaired. Our office aggressively investigates these calls but many times there is too much distance between an officer and the area the complaint was generated from. We continue to get complaints of drivers using secondary roads to get home after the bars have closed.
In the last three reported years by the South Dakota Department of public Safety, Butte County had a total of 42 driver impaired accidents. 2011-13, 2012-19, 2013-10. Accidents caused by driver impairment are a concern of every one. Law enforcement will do every thing it can to get the impaired driver off the road.

Brief Project Summary

We will use Highway safety grant dollars to help reduce the driver impaired accidents by 15% when the three year reported average is 14 for a reduction of 2 driver impaired accidents. The Sheriff's Office will use grant dollars to increase DUI enforcement by 10% or 2 more arrests when the three year reported average by the South Dakota Department of Public safety (2012,2013,2014) is 20 arrests for DUI.
We perform the following activities to increase the number of impaired drivers taken off the road; participate in all the mobilizations Highway Safety has implemented, run both paid advertising and public service announcements and perform 3 additional saturation's during the 2016 FFY. We will use opportunities we have to provide public education concerning the serious results from driving impaired. We will work with the Highway Patrol and the Belle Fourche Police Department with sobriety check points. We will conduct 4 saturations or sobriety check points during the mobilization and an additional 4 during the grant period.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Canton Police Department **LE16-Canton PD-IMP-00083**

Highway Safety Plan Project Summary

HSP Project Organization:	Canton Police Department
HSP Project Title:	Canton Police Department - Highway Safety
Project Manager Name:	David A. Jacobs
Phone:	(605) 987-5612
Application Name:	LE16-Canton PD-IMP-00083
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes 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 No:	2016-00-83

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,216.44	$0	$1,216.44	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$1,216.44**	**$0**	**$1,216.44**		
Federal Funds	$1,216.44	$0	$1,216.44		
State & Local Match	$1,216.44	$0	$1,216.44		
TOTAL FEDERAL + MATCH	**$2,432.88**	**$0**	**$2,432.88**		

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 2014, the Canton Police Department saw a 27% increase in DUI arrests compared to 2013.
During the first quarter of 2015, the Canton Police Department saw a 40% increase in DUI arrests compared to the first quarter of 2014.
This information is derived from the internal logs of activity for the department.

Brief Project Summary

Our objectives include maintaining zero fatal crashes within the City of Canton, reduce the number of crashes resulting in injuries by 20% from 5 in FFY2014 to 4 in FFY2016, and increase DUI arrests by 10% from 32 in FFY2014 to 35 in FFY2016.
To accomplish these objectives, the Canton Police Department will conduct at least 12 saturation events during Fiscal year 2016. The saturation patrols 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. We will also participate in the three National mobilizations.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Custer State Park **LE16-Custer State Park-IMP-00084**

Highway Safety Plan Project Summary

HSP Project Organization: Custer State Park

HSP Project Title: 2016 Highway Safety

Project Manager Name: Joe Bawdon

Phone: (605) 255-4515

Application Name: LE16-Custer State Park-IMP-00084

Major Performance Measure: C2 -Reduce the number of serious injuries in traffic crashes
C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
C7 -Reduce the number of motorcyclist fatalities
A1 -Impaired Driving Citations

Project No: 2016-00-84

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$23,400.00	$0	$23,400.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$38,400.00**	**$0**	**$38,400.00**		
Federal Funds	$38,400.00	$0	$38,400.00		
State & Local Match	$15,000.00	$0	$15,000.00		
TOTAL FEDERAL + MATCH	**$53,400.00**	**$0**	**$53,400.00**		

Problem Identification:

According to the Department of Public Safety, Highway Safety/Accident records of 2009 to 2014 (five years) we have had in Custer County 1,183 accidents. Of thee 1,183 accidents there were 312 injury accidents, 865 non-injury accidents, and 9 fatal accidents. In Custer State Park during an 8 day period over the Sturgis Rally we have had in in the same period of time 211 accidents. Of these accidents in Custer State Park there have been 116 injury accidents, 93 non-injury accidents, and 2 fatalities. Custer State Park averages during this period of time around 36,255 motorcycles going through the park. We know that the above information will be for the 2015 season but also see the rise for the 2016 season. Throughout the entire year within Custer State

Park we have on the average of 1,710,087 visitors. Throughout the South Dakota State Park system we have a yearly average of 6,443,390 visitors. Although statistics are not available for the other parks at this time we have had numerous accidents at all of the parks. Throughout the park system we have on the average of 12 or more underage alcohol arrests whether they be in an accident or in a camping area. We feel with the high volume of visitors within the park system that our accidents will be up for the year state wide. We also feel that alcohol violations for adults as well as juveniles will be up throughout the year. With the available grant funds that are available through the office of Highway Safety we will be able to provide extra patrol units throughout the entire state park system. South Dakota State Park's commitment to traffic safety will hopefully keep the motoring public slowed down to reduce accidents.

Brief Project Summary

Our objectives are to reduce alcohol involved traffic fatalities from 1 to 0 during the grant period, reduce serious traffic injuries by 3% from 22 in 2014 to 21 in 2016, reduce motorcycle fatalities from 1 to 0 during the grant period and increase impaired driver citations by 3% within all State Parks. Since 2010 we have had 15 and want to increase that number to 16.
Custer State Park and South Dakota State Park's wishes to reduce crashes in the Fiscal-Year 2016 by using monies to pay for extra patrol in all high-density areas. Our 2016 grant is to reduce crashes by 3% in all State Parks. In other State Parks since data has not been accumulated over the years we will go by this same standard. It is our intention to step up patrols in high density areas where accidents have occurred in the past. This will also be true in areas where impaired driving has been a factor in areas on the roadways within the park system. Utilizing data from the Department of Highway Safety and our park law enforcement this will hopefully reduce the amount of accidents by working these areas in the hours that they have occurred.

Evidence Based: Yes

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

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety, Office of Highway Safety**

HSP PROJECT TITLE: **Media Projects & Miscellaneous Media**

PROJECT MANAGER NAME: **Lee Axdahl/Trevor Jones**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2016-01-19**

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08

PROGRAM AREA: Media/Public Information Officer

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Media	$350,000.00		$350,000.00	Section 402
Media	$300,000.00		$300,000.00	Section 405d-Impaired
Media	$200,000.00		$200,000.00	Section 164AL
Media	$50,000.00		$50,000.00	State MC Fund

Problem Identification and 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.

Evidence Based: **Yes**

HSP PROJECT TITLE: **Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition**

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety, Office of Highway Safety**

HSP PROJECT TITLE: **Alcohol Media-South Dakota Broadcasters**

PROJECT MANAGER NAME: **Lee Axdahl/Trevor Jones**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2016-01-18**

MAJOR PERFORMANCE MEASURE: C5 Fatalities Driver/Oper =>BAC .08

PROGRAM AREA: Media/Public Information Officer

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
SD Broadcasters	$200,000.00			Section 164AL

Problem Identification and 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.

Evidence Based: **Yes**

HSP PROJECT TITLE: **Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition**

Law Enforcement Application 2016

Organization: Flandreau Police Department **LE16-Flandreau PD-IMP-00093**

Highway Safety Plan Project Summary

HSP Project Organization:	Flandreau Police Department
HSP Project Title:	Alcohol Enforcement
Project Manager Name:	Chief Anthony Schrad
Phone:	(605) 997-3830
Application Name:	LE16-Flandreau PD-IMP-00093
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 No:	2016-00-93

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$13,195.00	$0	$13,195.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,000.00	$0	$3,000.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$16,195.00**	**$0**	**$16,195.00**		
Federal Funds	$16,195.00	$0	$16,195.00		
State & Local Match	$16,195.00	$0	$16,195.00		
TOTAL FEDERAL + MATCH	**$32,390.00**	**$0**	**$32,390.00**		

Problem Identification:

Within the jurisdiction of the Flandreau Police Department, there are five establishments that serve alcoholic beverages in a bar/pub atmosphere. Four of these businesses are centered here in the City of Flandreau whereas the fifth is the Royal River Casino located on tribal land within the City. These DUI overtime hours will help combat the excessive impaired driving resulting from the abundance of alcoholic beverage establishments and shortage of manpower limited to regular scheduling.

Brief Project Summary

The Flandreau Police Department is proactive in reducing the number of impaired drivers on our city

roadways. According to Department of Public Safety Reporting data, the Flandreau Police Department issued 45 DUI citations during the FFY14 grant period.
We fully understand that the concentrated efforts of law enforcement nationwide in the reduction of impaired drivers has increased public awareness. However, there are still more than an acceptable number of impaired drivers on our roadways. Therefore, if awarded the FFY16 DUI overtime grant, we believe we can increase the number of DUI citations by 20% resulting in 54 citations in total for our projected FFY16.
It is our plan to assign officers to work overtime for alcohol-related traffic enforcement. These patrol will focus on alcohol enforcement during peak impaired drivers hours extending from the supper period to conclude bar closing hours. We also plan to participate in the Mobilization Crackdowns, DUI checkpoints, and DUI saturation patrols throughout the year. We plan to conduct at minimum of 4 DUI checkpoints within our jurisdiction.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: FROM THE H E A R T INC **CG16-FROM THE H E A R T INC-IMP-00050**

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:	CG16-FROM THE H E A R T INC-IMP-00050
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 No:	2016-00-50

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$60,000.00	$0	$60,000.00	Section 164AL	20.608
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$60,000.00**	**$0**	**$60,000.00**		
Federal Funds	$60,000.00	$0	$60,000.00		
State & Local Match	$81,000.00	$0	$81,000.00		
TOTAL FEDERAL + MATCH	**$141,000.00**	**$0**	**$141,000.00**		

Problem Identification

Based on the 2012 South Dakota Traffic statistical report, 53 people were killed and 721 were injured in alcohol-related crashes. In 2013, 42 people were killed and 639 were injured in alcohol-related crashes. With our education message, GET A RIDE DON'T DRINK & DRIVE, we hope to reduce the number of people killed or injured in alcohol involved crashes.

Brief Project Summary

We hope to reduce the number of people killed in alcohol involved crashes by 5% from 42 in FY13 to 40 in FY16. We will convey our message GET A RIDE DON'T DRINK AND DRIVE to the general public at the South Dakota Driver License Program Offices across the state of South Dakota. We will display this same message through billboards, public service announcements, radio announcements, and print media.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Huron Police Department **LE16-Huron Police Department-IMP-00038**

Highway Safety Plan Project Summary

HSP Project Organization:	City of Huron-Police Department
HSP Project Title:	Huron Traffic Safety Project
Project Manager Name:	Kevin Van Diepen
Phone:	(605) 353-8550
Application Name:	LE16-Huron Police Department-IMP-00038
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 No:	2016-00-38

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,968.00	$0	$10,968.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,968.00**	**$0**	**$10,968.00**		
Federal Funds	$10,968.00	$0	$10,968.00		
State & Local Match	$10,968.00	$0	$10,968.00		
TOTAL FEDERAL + MATCH	**$21,936.00**	**$0**	**$21,936.00**		

Problem Identification:

The City of Huron, SD is approx. 9 square miles and a current population over 12,500 citizens. There is a service population of more than 50,000 people served by the City of Huron. We have a Regional medical center, a regional airport and a regional jail facility. We are home to the SD State Fair and the Dakota State Fair Speedway. We have numerous manufacturing facilities and Dakota Provisions Turkey plant that employees near 800 people. We have a postal processing facility, federal building, numerous housing facilities, a large aquatic center, baseball, softball, soccer fields along with 3 golf courses.
We have a public and private high school, a public middle school, 3 public elementary schools and 2 private elementary schools.
We have a large influx of minority population that are new to our driving system in our country and our officers

are in contact with them for crashes, impaired driving and other violations on a regular basis.
The Huron Police Department currently has 26 full time officers and are training 5 reserves.
We have 4 front line patrol cars and 3 others for special assignments along with a K-9 unit and 2 swat vehicle.
In 2012 officers made 150 arrests for DUI, 187 in 2013, 111 in 2014 and 39 already in 2015.
Between 2012 and 2014 the department investigated 667 reportable and non reportable crashes on average, some involving impaired drivers.
Officers are required to respond to normal calls during their regular shifts, by using grant funds an officer could be dedicated to traffic safety operations which should raise DUI arrests 5 % and reduce traffic crashes by 36 crashes in 2015 grant year.

Brief Project Summary

Reduce the number of traffic crashes in the City of Huron from 562 in 2014 to 526 in 2015.
Increase DUI patrols, thus increasing enforcement action by 5%, from 149 in 2014 to 156 in 2015 as to reduce crashes caused by impaired drivers.
Participate in the check points or saturation patrols during the 4 required times and at least 4 and possible more during special events throughout the grant year in the City of Huron.
In 2012,2013 and 2014 there was an average DUI arrest of 149 per year. With a dedicated officer using grant funds and the goal of 5 % increase this should increase the arrests from 149 to 156 per year and thus make it safer for the operating public and help reduce the reported traffic crashes from 562 to 526 in the 2015 grant year.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Lincoln County Sheriff's Office **LE16-LCSO-IMP-00077**

Highway Safety Plan Project Summary

HSP Project Organization:	Lincoln County Sheriff's Office
HSP Project Title:	Crash Reduction Program
Project Manager Name:	Dennis Johnson
Phone:	(605) 764-5651
Application Name:	LE16-LCSO-IMP-00077
Major Performance Measure:	C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above A1 -Impaired Driving Citations
Project No:	2016-00-77

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,517.85	$0	$3,517.85	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,922.50	$0	$1,922.50	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,440.35**	**$0**	**$5,440.35**		
Federal Funds	$5,440.35	$0	$5,440.35		
State & Local Match	$5,440.35	$0	$5,440.35		
TOTAL FEDERAL + MATCH	**$10,880.70**	**$0**	**$10,880.70**		

Problem Identification:

Lincoln County is the third largest populated county in the state. The Sheriff's Office patrols 323.25 miles of roads including Interstate 29,three major state highways and numerous county and township roads. This isoften done with the use of two or three deputies on duty at any given time. Those deputies, along with their patrol and traffic enforcement duties, are responsible to handle any calls for service that may arise. Additionally, the Sheriff's Office currently contracts with the City of Harrisburg for law enforcement services. The Sheriff's Office provides 120 hours of patrol service per week plus all investigative activities. The City of Harrisburg's population is currently 4089 (2010 census), which is a 326.8% increase since 2000. As the population continues to increase, so does the amount of traffic on all roadways. During the three year period from 2011 - 2013, Lincoln County averaged 750 crashes per year. Of these, injury crashes averaged 198 (26% of total

crashes) per year during this period. Speed and alcohol impaired driving continue to contribute heavily to these figures. During the three year period, alcohol as a contributing factor in crashes averaged 47 per year.

Brief Project Summary

Reduce the number of people killed or injured in alcohol related traffic crashes in Lincoln County by 5% from an average of 47 in FFY 2011 - 2013 to 45 in FFY 2016. We will conduct saturation patrols to detect and remove impaired drivers from the roadways, concentrating in high traffic areas and during events where alcoholic beverages are regularly consumed. We will participate with the Highway Patrol in highly publicized sobriety checkpoints and other mandated mobilization patrols throughout the county. We will educate the public through the use of devices such as fatal vision goggles and media at schools and public events and conduct alcohol compliance checks of local business throughout the county in an effort to deny the sale of alcoholic beverages to underage persons.
Increase the number of impaired driving citations by 5% from an average of 116 during FFY 2012 - FFY 2014 to 122 in FFY 2016..

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Marshall County Sheriff's Office **LE16-Marshall County Sheriff's Office-IMP-00099**

Highway Safety Plan Project Summary

HSP Project Organization:	Marshall County Sheriff's Office
HSP Project Title:	FFY2016 DUI
Project Manager Name:	Lucas Nordquist
Phone:	(605) 448-5181
Application Name:	LE16-Marshall County Sheriff's Office-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 No:	2016-00-99

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,500.00	$0	$1,500.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,500.00	$0	$1,500.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,000.00**	**$0**	**$3,000.00**		
Federal Funds	$3,000.00	$0	$3,000.00		
State & Local Match	$3,000.00	$0	$3,000.00		
TOTAL FEDERAL + MATCH	**$6,000.00**	**$0**	**$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.

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.
With the warm weather conditions, communities in Marshall County take part in town celebrations and street dances. Alcohol is consumed at such events. Britton holds its annual Harvest Days festival every August. Veblen holds its annual Summer Bash in August as well. The towns of Eden, Lake City, and Langford also have street dances throughout the summer and there is a need for additional DUI enforcement during these times in these areas.
Graduation time can be extremely dangerous with youth and impaired drivers. DUI enforcement will be peak at this time to ensure a safe end of the school year for area students and families.

Brief Project Summary

Maintain the same number of impaired drivers arrested in 2015 as base year 2014 (50 DUI's). This will be achieved by saturating high alcohol consumption areas such as street dances, town celebrations, and campgrounds.
While working DUI overtime, we will average one DUI per 10 hours of overtime worked.
Reduce the number of alcohol related injury crashes from three in base year 2014 to two in base 2015
Increase saturation patrols in Marshall County from 13 in base year 2014 to 15. This includes dances and gatherings in towns, New Years celebrations, and Prom formals in Britton and Langford.
Conducting two sobriety checkpoints in Marshall County throughout the year.
We will try to reduce the number of alcohol related accidents from three in base 2014 to two in base 2015.
These objectives will be monitored by keeping track on a monthly basis of DUI arrests and alcohol related arrests including underage consumption of alcohol and open alcohol containers in motor vehicles. These figures will be compared to 2014 data to see that there is an increase in alcohol related citations. We will also continue to report to Highway Safety webpage and accident records on a monthly basis.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Minnehaha County Sheriff's Office **LE16-Minnehaha County Sheriff's Office-IMP-00052**

Highway Safety Plan Project Summary

HSP Project Organization:	Minnehaha County Sheriff's Office
HSP Project Title:	Alcohol OT - Minnehaha County
Project Manager Name:	Kristin Trana
Phone:	(605) 978-5518
Application Name:	LE16-Minnehaha County Sheriff's 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
Project No:	2016-00-52

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$12,425.00	$0	$12,425.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$12,425.00**	**$0**	**$12,425.00**		
Federal Funds	$12,425.00	$0	$12,425.00		
State & Local Match	$12,425.00	$0	$12,425.00		
TOTAL FEDERAL + MATCH	**$24,850.00**	**$0**	**$24,850.00**		

Problem Identification:

In 2014, the jurisdiction to which the Minnehaha County Sheriff's Office responds to had 1 fatality crash, as well as 6 Injury2, 3 Injury3, and 5 Injury4 accidents for a total of 15 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 on Friday, Saturday, and Sunday. (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

Utilizing federal funds with local match to provide additional saturations and party patrols, the Minnehaha

Law Enforcement Application 2016

Organization: Minnehaha County Sheriff's Office **LE16-Minnehaha County Sheriff's Office-IMP-00052**

Highway Safety Plan Project Summary

County Sheriff's Office aims to reduce the number of alcohol related injury crashes in 2016 by 7% from 2014. This would be a total of 14 crashes. 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

Community/Non-Profit Grant 2016

Organization: Minnehaha County State's Attorney **CG16-Minnehaha County State's Attorney-IMP-00061**

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:	CG16-Minnehaha County State's Attorney-IMP-00061
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 No:	2016-00-61

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$140,265.22	$0	$140,265.22	Section 164AL	20.608
Travel	$4,080.00	$0	$4,080.00	Section 164AL	20.608
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$4,080.00	$0	$4,080.00	Section 164AL	20.608
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$148,425.22**	**$0**	**$148,425.22**		
Federal Funds	$148,425.22	$0	$148,425.22		
State & Local Match	$0	$0	$0		
TOTAL FEDERAL + MATCH	**$148,425.22**	**$0**	**$148,425.22**		

Problem Identification

Minnehaha County is the smallest geographical county in South Dakota, yet has the largest population base. The Minnehaha County State's Attorney's Office employs 24 full time prosecutors, while two public defender offices exist in Minnehaha County employing 25 attorneys. The South Dakota Unified Judicial System reports that in SD FY2013, 8,683 cases were filed against DUI offenders, with 1,839 of those cases being filed in Minnehaha County. That represents approximately 21% of the total DUI filings in all of South Dakota. During SD FY2013, 397 DUI cases were dismissed in Minnehaha County, representing approximately 21% of all dismissals statewide. Furthermore, between 2011 and 2014, three vehicular homicide cases and eighteen vehicular battery cases were filed. These statistics, as provided by the South Dakota Unified Judicial System 2013 Criminal Caseload Data, demonstrates the need for a dedicated DUI prosecutor in Minnehaha County to

address the DUI, vehicular homicide and vehicular battery offenses occurring in Minnehaha County and to lower the dismissal rate.

Brief Project Summary

The objectives of the project are to reduce the number of DUI offenses that are dismissed or in which the defendant is allowed to plead to a lesser offense and to enhance prosecutions of vehicular homicide and vehicular battery cases. Performance measures will include a statistical reduction in the number of dismissals and documenting the factors leading to the dismissal of DUI cases. This prosecutor will oversee all DUI cases in Minnehaha County. Statistics will be compiled and compared on a yearly basis. South Dakota Unified Judicial System data will be analyzed in order to compare the dismissal rate in Minnehaha County as compared to the average dismissal rate overall in the state of South Dakota.

The DUI/vehicular crimes prosecutor 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

Law Enforcement Application 2016

Organization: Mobridge Police Department **LE16-Mobridge Police Department-IMP-00090**

Highway Safety Plan Project Summary

HSP Project Organization: Mobridge Police Dept

HSP Project Title: Mobridge Impaired Driving

Project Manager Name: Allen T Bohle

Phone: (605) 845-5000

Application Name: LE16-Mobridge Police Department-IMP-00090

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 No: 2016-00-90

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$517.50	$0	$517.50	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$517.50**	**$0**	**$517.50**		
Federal Funds	$517.50	$0	$517.50		
State & Local Match	$517.50	$0	$517.50		
TOTAL FEDERAL + MATCH	**$1,035.00**	**$0**	**$1,035.00**		

Problem Identification:

The Mobridge Police Department consists of 7 full time sworn Officers and 1 part time sworn Officers. Our department has 3 patrol vehicles and 2 bicycle units. When the department is full gear because of a special event, we must share PBTs
The following shows our statistics from the Highway Safety reporting form for the past 3 year period from 2012, 2013 and 2014 for the Mobridge Police Department:
The data below shows the hard work and dedication of the MPD Officers, combined with the previous Highway safety projects has had a tremendous impact on the Highway safety in the City of Mobridge.
DUI Arrests: 2012=22; 2013=43; 2014=40; 3 year AVG=35
Drug Citations: 2012=41; 2013=43; 2014=50; 3 year AVG=44.6

Accidents: 2012=89; 2013=124; 2014=50; 3 year AVG=87.6

Brief Project Summary

The Mobridge Police Department will reduce the number of Injury accidents in the city of Mobridge 2 in FY 2014 to 0 in FY 2016 and increase the number of DUI arrests from 40 in FY 2014 to 45 in FY 2016.
The Mobridge Police Department will participate in the Highway Safety mobilization by providing high visibility enforcement on at least four occasions during the national mobilizations and at least four additional high visibility enforcement events during the remainder of the year to increase the number of DUI citations and reduce traffic accidents caused by impaired style driving.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Pennington County Sheriff's Office **LE16-Penn CO SO-IMP-00014**

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: LE16-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 No: 2016-00-14

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$7,256.48	$0	$7,256.48	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$13,457.50	$0	$13,457.50	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$20,713.98**	**$0**	**$20,713.98**		
Federal Funds	$20,713.98	$0	$20,713.98		
State & Local Match	$27,677.38	$0	$27,677.38		
TOTAL FEDERAL + MATCH	**$48,391.36**	**$0**	**$48,391.36**		

Problem Identification:

The Pennington County Sheriff's Office covers an area of 2,784 square miles. There are approximately 1900 miles of rural roadway non-interstate state roadways and Forest Service roads throughout Pennington County. Pennington County plays host to over 3 million visitors each year for special events, concerts, and various state tournaments. In the summer months, Pennington County is a popular destination for vacationers and Sturgis Rally participants.
According to statistics provided by the Office of Highway Safety, there were 17,462 traffic crashes in the State of South Dakota in FFY 2014. In the same year reporting period, Pennington County reported 2,442 crashes, which is 14% of the total crashes in South Dakota. There were 16 fatalities and 698 injury crashes in Pennington County during FFY 2014. Some of these crashes were a result of high risk drivers. Speed,

alcohol, drug impairment, DUR/DUS drivers, distracted driving and lack of seatbelt and helmet usage are factors associated with high risk drivers. During FFY 2014, there were 62 crashes in Pennington County where the driver had a BAC of .08 or higher. Pennington County Deputies made a total of 166 DUI arrests in FFY 2014. 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

To reduce the number of impaired drivers on Pennington County Roadways. This will be accomplished by aggressively targeting the impaired driver. We will increase the calculated average arrest rate of impaired drivers by 2% during FFY 2016. This amounts to arresting 233 impaired drivers during the grant period, which is 5 more DUI arrests compared to a calculated average of FFY 2015. To reduce the total number of crashes on Pennington County Roadways involving a driver with a BAC of .08 or higher by 5%. This would be a reduction of 3 alcohol related accidents in comparison with FFY 2014. There were a total of 62 crashes involving driver's with a BAC of .08 or higher during FFY 2014.
We will accomplish these objectives by making one DUI arrest or alcohol related arrest for every 10 hours of saturation patrol, participate in eight sobriety checkpoints conducted during the grant period and 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

Community/Non-Profit Grant 2016

Organization: Pennington County State's Attorney's Office CG16-Penn Co State's Attorney's Office-IMP-00018

Highway Safety Plan Project Summary

HSP Project Organization:	Office of the Pennington County State's Attorney
HSP Project Title:	Impaired Driving Prosecutor
Project Manager Name:	Koln Fink -- Deputy State's Attorney
Phone:	(605) 394-2191
Application Name:	CG16-Penn Co State's Attorney's Office-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 No:	2016-00-18

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$212,911.00	$0	$212,911.00	Section 164AL	20.608
Travel	$4,100.00	$0	$4,100.00	Section 164AL	20.608
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$1,700.00	$0	$1,700.00	Section 164AL	20.608
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$218,711.00**	**$0**	**$218,711.00**		
Federal Funds	$218,711.00	$0	$218,711.00		
State & Local Match	$0	$0	$0		
TOTAL FEDERAL + MATCH	**$218,711.00**	**$0**	**$218,711.00**		

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 17 attorneys. Other than the court appointed attorneys, there are numerous private attorneys from across South Dakota that represent DUI offenders in Pennington County. The South Dakota Unified Judicial System (hereinafter "UJS") reports that for Pennington County in FY2014, 1,725 cases were filed against DUI offenders. As there were 9,450 DUI cases charged in the State of South Dakota for FY204, Pennington County DUI charges accounted for 18.2% of the total DUI charges in the State of South Dakota. A total of 2,270 cases were dismissed in the State during FY2014. That would account for 24% dismissal rate state-wide for DUI cases.

During FY2014, Pennington County dismissed 244 DUI cases, which accounts for a 14% dismissal rate in

Pennington County. That is a significant reduction from FY2012 when the dismissal rate was 19%. That is also a decrease from FY2013, when the percentage of dismissals was 17%. Finally, Pennington County took 55 DUI cases to trial in FY2014. Of those 55 trials, 52 resulted in convictions, with 3 acquittals. Comparing those numbers state-wide, Pennington County tried 37% of all the DUI trials in the State for FY2014 and accounted for 40% of all the DUI convictions at trial for the State in the same; both are significant increases from FY2013. 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 4 ½ 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 crashes receive the individualized attention that is needed in order to maintain the current dismissal/reduction rate of 14%. As previously discussed, there were 1725 cases filed against DUI offenders in Pennington County during FY2014. The Pennington County State's Attorney's Office dismissed or reduced 244 of all DUI charges filed in the County in FY2014, resulting in a 14% dismissal rate. This is a reduced number compared to the 279 cases dismissed or reduced in FY2013 (17% dismissal rate). This is also a reduced number compared to the 298 cases dismissed or reduced in FY2012 (19% dismissal rate). These numbers show that the efforts put forth by the DUI Prosecutors and staff continuously cause decreasing numbers in DUI reductions, dismissals, and no charges. Two years ago the Pennington County State's Attorney's Office planned for a 17% dismissal rate by the end of FY2015, with an 18% rate by the end of FY2013. As clearly seen above, this office has already surpassed and achieved that goal and plans to maintain that number through FY2015 and FY2016.
Performance measures as to the reductions, dismissals, and no-charges include keeping statistics in house and comparing them to statistics provided by the UJS. The Pennington County State's Attorney's Office continues to maintain a database to document the statistical information related to DUI offenses. The Office also still maintains an Information Sheet for attorneys to fill out at the conclusion of a DUI case. The statistics collected are compared by the DUI prosecutor, and provided in the Quarterly Grant Updates.
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

Law Enforcement Application 2016

Organization: pierre police **LE16-pierre police-IMP-00021**

Highway Safety Plan Project Summary

HSP Project Organization: PIERRE POLICE

HSP Project Title: DUI COURT

Project Manager Name: BRIAN HINES

Phone: (605) 773-7410

Application Name: LE16-pierre police-IMP-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 No: 2016-00-21

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$12,202.32	$0	$12,202.32	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$12,202.32**	**$0**	**$12,202.32**		
Federal Funds	$12,202.32	$0	$12,202.32		
State & Local Match	$12,202.32	$0	$12,202.32		
TOTAL FEDERAL + MATCH	**$24,404.64**	**$0**	**$24,404.64**		

Problem Identification:

The 6th Judicial Circuit has established a DUI Court Prevention & Education (an alcohol intervention program that targets repeat intoxicated driver's), which the Pierre Police has been tasked with tracking & monitoring these convicted DUI driver's with after hour home visits, and compliance checks to ensure that the participants are obeying their curfew and not drinking.

Brief Project Summary

Our objective is to continue to conduct home compliance checks on all DUI Court participants and maintain a minimum of 104 compliance checks during the fiscal year.
The objective of this grant will be to use Federal Overtime to assign an officer to conduct a minimum of two

home compliance checks per week for all DUI Court participants, which we estimate will take approximately 6 hours per week.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Rapid City Police Department **LE16-Rapid City Police Department-IMP-00046**

Highway Safety Plan Project Summary

HSP Project Organization: Rapid City Police Department

HSP Project Title: Drive Sober

Project Manager Name: Sgt. Scott Sitts

Phone: (605) 394-4117

Application Name: LE16-Rapid City Police Department-IMP-00046

Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
A1 -Impaired Driving Citations

Project No: 2016-00-46

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$2,972.64	$0	$2,972.64	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$40,250.00	$0	$40,250.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$43,222.64**	**$0**	**$43,222.64**		
Federal Funds	$43,222.64	$0	$43,222.64		
State & Local Match	$89,061.64	$0	$89,061.64		
TOTAL FEDERAL + MATCH	**$132,284.28**	**$0**	**$132,284.28**		

Problem Identification:

The City of Rapid City has a problem with intoxicated drivers. Over the past three years, the RCPD has made the following DUI arrests:
2012: 877 DUI arrests
2013: 889 DUI arrests
2014: 966 DUI arrests
As noted below, the City of Rapid City has a high amount of crashes, which result in injury.
2012 Total Crashes: 1457 / Speed related crashes: 127
2012 Injury Crashes: 455
2012 Fatal Crashes: 1

2012 Number of People Injured: 619
2013 Total Crashes: 1701 / Speed related crashes: 232
2013 Injury Crashes: 568
2013 Fatal Crashes: 3
2013 Number of People Injured: 789
2014 Total Crashes: 1665 / Speed related crashes 265
2014 Injury Crashes: 467
2014: Fatal Crashes: 2
2014 Number of People Injured: 611
As exhibited by the above DUI statistics, intoxicated drivers continue to be a persistent problem. It is also well known alcohol and intoxicated drivers are contributing factors in traffic crashes. (See below for further information)
2012: 97 alcohol related crashes with 54 people injured.
2013: 107 alcohol related crashes with 80 people injured and 2 killed.
2014: 96 alcohol related crashes with 58 people injured and 1 killed.

Brief Project Summary

Our objectives are to reduce the number of serious injuries in traffic crashes from a three year average of 673 per year to 639, this is a 5% reduction, and to increase the number of impaired driving arrests from a three year average of 910 per year to 956, this is a 5% increase. We will accomplish these objectives by conducting a minimum of 8 DUI saturations, participating in the National Enforcement Mobilizations, and by using the media to keep the public aware of highway safety issues, mobilizations, saturations, and our objective. We will also conduct four alcohol compliance checks of local bars, liquor stores, and convenience stores during the grant period and provide DUI detection and apprehension training to at least 50 Rapid City Police Officers.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: SD Office of Attorney General - DCI **LE16-SD Office of Attorney General - DCI-IMP-00037**

Highway Safety Plan Project Summary

HSP Project Organization:	SD Office of Attorney General - DCI
HSP Project Title:	Traffic Enforcement Training
Project Manager Name:	Scott Rechtenbaugh
Phone:	(605) 773-4199
Application Name:	LE16-SD Office of Attorney General - DCI-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 No:	2016-00-37

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$1,890.00	$0	$1,890.00	Section 410HF	20.601
Contractual Services	$12,500.00	$0	$12,500.00	Section 410HF	20.601
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$14,390.00**	**$0**	**$14,390.00**		
Federal Funds	$14,390.00	$0	$14,390.00		
State & Local Match	$8,850.00	$0	$8,850.00		
TOTAL FEDERAL + MATCH	**$23,240.00**	**$0**	**$23,240.00**		

Problem Identification:

Traffic crash data for the years 2011-2013 indicates a definite need for advanced traffic enforcement training. For this three-year period, South Dakota experienced 50,243 reportable crashes. Alcohol was involved in 1,509 fatal and injury crashes. Within these numbers, there were 340 fatal crashes. Nearly 33% of all fatal crashes had alcohol involved. There were 112 alcohol related fatal crashes in the three-year period.
The per capita beer consumption in South Dakota (for EVERY man, woman, and child) was 26.9 gallons in 2011. There were only 3 other states in the US which had a higher average. In addition, the per capita consumption of wine is 1.3 gallons and distilled spirits is 1.91 gallons. This information shows the need for the development of programs relating to DWI upon our highways. The sheer volume of alcohol consumed shows the need to be continuously vigilant for drinking drivers.
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, i.e. alcohol, drugged driving, and speeding.
As of June 2014, South Dakota had 1907 full and part-time law enforcement officers. However, for the past several years, there has been a double-digit percentage turnover within the profession. Compound that with promotions, there is a continual need to train officers as they enter different levels of their careers. Continuing education in DWI Detection is a necessity. The course we are proposing is an advanced level class not provided during the basic law enforcement academy. The volume of work created by alcohol related crashes requires the most up to date training, especially for court cases dealing with vehicular homicide, vehicular battery, and manslaughter.
It is crucial to provide advanced training in the field, as there are presently no mandated requirements for traffic enforcement training after completion of the basic academy. So the courses need to be taken to the officers so they can be kept current on new technology and improvements in curriculums.

Brief Project Summary

To provide DUI Instructor training to officers by April 1, 2016 to increase the number of trained law enforcement officers by 30. This project will provide traffic enforcement opportunities to law enforcement officers throughout South Dakota. Currently, Law Enforcement Training conducts traffic programs at the basic level. This task expands the training into the advanced levels that are not presently available within the state. These programs will include training veteran officers in proper SFST instruction and prosecutors, DREs, and officers in the underlying methodology of eye examinations of alcohol and drug impaired individuals. Law Enforcement Training will coordinate the training and will make it available to all South Dakota law enforcement.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Sioux Empire Safety Village **CG16-SESV-IMP-00008**

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:	CG16-SESV-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 C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project No:	2016-00-08

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$12,000.00	$0	$12,000.00	Section 164AL	20.608
Travel	$1,617.00	$0	$1,617.00	Section 164AL	20.608
Contractual Services	$103,500.00	$0	$103,500.00	Section 164AL	20.608
Equipment	$54,000.00	$0	$54,000.00	Section 164AL	20.608
Other Direct Costs	$4,000.00	$0	$4,000.00	Section 164AL	20.608
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$175,117.00**	**$0**	**$175,117.00**		
Federal Funds	$175,117.00	$0	$175,117.00		
State & Local Match	$35,359.00	$0	$35,359.00		
TOTAL FEDERAL + MATCH	**$210,476.00**	**$0**	**$210,476.00**		

Problem Identification

The number of traffic fatalities in South Dakota continued to rise in the latest NHTSA report. According to the FFY14 report, 135 people were killed in traffic crashes in 2013, the most recent figures available. That is a 1.5% increase. Injuries increased by 0.7% at a rate of 5,468 in 2013. Alcohol related fatalities are trending downward, but there is still work to be done. In 2013, 42 people lost their lives in alcohol related traffic crashes, down from 53 in 2012. However, 2012 was up significantly from 38 in 2011 and up a little from 49 in 2010.

Brief Project Summary

We want to continue to be instrumental in the downward trend in alcohol related fatalities in South Dakota. By

taking our Simulated Reality program to schools all across the eastern part of South Dakota, young drivers are learning the consequences of impaired driving. Changing people's behavior takes time, but I think we are making progress. Our objective is to reduce the 5-year average of alcohol related traffic deaths in SD from 48 to 47 or 2% through educational efforts among youth in the 12-20 age range. (2014 SD Highway Safety Report). We would also like to Impact 3,000 people with the Simulated Reality program to teach impaired driving consequences to youth throughout SD by marketing the Simulated Reality program to South Dakota schools via state conferences and direct contact with schools, law enforcement and community leaders. This would be about a 25% increase from 2,500 participants last year. Our second objective is to reduce the 5-year average number of drivers age 20 or younger involved in fatal crashes in SD by 2% from 20.4 to 20 (NHTSA 2008-2012). We will create a marketing program and media campaign against impaired driving target at youth and expand our alcohol-related crash car program (Midnight Ride) and take it to 15 different schools in SD.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sioux Falls Police Department **LE16-Sioux Falls Police Department-IMP-00008**

Highway Safety Plan Project Summary

HSP Project Organization:	SFPD
HSP Project Title:	Protecting the Motoring Public through Education, Enforcement, and Concentrating on the Alcohol Impaired Driver
Project Manager Name:	Sgt. Randy Brink
Phone:	(605) 978-6644
Application Name:	LE16-Sioux Falls Police Department-IMP-00008
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes 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 No:	2016-00-08

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$349,960.00	$0	$349,960.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$6,884.00	$0	$6,884.00	Section 154	20.607
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$356,844.00**	**$0**	**$356,844.00**		
Federal Funds	$356,844.00	$0	$356,844.00		
State & Local Match	$356,844.00	$0	$356,844.00		
TOTAL FEDERAL + MATCH	**$713,688.00**	**$0**	**$713,688.00**		

Problem Identification:

In the City of Sioux Falls we have seen that the alcohol-impaired driver can cause serious or fatal crashes. According to SDARS, from January 1st, 2012 through December 31st, 2014 there have been a total of 26 fatal crashes and 3369 injury crashes. Of the 26 fatal crashes 5 of them were alcohol related with 1 occurring in 2014. According to SDARS, Sioux Falls experienced a total of 760 alcohol related crashes between 1/1/12 and 12/31/14, 298 of which were injury crashes, and 24 involving pedestrians/pedal cyclists.
The total of number of alcohol related crashes within the City of Sioux Falls has been trending upward between 2012 to 2014. In 2012 there were 228 and that number rose to a three year high of 282 by 2014 with 102 being

an injury crash.
According to SFPD records between 2012 – 2014 the SFPD has arrested a total of 3565 individuals for driving while intoxicated with 2012 being the high year at 1387. In 2013 there were 1072 arrests and 1106 for 2014. In 2015 – 2016 our goal is to increase DWI arrests by 2%, or a total of 1128.There were also 14 arrests for zero tolerance in 2014.
According to the City of Sioux Falls Planning Department, the population of Sioux Falls has recently increased to 169,800 in 2015 from 2014's total of 165,800. The City of Sioux Falls GIS Department reports that the square mileage of Sioux Falls has also increased to a total of 75.6 in 2015. Sioux Falls currently has 2,921.73 lane miles (parking and driving) of roadway. According to the City Park's Department we also currently maintain 75 developed parks along with a total of 27.95 miles of bike trails (19.13 loop miles and 8.82 spur miles). According to the Park's Department a total of 1,668,106 people utilized the parks in 2014.
Sioux Falls has the busiest streets and intersections in the State of South Dakota given that it is the population center of the state and it is still growing. The majority of Sioux Falls lies within two counties, Minnehaha County and Lincoln County. Minnehaha County and Lincoln County make up the 2nd Court Circuit in the State of South Dakota. In reviewing the data from the UJS the 2nd Circuit has filed the most DUI cases in the State of South Dakota, the Sioux Falls Police Department has been an integral part of those filings while enforcing the DUI laws. Given that the City of Sioux Falls continues to grow in population and size more cars will be operating on the roadways and in the parks. Enforcement efforts of our traffic laws will be paramount in attempting to stabilize or reduce the number of injury and fatal crashes involving the alcohol impaired driver.
During the first 3 months of 2015, our department has arrested 272 DWI's and 4 zero tolerance violations. According to our department records there have been 327 (City and State combined) injury involved crashes in Sioux Falls. Given the ongoing enforcement efforts in these areas we would like to continue our efforts to suppress these dangerous drivers, thereby lowering the amount of serious and/or fatal alcohol involved crashes.

Brief Project Summary

C5 REDUCE THE NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYLCE OPERATOR WITH A BAC OF .08 OR ABOVE.
Objective: Reduce alcohol-related crash fatalities from 1 to 0 in FFY2016.
C2 REDUCE THE NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES.
Objective: Reduce or maintain the number of alcohol-related injury crashes reported in 2014 at a total of 102 for FFY2016.
A1: INCREASE DWI ARRESTS
Objective: Increase DWI arrests from 1106 in 2014 to 1128 in FFY2016.
Increase Teen Awareness on Repercussions of Driving While Impaired.
We hope to maintain the awareness of teen drivers of the dangers of driving while impaired through police presentations. We have seen in Sioux Falls that alcohol and drugs can contribute to crashes and can lead to serious crashes and fatalities. According to SDARS from 2012-2014 there were a total of 1,502 state reportable crashes in the Sioux Falls in which the driver was under the age 18. The numbers are trending upward each year with the recent high of 539 in 2014.
In 2015-2016 our goal is to give twelve – 2 hour presentations focused on driver education to teens that are enrolled in Teen Court. Teen Court is primarily used for first time offender teens that have been caught consuming alcohol or drugs. The presentations focus on past serious crash investigations and the number of

people that were affected by them, which includes: the victims, families, friends, first responders, and witnesses.
These presentations cover the causes of crashes, such as the alcohol and drug impaired driver. The presentations also discuss the juvenile's future and the repercussions of their actions should they continue in their errant ways. We truly believe that by reaching the younger drivers, we can reduce the number of serious injuries and fatalities in the future, as well as laying the foundation for safer driving for future generations. By conducting these presentations our goal is to reach 120 students.
Increase Awareness on Repercussions of Driving While Impaired through Public Awareness Advertising.
During 2015-2016 we would like to increase the awareness on the repercussions of driving while impaired. The Sioux Falls Police Department would utilize electronic and static billboards periodically during the year to include national mobilization periods such as the December Holiday and Labor Day mobilization. The billboards would be placed in a conspicuous, high traffic location and would share with the drivers the cost and consequences of a dui arrest. The billboards would also be utilized to raise the public's awareness of police efforts in combating the alcohol impaired driver. The subject matter for these billboards will be thought up from the various Traffic/Support services officers within the department.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: South Dakota Department of Social Services, Behavioral Health Prevention Program

Highway Safety Plan Project Summary

HSP Project Organization:	Deptartment 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:	CG16-DSS Prevention Program-IMP-00003
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 No:	2016-00-03

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$106,000.00	$0	$106,000.00	Section 410HF	20.601
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$106,000.00**	**$0**	**$106,000.00**		
Federal Funds	$106,000.00	$0	$106,000.00		
State & Local Match	$79,500.00	$0	$79,500.00		
TOTAL FEDERAL + MATCH	**$185,500.00**	**$0**	**$185,500.00**		

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 percent of all licensed drivers in the State. According to the SD Department of Highway Safety, young drivers account for the following: 15.1% of drivers involved in fatal drinking accidents and 29.7% of drivers in drinking injury crashes; 48.6% of those drivers involved in speeding fatalities and 35.5% of the drivers involved in injury crashes. In addition, drivers under the age of 25 are involved in 27.6% 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 consequences of risk-taking behavior; inexperience with complexities of driving; peers in vehicle with the youthful driver; driving as a social activity;

speeding: and driving under the influence of alcohol or drugs.
The SD Youth Risk Behavior 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
1. To reduce the number of people under the age of 35, killed or injured in alcohol-involved traffic crashes in South Dakota by 15 individuals or 5.5% during 2016. 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.
2. Reduce the number of 9-12 graders who recently rode with a drinking driver by 26 students or 2% according to the Youth Risk Behavioral Survey during 2016. The PRC's will train students (middle, high school, college) from at least 28 communities and from the trainings at least 25 activities will be completed in schools from across the state to address drinking and driving.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: South Dakota Highway Patrol **LE16-South Dakota Highway Patrol-IMP-00085**

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:	LE16-South Dakota Highway Patrol-IMP-00085
Major Performance Measure:	C1 -Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project No:	2016-00-85

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$247,200.00	$0	$247,200.00	Section 164AL	20.608
Travel	$24,775.00	$0	$24,775.00	Section 164AL	20.608
Contractual Services	$0	$0	$0		
Equipment	$3,040.00	$0	$3,040.00	Section 164AL	20.608
Other Direct Costs	$63,900.00	$0	$63,900.00	Section 164AL	20.608
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$338,915.00**	**$0**	**$338,915.00**		
Federal Funds	$338,915.00	$0	$338,915.00		
State & Local Match	$191,115.00	$0	$191,115.00		
TOTAL FEDERAL + MATCH	**$530,030.00**	**$0**	**$530,030.00**		

Problem Identification:

Alcohol abuse continues to be a problem in South Dakota. South Dakota is a rural state with hundreds of small communities. For many individuals, access to, and consumption of alcohol has been a "rite of passage". This attitude 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.

Law Enforcement Application 2016

Organization: South Dakota Highway Patrol **LE16-South Dakota Highway Patrol-IMP-00085**

Highway Safety Plan Project Summary

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 2014, 22.2% of the fatal crashes in South Dakota involved a driver that had been drinking; there were 44 fatal crashes that killed 47 people where alcohol was a contributing factor. Additionally, in CY 2014, there were 583 people injured in alcohol related crashes.

Brief Project Summary

As part of the South Dakota Highway Patrol's strategic plan, the agency has set a goal of decreasing the number of DUI incidents and frequency of DUI behavior. Specific objectives for the agency plan include reducing the number of DUI crashes, maintain the current negative trend in the three year average for fatal and severe crashes, reduction in 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. The SDHP will also work with the SD Office of Highway Safety and partnership to explore the feasibility of incentive programs for designated drivers and drunk driver reporting.

1. Detail troopers to 5,500 hours of high visibility impaired driving enforcement, and address juvenile drug and alcohol detection overtime throughout FFY2016. 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.
2. To allow state troopers that are trained as drug recognition experts 500 hours overtime to conduct evaluations on suspected drug impaired drivers.
3. Maintain current level of public awareness of high visibility enforcement campaigns in the FFY 2016 media campaign.
5. To enhance public education through the use of safety and educational materials in safety and educational programs conducted throughout the state by troopers. In CY 2014, the Highway Patrol dedicated 1,858 hours to safety/education programs in the state. The primary focus of the these hours was educating the public on occupant protection, impaired driving, and safe driving habits. The Highway Patrol will maintain this level of safety education hours in FFY 2016. The education materials include items with printed messages encouraging the use of seat belts, child restraints, and stop impaired driving messages.

Evidence Based: Yes

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

Highway Safety Plan Project Summary

HSP Project Organization: South Dakota Highway Patrol

HSP Project Title: DRE Grant

Project Manager Name: Colonel Craig Price

Phone: (605) 773-3105

Application Name: LE16-South Dakota Highway Patrol-IMP-00105

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 No: 2016-01-05

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$66,015.00	$0	$66,015.00	Section 405d-Impaired	20.616
Contractual Services	$4,100.00	$0	$4,100.00	Section 405d-Impaired	20.616
Equipment	$4,975.00	$0	$4,975.00	Section 405d-Impaired	20.616
Other Direct Costs	$1,000.00	$0	$1,000.00	Section 405d-Impaired	20.616
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$76,090.00**	**$0**	**$76,090.00**		
Federal Funds	$76,090.00	$0	$76,090.00		
State & Local Match	$80,042.00	$0	$80,042.00		
TOTAL FEDERAL + MATCH	**$156,132.00**	**$0**	**$156,132.00**		

Problem Identification:

South Dakota is following a national trend 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 are decreasing and alcohol involved crashes are decreasing, there is an increasing trend of drug impaired driving arrests and drug-impaired 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 medication. 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 training and continued education geared towards the detection and apprehension of drug-impaired drivers.

Brief Project Summary

The South Dakota Highway Patrol has set as a specific objective in its 2012-2015 Strategic Plan to increase the number of officers trained in DRE, ARIDE, and SFTS training with it law enforcement partners across the state.
The object of this project is to offer a DRE (Drug Recognition Expert) school and ARIDE (Advanced 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 under the influence.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: SOUTH DAKOTA SCHOOL MINES & TECHNOLOGY **CG16-SDSMT-IMP-00057**

Highway Safety Plan Project Summary

HSP Project Organization:	South Dakota School of Mines and Technology
HSP Project Title:	Drving Safety Prevention Program
Project Manager Name:	Patricia Mahon
Phone:	(605) 394-2416
Application Name:	CG16-SDSMT-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 C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project No:	2016-00-57

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$17,291.00	$0	$17,291.00	Section 410K8	20.601
Travel	$0	$0	$0		
Contractual Services	$7,000.00	$0	$7,000.00	Section 410K8	20.601
Equipment	$0	$0	$0		
Other Direct Costs	$700.00	$0	$700.00	Section 410K8	20.601
Indirect Costs	$2,499.00	$0	$2,499.00	Section 410K8	20.601
SUBTOTAL CATEGORIES	**$27,490.00**	**$0**	**$27,490.00**		
Federal Funds	$27,490.00	$0	$27,490.00		
State & Local Match	$7,247.00	$0	$7,247.00		
TOTAL FEDERAL + MATCH	**$34,737.00**	**$0**	**$34,737.00**		

Problem Identification

In 2003, a student attending the South Dakota School of Mines and Technology (SDSM&T) died from an alcohol overdose. From that tragedy, the Campuses Community Wellness Coalition (CCWC) was formed. CCWC now comprises four colleges in Rapid City: South Dakota School of Mines and Technology (SDSM&T), The He Sapa Center of Oglala Lakota College (OLC), National American University (NAU) and Western Dakota Tech (WDT). The colleges contribute support staff time and office space to the Project Director. Over 4,000 students, faculty and staff are directly served in addition to over 1,000+ students in Rapid City attending Black Hills State University, University of South Dakota, South Dakota State University (at the local University Center) and various post secondary trade schools. In addition, alcohol education is provided to

approximately 250 Native American high school students attending the GEAR UP program at SDSMT in the summer.
Our primary target group is older teenagers and young adults: ages 18 to 25 and entering freshmen students and other higher risk student populations (such as fraternities and athletes). Our objective is to reduce binge drinking, underage drinking, and drinking and driving; thereby reducing traffic crashes and fatalities.
For the past ten years, CCWC has conducted alcohol surveys with college students. Depending upon the college, our recent 2015 survey indicates between 70 to 90% of the students reported drinking alcohol within the last year. While a majority of students report moderate drinking (1 to 4 standard drinks per setting), approximately 40% of the students report occasional or frequent binge drinking. The majority of students also tend to underestimate the various risks and harm related to drinking alcohol (health, legal, academic, crashes, etc.). While the 18-25 age group continues to be the highest users of alcohol, we have also seen significant improvement in awareness of risk and harm related to drinking and driving. For example, 81% of the SDSMT students who took the 2015 survey indicate they always (65.6%) or usually (15.7%) have a designated driver when they know they will be drinking. 74% indicate they always or usually refuse to ride with a driver who has been drinking. (Sample size of 477 students). During this ten year period, we have seen a decrease in the numbers of students who had driven a car under the influence. And Rapid City college students are significantly below the national average. This is an effort that requires sustained support as each year, we get a new crop of students and about 1/5th of them will drink and drive. The Safe Rides Home program continues to be an important service to reduce the number of fatalities involving a driver with a BAC of .08 or above and drivers age 20 or younger. Our goal is to increase awareness that drinking alcohol impairs driving and to not drink and drive.

Brief Project Summary

To increase the number of impaired students using the Safe Rides Home Program by 5% in 2015-2016. This removes a larger number of potential impaired drivers from the road. This will increase the number from 600 to 630 alcohol impaired students who will get home safely without harming (or killing) him/herself or others. This will be measured by the tabulation of the Rapid Taxi receipts.
For the past several years, we have received a set amount of funds from the Office of Highway Safety to provide a Safe Rides Home via Rapid Taxi. The average cost varies from $8.00 to about $18.00. Thus, we are able to provide this service to approximately 600 college students (from 7 colleges here in Rapid City), as well as to their friends who ride with them. Each year, it is a new set of students who use this service. About 20% (120) are underage (18-20) and the rest are 21 and over. Most of the rides are given between midnight and 4:00 am. The great majority have been drinking alcohol.
This service helps in several ways:
a. The student gets home safely without harming (or killing) him/herself or others.
b. The student does not receive a DUI and get into serious legal/financial/educational trouble.
c. The student learns how to use a taxi service and realizes the cost is low enough to use it again if needed.
Because of this service as well as our extensive programming, our numbers are decreasing by students who report they drink and drive. In 2005, the Campuses Community Wellness Coalition began giving the Core Alcohol and Drug Survey. Approximately 700+ students (from 3 colleges) typically respond each year. When we began our program, 34.3% of the students indicated they drove under the influence of alcohol. By 2006, the percent was reduced to 32%. In 2012, it was 18.7%. Our last survey in Spring, 2015, 16% indicated they drove under the influence of alcohol. Thus, thanks to the Safe Rides Program and various safe driving programs, we have seen an 18% decrease in ten years.
To increase the number of impaired, underage students using the Safe Rides Home Program by 5% in

2015-2016. Approximately 120 students who are 18, 19 and 20 use the program and our objective is to increase this number to 126 students. This removes a larger number of potential impaired drivers from the road and decreases harm to self or others. This will be measured by the tabulation of the Rapid Taxi receipts. To reduce the number of Rapid City college students who had driven a car under the influence from 16% in 2015 to 15% in 2016, as measured by the Alcohol and Drug survey and other evaluation resources.
To increase by 25% (1,000+ enrolled Rapid City college students) the awareness and knowledge of high risk alcohol consumption, impaired driving, the legal/financial/health/educational consequences and healthy choice alternatives, as measured by the numbers, attendance and evaluations from students receiving universal, targeted and individualized prevention education. This objective is based upon the reality that most of the 4,000+ students will not receive minimum alcohol education without the ardent work of the Campuses Community Wellness Coalition (CCWC). Our activities will expose 80% with universal, campus wide messaging. It will increase mental awareness by 50% of the students (via E-Chug and special events). And 25% (targeted freshmen and other high risk groups) will increase awareness and knowledge by actual in-the-room (group and individualized) programs.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: South Dakota State University **CG16-SDSU-IMP-00016**

Highway Safety Plan Project Summary

HSP Project Organization:	South Dakota State University
HSP Project Title:	Safe Ride Home
Project Manager Name:	Mariah Weber
Phone:	(605) 688-4585
Application Name:	CG16-SDSU-IMP-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 No:	2016-00-16

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$4,327.00	$0	$4,327.00	Section 405d-Impaired	20.616
Travel	$0	$0	$0		
Contractual Services	$39,688.54	$0	$39,688.54	Section 405d-Impaired	20.616
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$15,185.36	$0	$15,185.36	Section 405d-Impaired	20.616
SUBTOTAL CATEGORIES	**$59,200.90**	**$0**	**$59,200.90**		
Federal Funds	$59,200.90	$0	$59,200.90		
State & Local Match	$60,865.90	$0	$60,865.90		
TOTAL FEDERAL + MATCH	**$120,066.80**	**$0**	**$120,066.80**		

Problem Identification

Impaired driving and alcohol-related car crashes are nationally known safety problems and have the potential for deadly consequences. According 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 2012, there were 10,322 fatalities in crashes involving a driver with a BAC of .08 or higher which accounted for 30% of total traffic fatalities for the year. Among drivers with BAC levels of 0.08% or higher involved in fatal crashes in 2012, one

out of every 3 were between 21 and 24 years of age (32%). Interestingly, the rate of rate of alcohol impairment among drivers involved in fatal crashes in 2012 was nearly 4 times higher at night than during the day (35% versus 9%). According to the 2014 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 103,978 riders (through March 2015). During the 2013-2014 academic year, Safe Ride provided transportation to a total of 11,277 riders. During the 2014-2015 academic year (through March 2015) the Safe Ride program has provided transportation to a total of 13,059 riders. The program has already exceeded ridership numbers for the 2014-2015 academic year (as compared to base academic year 2013-2014) and will continue to provide ridership through May of 2015.

Safe Ride has helped to keep high risk "special events" safe (Homecoming Hobo Days, SDSU Graduation, Halloween, St. Patrick's Day, Pub Crawl, Swiftel Center hosted rodeos and dances, and various SDSU Athletic events, etc.).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. During 2007 –2015, the City of Brookings has funded five thousand dollars 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.

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. The number of DWI convictions in the City of Brookings decreased by 3 convictions (3%) in 2014 (106) from 2013 (109). The number of DWI's recorded in 2014 (106) is significantly less than the amount recorded in 2012 (131). The reduction of DWI's within the City of Brookings in the past two years shows that Safe Ride is a valuable service to riders as well as to the SDSU and Brookings Community.

Brief Project Summary

To reduce or maintain the number of people killed or injured in alcohol involved traffic crashes in Brookings County by 1 from 16 in base year 2014. We would also like to increase or maintain the Safe Ride bus ridership numbers by 300 (2%) from 15,000 in base academic year 2014-2015.

Provide Safe Ride Monitor trainings to 10-15 students three times per year. Provide Safe Ride transportation on Wednesday, Friday, and Saturday nights, 9pm – 3am for 31 weeks during the 2015-2016 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. Target audience: SDSU students, Brookings community members, and visitors.

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

HSP Project Title: Highway Safety Program

Project Manager Name: Brandon Schultz

Phone: (605) 688-5117

Application Name: LE16-SDSU*-IMP-00031

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 No: 2016-00-31

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$4,313.34	$0	$4,313.34	Section 164AL	20.608
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,207.50	$0	$1,207.50	Section 164AL	20.608
Other Direct Costs	$0	$0	$0		
Indirect Costs	$1,904.69	$0	$1,904.69	Section 164AL	20.608
SUBTOTAL CATEGORIES	**$7,425.53**	**$0**	**$7,425.53**		
Federal Funds	$7,425.53	$0	$7,425.53		
State & Local Match	$7,425.53	$0	$7,425.53		
TOTAL FEDERAL + MATCH	**$14,851.06**	**$0**	**$14,851.06**		

Problem Identification:

SDSU Police Department needs additional manpower hours dedicated to enforcing hazardous traffic violations such as alcohol impaired driver's, to make up for officers taken off the road for increases in call response and to work special events. It is in part the mission of the SDSU Police Department to reduce the number of motor vehicle crashes, injuries and fatalities and minimize the human and economic loss on the city and county roadways, state highways and interstate that surround the South Dakota State University.
The SDSU Police Department has a great concern for impaired driver's especially due to the increase in traffic and growing population our area. The SDSU landscape has changed in recent years. Construction of new buildings has changed our roadways. We now have less drivable road surface in the interior of our campus which has led to an increase in traffic congestion on the surrounding roadways. Also, the SDSU campus

houses some of the youngest (age 17-24) and least experienced drivers in a demographically small area. Young drivers in South Dakota (under age 25) represent 15.5% of total licensed drivers and yet they account for
37% of those drivers involved in drinking fatal and injury crashes. These young drivers are involved in more crashes than any other age group. (SD Department of Highway Safety - Office of Accident Records 2012)
Brookings County is #8 of the top 10 counties list for Rural Fatal and Injury crashes in South Dakota. In 2012, 543 crashes were reported in Brookings County, with a total economic value of $3,190,094. (Department of Public Safety, Accident Records)
As expected a concern is impaired drivers. In 2004 our officers wrote 19 DWI citations and 10 Zero Tolerance citations. In FFY 2010 our officers wrote 56 DWI and 11 Zero Tolerance citations. (Highway Safety Traffic Safety Reporting)
In FF2011, we did see a drop in overall class 2 traffic contacts and enforcement than the two previous fiscal years. However, at that time drug related contacts increased more than 147% . In FY2012 the SDSU Police made 211 drug related arrests, an increase 4 times the amount in FFYII. While the impact on the driving community is obvious, the average drug related arrest takes officers off the road for an average of2.5 hours to process the arrest This includes execution of search warrants and turnover at the detention center. Again, this leaves the roadways less enforced, re-enforcing the need for more manpower to enforce DUI, Speed and other
hazardous moving violations.
This is a part of a nationwide problem to combat impaired driving and alcohol related problems on college campuses. Nationwide studies show 1,400 Alcohol-Related Unintentional Injury Deaths (1,100 Traffic), 2.1 million college students drove under the influence and 500,000 were Injured. (NIAAA Studies).

Brief Project Summary

As expected a concern is impaired drivers. In 2004 our officers wrote 19 DWI citations and 10 Zero Tolerance citations. In FFY 2010 our officers wrote 56 DWI and 11 Zero Tolerance citations (131% increase). Since 2010 our efforts through education, enforcement and university lead programming that provide safe ride options have played a role in decreased impaired driving in the Brookings Area. Impaired driving enforcement remains a priority with 45 DUI and impaired underage driving arrests in FY14. (Highway Safety Traffic Safety Reporting) We will also set a goal to increase our overall alcohol enforcement and impaired driving citations by 5%. (Overall enforcement increase goal 319 to 335 and impaired driving citations goal 46 to 48 DWI and Zero Tolerance.)
SDSU Police Department will participate in all the major Federal campaigns. We will have a minimum of 8 high visibility law enforcement activities, such as saturation patrols and sobriety/safety checks. We will educate the public about highway safety issues we will increase our public education. We have dedicated an officer to public awareness issues and organize an average 2 education presentations or more a month. We will also utilized earned media outlets such as KSD] 90.7 the SDSU Student radio station and the student newspaper, the Collegian, to educate on impaired driving) underage drinking and occupant protection.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sturgis Police Department **LE16-Sturgis Police Department-IMP-00078**

Highway Safety Plan Project Summary

HSP Project Organization:	Sturgis Police Department
HSP Project Title:	Enforcement and Equipment funding
Project Manager Name:	Geody VanDewater
Phone:	(605) 347-5070
Application Name:	LE16-Sturgis Police Department-IMP-00078
Major Performance Measure:	C1 -Reduce the number of traffic fatalities 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 No:	2016-00-78

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,440.00	$0	$2,440.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$2,440.00**	**$0**	**$2,440.00**		
Federal Funds	$2,440.00	$0	$2,440.00		
State & Local Match	$2,440.00	$0	$2,440.00		
TOTAL FEDERAL + MATCH	**$4,880.00**	**$0**	**$4,880.00**		

Problem Identification:

In 2014, there were 2 reportable accidents that occurred with alcohol being a factor according to the 2014 State Reportable Motor Vehicle Crash Summary. This concludes that .3% of the 66 reportable accidents in 2014 were alcohol related. There is a rather large number of liquor establishment's for a small town, which increases the availability of alcohol for motorcycle operators and minors. Major events such as the Sturgis Motorcycle Rally, Sturgis Mustang Rally, Sturgis Camaro Rally, street dances, rodeo's and liquor establishment hosted events increase the potential for juvenile drinking infractions and DUI violations. To date there are 12 package (off-sale) establishments, 26 retail (on-off sale) establishments, with the majority being malt beverage locations. This large number of licenses increases the availability of alcohol, making it readily available thus

increasing the likelihood of juvenile consumption and impaired driving while operating a motor vehicle or motorcycle. The 2012 DPS Driver Survey shows 7.8% of people surveyed had been arrested for operating a motor vehicle while intoxicated or under the influence of drugs. Enforcement in our community needs to focus on this 7.8% by continually conducting DUI checkpoints, saturation patrols, compliance checks and decreasing alcohol related accidents and fatalities.

Brief Project Summary

Maintain the number of arrests involving impaired drivers in the Sturgis/Meade County area of 191 DUI arrests during the grant period. From 2013 to 2014 Sturgis Police Department maintained DUI arrests from 194 DUI arrest in 2013 to 191 DUI arrests in 2013 (194 DUI arrests were made in 2013; 191 DUI arrest were made in 2014; source: 2013 & 2014 Sturgis Police Department Annual Report. We will also maintain enforcement of impaired driving citations/arrests at 191.
We will accomplish these objectives by conducting a minimum of four sobriety/saturation checkpoints in the Sturgis/Meade County area during mobilizations units within the grant period. The public will be made aware of the checkpoints by utilizing ongoing Public Service Announcements with local media.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Summerset Police Department **LE16-Summerset Police Department-IMP-00064**

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:	LE16-Summerset Police Department-IMP-00064
Major Performance Measure:	C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above A1 -Impaired Driving Citations
Project No:	2016-00-64

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$4,431.00	$0	$4,431.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$4,431.00**	**$0**	**$4,431.00**		
Federal Funds	$4,431.00	$0	$4,431.00		
State & Local Match	$4,431.00	$0	$4,431.00		
TOTAL FEDERAL + MATCH	**$8,862.00**	**$0**	**$8,862.00**		

Problem Identification:

The City of Summerset is a smaller community of approximately 2130 citizens, according to the Meade County administration. This indicates an increase over the accepted previous population of 1814 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 2014, officers issued 1036 citations and warnings.

A composite review of the years 2010 through 2014 demonstrates that Summerset Police Department issued a total of 2667 citations and written warnings for traffic enforcement, within the geographic area of responsibility.

During the period of 01/01/2012 to 12/31/2014, there were 183 total traffic crashes within the geographic

boundaries of Summerset. The previous data collected shows there were 135 crashes within the geographic boundaries. This includes Sturgis Road between Peaceful Pines Road to Elk Creek Road and Interstate 90 between mile markers 46 and 52. This indicates an increase of 39 percent for accidents.
The 183 total crashes included 8 alcohol crashes, which is 1 more than the previous years' recordings. Of the 183 crashes detailed, there were 53 which resulted in injuries, up from the 35 injury accidents compiled from the prior research. However, during 2014, there was 1 fatal accident recorded in this area of interest that was attributed to alcohol usage.
The traffic count for Sturgis Road, between mile marker 52 and mile marker 48, are as follows:
Year 2011 - 7353 cars daily, Year 2012 – 7767 cars daily. Year 2013 – 7853 cars daily and Year 2014 - 7980 cars daily. These numbers were taken from the State of South Dakota Department of Transportation traffic counts conducted during those periods.

Brief Project Summary

Our objectives are to reduce the number of alcohol involved fatal crashes from 1 to 0 or a reduction of 100% and decrease the number of impaired drivers on the highway by increasing the number of impaired driving citations by 30%; or 11 to 14 per year.
We will conduct or participate in a minimum of 1 checkpoint per month, in addition to the National Mobilizations conducted. We will conduct weekly saturation patrols in high traffic areas to reduce the number of impaired drivers. These saturation patrols will be done in two hour blocks, twice weekly resulting in four hours of overtime for each officer assigned. The second and fourth week's saturation patrols will focus on alcohol related driving enforcement.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Traffic Safety Resource Prosecutor **CG16-Traffic Safety Resource Prosecutor-IMP-00037**

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:	CG16-Traffic Safety Resource Prosecutor-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 No:	2016-00-37

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$117,000.00	$0	$117,000.00	Section 405d-Impaired	20.616
Travel	$24,000.00	$0	$24,000.00	Section 405d-Impaired	20.616
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$4,000.00	$0	$4,000.00	Section 405d-Impaired	20.616
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$145,000.00**	**$0**	**$145,000.00**		
Federal Funds	$145,000.00	$0	$145,000.00		
State & Local Match	$0	$0	$0		
TOTAL FEDERAL + MATCH	**$145,000.00**	**$0**	**$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 9,450 total DUI filings in the state during fiscal year 2014. This is an increase of 767 filings from FY 2013. FY 2014 showed a significant increase in DUI trials as compared to FY 2013. In FY 2014 there were 146 DUI trials compared to 93 trials in FY 2013. (2014 Criminal Caseload Date - South Dakota Unified Judicial System) of the total DUI case filings result in dismissals. 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.

Performance will be measured by the number of courses offered to prosecutors and by course evaluations. Attendees will critique the materials presented to them and will summarize the appropriateness of the subject matter including whether or not they will utilize the materials in subsequent DUI prosecutions.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Turner County Sheriff's Office **LE16-TurnerSO-IMP-00068**

Highway Safety Plan Project Summary

HSP Project Organization: Turner County Sheriff's Office

HSP Project Title: Safe Driving 2016

Project Manager Name: Byron Nogelmeier

Phone: (605) 297-3225

Application Name: LE16-TurnerSO-IMP-00068

Major Performance Measure: C2 -Reduce the number of serious injuries in traffic crashes
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 No: 2016-00-68

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,200.00	$0	$3,200.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,200.00**	**$0**	**$3,200.00**		
Federal Funds	$3,200.00	$0	$3,200.00		
State & Local Match	$3,200.00	$0	$3,200.00		
TOTAL FEDERAL + MATCH	**$6,400.00**	**$0**	**$6,400.00**		

Problem Identification:

According to our local records, we responded to 12 injury accidents and 1 fatal accident, in 2013. In 2013, the one fatal accidents claimed the life of one male driver. In 2014, we responded to 2 fatal accident and 25 injury accidents. In 2014 the 2 fatal accidents claimed the lives of two male drivers, and one female passenger. One of the fatal accidents in 2014, was due to a medical condition.
For an unknown reason, our injury accidents have doubled. There are many factors in each accidents. As a part of our grant campaign, we want to start to enforce impaired driving citations, in effort to decease the likelihood of an injury or fatal accident in 2016.

Brief Project Summary

Our objectives are to maintain zero traffic fatalities, to decrease our injury accidents from 25 in FFY2014, down to 15 in FFY2016, and to increase our DUI arrests from 14 in FFY2014, to 18 in FFY2016.
Our activities regarding this grant fiscal year, include our deputies increasing their awareness and enforcement. In our department we typically only have one deputy responding to all calls within our 618 square miles. We plan on conducting zero tolerance policies in our high traffic and problem areas. We also have a speed board we will place around the county to help motorists be more aware of speed limits in the area. We will increase our DUI and impaired enforcement during the fiscal year. We will have our officers increase there DUI efforts during the time we see increased impaired drivers, in effort to reduce the likelihood that driver's are aware we are strictly enforcing it.

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 Courts

Project Manager Name: Noreen Plumge

Phone: (605) 773-4161

Application Name: CG16-Unified Judicial System-IMP-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 No: 2016-00-10

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$227,129.00	$0	$227,129.00	Section 405d-Impaired	20.616
Travel	$11,294.00	$0	$11,294.00	Section 405d-Impaired	20.616
Contractual Services	$121,181.00	$0	$121,181.00	Section 405d-Impaired	20.616
Equipment	$0	$0	$0		
Other Direct Costs	$19,538.00	$0	$19,538.00	Section 405d-Impaired	20.616
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$379,142.00**	**$0**	**$379,142.00**		
Federal Funds	$379,142.00	$0	$379,142.00		
State & Local Match	$379,142.00	$0	$379,142.00		
TOTAL FEDERAL + MATCH	**$758,284.00**	**$0**	**$758,284.00**		

Problem Identification

There are over two million drivers with three or more Driving While Impaired (DWI) 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 high BAC, are known as the hardcore DWI offender. Most first-time DWI offenders do not repeat the crime; they learn from the consequences of the arrest and decide not to reoffend. However, one-third of DWI offenders reoffend, which means they are either unwilling or unable to change their dangerous behavior. (National Center for DWI Courts

(NCDC), DWI Courts: A Legislative Guide)
Based on statistics from South Dakota Motor Vehicle Traffic Crash Summary (2013), alcohol was involved in 30.6% of traffic fatalities as a percentage of all crashes in South Dakota. Statewide, 2013 Unified Judicial System numbers indicate there were 6279 DUI First Offense filings, 1,962 DUI Second Offense filings, and 1,209 Felony DUI filings. Approximately thirteen percent of the state's prison population is incarcerated because of DUI offenses. According to the South Dakota Department of Human Services, approximately eighty six percent 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.

The South Dakota Unified Judicial System is requesting funding for three DWI Courts. The three courts, located in the 4th, 5th and 6th Judicial Circuit, would serve areas in six counties and seven communities including, Sturgis, Lead, Spearfish, Belle Fourche (4th Circuit DUI Court) Aberdeen (5th Circuit DUI Court) and Pierre/Ft. Pierre (6th Circuit DUI Court). The target population for the project will be felony DUI offenders (3 or more).

DWI Courts are the most effective intervention for breaking the cycle of the hardcore DWI offender. DWI Courts seek to permanently change the behavior of the hardcore DWI offender, following the highly successful Drug Court model of operation. DWI Courts blend accountability and long-term treatment to address the root cause of repeat and high BAC drunk-driving: alcohol and other drug dependency. (National Center for DWI Courts (NCDC), DWI Courts: A Legislative Guide) The DWI Court model provides an effective, research based alternative to incarceration or probation alone.

Brief Project Summary
The goal of the DWI Court project will be to increase completion rate by 5%, from 50% to 55%.
Program retention: Retention in the program is necessary to keep the DUI Court clients in treatment long enough to realize an effect. Research indicates that clients who complete 12 or more months of treatment have a better chance of remaining abstinent; 50% of clients who complete 12 months or more of drug/alcohol abuse treatment remain abstinent for the following year. Longer retention not only indicates success in treatment but also predicts future success in forms of lower post-treatment drug use and re-offending. The formula for measuring program retention will be as follows:
Retention % Rate= (total number of graduates since program's inception + total number currently enrolled) / (total number of admissions to program since program's inception)
The DWI Court will increase program retention rate from 75% to 80%
Sobriety-During and after program completion, sobriety is the goal of all DWI courts because it fosters offender rehabilitation, public safety, and offender accountability. Two indicators of participant sobriety will be measured:
1. Increase the average length of continuous sobriety by 5% (300 days to 315)
2. Decrease the average number of failed UA or PBT tests by 1%

In-program Recidivism-defined as the rate at which drug-court participants are rearrested during the course of their participation in the program. The combination of judicial supervision, treatment, reward and sanctions that characterize DUI Courts is expected to lower recidivism. It is the goal of the Court to decrease the recidivism rate by increasing the graduation rate (program completion rate) from 55% to 60%.
Driving Status-as a measure of public safety, a positive change in the legal driving status of the clients will be expected. This may include obtaining a work permit or a driver's license. The DWI Court will increase the percentage of clients receiving a valid drivers license or work permit while in drug court from 19% to 25% upon

program completion.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: USD: Student Counseling Center **CG16-USD: Student Counseling Center-IMP-00048**

Highway Safety Plan Project Summary

HSP Project Organization:	USD Student Counseling Center
HSP Project Title:	USD Safe Rides
Project Manager Name:	Lauren Schuur
Phone:	(605) 677-5777
Application Name:	CG16-USD: Student Counseling Center-IMP-00048
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 No:	2016-00-48

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$18,360.00	$0	$18,360.00	Section 405d-Impaired	20.616
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$1,836.00	$0	$1,836.00	Section 405d-Impaired	20.616
SUBTOTAL CATEGORIES	**$20,196.00**	**$0**	**$20,196.00**		
Federal Funds	$20,196.00	$0	$20,196.00		
State & Local Match	$4,320.00	$0	$4,320.00		
TOTAL FEDERAL + MATCH	**$24,516.00**	**$0**	**$24,516.00**		

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 service offerings on-going and transitional.

According to recent City of Vermillion Police Department annual data (2011), nearly 75% of all calls received directly relate to alcohol in some way. Relatedly, students surveyed revealed both direct and indirect affects consequent to drinking.

Community/Non-Profit Grant 2016

Organization: USD: Student Counseling Center **CG16-USD: Student Counseling Center-IMP-00048**

Highway Safety Plan Project Summary

According to a Core Alcohol & Drug Survey:
In 2007, 2010, and 2012, the percentage of students consuming alcohol in the past year ("annual prevalence") was 90%, 88%, and 79%, respectively. In 2007, 2010, and 2012, the percentage of students consuming alcohol in the past 30 days ("30-day prevalence") was 75%, 75%, and 65%, respectively. In 2007, 2010, and 2012, the percentage of students reported binge* drinking over the last two weeks. was 45%, 45%, and 36%, respectively. In 2007, 2010, and 2012, the percentage of students reported driving a car while under the influence was 32%, 29%, and 10.5%, respectively.
*Binge was defined "5 or more drinks at a sitting".
The above data suggests USD students engage in high-risk behaviors. It is also noted that programmatic offerings and services such as the Safe Rides bus have contributed toward lowering these high-risk behaviors. The Safe Rides bus operated with a free taxi-like service (pick-up/drop-off) near the riders' requested locations. In the FFY 2011, Dakota Rides, a pay-for-service taxi began serving the city for after-hours transportation. As a result, USD altered the services to a route rather than the pick-up/drop-off service as our contract states, "Projects shall not restrict or eliminate competition as defined by state law. For further information concerning purchases and contracts please see http://legis.state.sd.us/index.aspx ARSD 10:02." Dakota Rides will not be continuing their services this year. As a result, in FFY12 Safe Rides reverted back to the pick-up/drop-off services previously offered.
Grant Years & Ridership
FFY 10: 9,810
FFY11: 5,307
FFY12: 8,233
FFY13: 11,305
FFY14: 10,259
FFY15: 7,219 (Oct-Mar)
According the to South Dakota Department of Transportation, Vermillion had 40 vehicle crashes that resulted in an injury in 2014. Vermillion had a total of 85 vehicle crashes in 2013. Of those 85 crashes, 10 resulted in serious injuries. In 2012, there was a total of 79 crashes and 16 resulted in serious injuries.

Brief Project Summary
Reduce or maintain the number of people killed or injured in alcohol involved traffic crashes in Vermillion by 1 from 9 in base year 2014. Divert a minimum of 40%, an increase of 4% from 2014/2015, of USD students from driving after drinking alcohol on nights Safe Rides operates.
The Safe Rides Program has been operating for nine years. The most compelling measure of success is the continued reduction of DUI incidents occurring in the USD student population during Safe Rides' bus operating hours. The reduction is relative to the number of student-related DUIs issued during the year before Safe Rides began operating (a numeric baseline). We will contract with the Vermillion Public Transit (VPT) to operate one Safe Ride bus regularly on Thursday, Friday and Saturday nights (as depicted in the below schedule) during the Fall & Spring Semesters at USD. Increase operation during nonstandard events, for example, one bus Thursday; three buses 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.
FFY 2015 grant year findings (through March 2015):
Of the riders that were randomly selected to answer survey questions (130/358), 36.3% were diverted from driving. For the first and second quarters, 5 USD Student DUIs were cited on nights the Safe Rides bus was operating. The number of individuals involved in car crashes after consuming alcohol was tracked by the Vermillion Police Department. Safe Rides and the Vermillion Police Department will continue to track car

crashes involving alcohol in 2016.
Riders will be randomly polled to gather information regarding "whether or not they would have driven had the service not been provided" will be accomplished through surveying passengers on the Safe Rides bus. The numbers of riders will be tracked each night of operation to assess for an increase in the number of people utilizing the service will be accomplished by tracking the number of students using the bus by gender.
The number of DUIs in the USD student population in Vermillion will be tracked to assess the DUI rate, will be accomplished in partnership with the Vermillion Police Department (VPD) to identify student-related DUIs. The number of people injured in alcohol related crashes in Vermillion will be tracked to assess the injury rate and will be accomplished in partnership with the Vermillion Police Department (VPD).

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Vermillion Police Department **LE16-Vermillion Police Department-IMP-00097**

Highway Safety Plan Project Summary

HSP Project Organization:	Vermillion Police Department
HSP Project Title:	Alcohol Enforcement
Project Manager Name:	Sergeant Ryan Hough
Phone:	(605) 677-7070
Application Name:	LE16-Vermillion Police Department-IMP-00097
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 No:	2016-00-97

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,534.95	$0	$1,534.95	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$1,534.95**	**$0**	**$1,534.95**		
Federal Funds	$1,534.95	$0	$1,534.95		
State & Local Match	$1,534.95	$0	$1,534.95		
TOTAL FEDERAL + MATCH	**$3,069.90**	**$0**	**$3,069.90**		

Problem Identification:

The City of Vermillion has a population of 10,571 as of the 2010 census and is the home of the University of South Dakota. The university student body increases the Vermillion's population while school is in session. The university also hosts many sporting, cultural, and academic events during the year which brings in people to the city. US Highway 50 runs through and around Vermillion with both a business route and a bypass. During the school year, a Community Safe Ride program runs free of charge from 9pm until 3am on Thursday, Friday, and Saturday nights. The program does not run during the summer months.
The Vermillion Police Department (VPD) employs 19 sworn positions of which 14 are assigned to uniform patrol. 74 DWI arrests were made by the Vermillion Police Department in 2014.

Brief Project Summary

The objectives of this project will be to increase the number of DWI arrests by 1 more than the year previous, reduce the number of injury crashes from 16 in FY2014 to 13 in FY 2016 and to increase DWI arrests from 74 in FFY2014 to 80 in FFY2016. Thru this grant, we will continue to decrease the number of impaired drivers on the road. Our focus is to use the grant overtime funds to conduct saturation patrols.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Volunteers of America **CG16-VOA-D-IMP-00022**

Highway Safety Plan Project Summary

HSP Project Organization:	Volunteers of America, Dakotas
HSP Project Title:	Highway Safety Program-Impaired
Project Manager Name:	Eric Majeres
Phone:	(605) 444-6301
Application Name:	CG16-VOA-D-IMP-00022
Major Performance Measure	C5-Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
Project No:	2016-00-22

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$19,750.00	$0	$19,750.00	Section 405d-Impaired	20.616
Travel	$3,490.00	$0	$3,490.00	Section 405d-Impaired	20.616
Contractual Services	$38,804.00	$0	$38,804.00	Section 405d-Impaired	20.616
Equipment	$0	$0	$0		
Other Direct Costs	$34,760.00	$0	$34,760.00	Section 405d-Impaired	20.616
Indirect Costs	$11,616.00	$0	$11,616.00	Section 405d-Impaired	20.616
SUBTOTAL CATEGORIES	**$108,420.00**	**$0**	**$108,420.00**		
Federal Funds	$108,420.00	$0	$108,420.00		
State & Local Match	$21,701.00	$0	$21,701.00		
TOTAL FEDERAL + MATCH	**$130,121.00**	**$0**	**$130,121.00**		

Problem Identification

Alcohol impaired driving continues to be a safety issue in South Dakota. The percent of alcohol involved crashes (as compared to total crashes) was last reported as 5.9% (986) in 2013, but more significantly they represent 30.6% (37) of the fatal crashes. A total of 42 (31.1%) people died and another 639 (11.7%) people were injured in such crashes. The key demographic for the Highway Safety Program to focus safety efforts toward include individuals aged 21-39, who have a combined total of 59.5% (25) of the total persons killed in

alcohol-involved crashes.

Brief Project Summary

Initiate and support traffic safety efforts to reduce the statewide number of fatalities in crashes involving a driver with a BAC of .08 or above from 42 in FFY2013 to 36 in FFY2016. We will conduct at least 5 alcohol-impaired driving awareness efforts in at least 80 new communities in FFY2016.

The Volunteers of America, Dakotas' Highway Safety Program provides materials and resources compiled from a variety of local resources as well as national websites to support campaigns addressing alcohol-impaired driving. From these resources, campaign awareness materials are developed and disseminated to community safety advocates and other community stakeholders. Awareness materials include "ready-to-use" tools such as posters, press release and letters to the editor, brochures, incentives, community-based activities and (when applicable) school-based activities. Specific items depend on the campaign timeframe.

Positively influencing driver behavior in South Dakota's population centers (Sioux Falls & Rapid City) will require continued and sustained relationship building with local stakeholders. For this effort, the Highway Safety Program will partner with local safety advocates to assist with sustaining community involvement and execute specific alcohol-impaired driving awareness campaigns. The Highway Safety Program will contract for a part-time effort with the South Dakota Emergency Medical Services for Children (SDEMSC) office located in Sioux Falls and 1 FTE thru Volunteers of America, Northern Rockies in Rapid City. Highway Safety program staff at the have experience in the traffic safety arena along with access to community contacts and local first responders.

Traffic safety campaigns will be generated and approved by the Highway Safety Program Coordinator while community partners help disseminate campaign materials. The partnership with SDEMSC and VOA-NR will focus on reducing alcohol-impaired driving, fostering community relationships, promoting efforts during statewide campaigns, and publicizing local law enforcement efforts to an identified and targeted demographic within the State's population center/priority counties.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Yankton Police Department **LE16-Yankton Police Department-IMP-00081**

Highway Safety Plan Project Summary

HSP Project Organization:	Yankton Police Department
HSP Project Title:	Highway Safety
Project Manager Name:	LT Mike Burgeson
Phone:	(605) 668-5210
Application Name:	LE16-Yankton Police Department-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 A1 -Impaired Driving Citations
Project No:	2016-00-81

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$6,400.00	$0	$6,400.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,400.00**	**$0**	**$6,400.00**		
Federal Funds	$6,400.00	$0	$6,400.00		
State & Local Match	$6,400.00	$0	$6,400.00		
TOTAL FEDERAL + MATCH	**$12,800.00**	**$0**	**$12,800.00**		

Problem Identification:

The Yankton Police Department monitors two state highways and several city streets. The Yankton Police Department received 298 driving complaints in 2014. In 2014, the Yankton Police Department issued 154 DUI/Impaired driving citations/arrests. 156 alcohol citations and 500 narcotic citations/arrests. This information was obtained from the Yankton Police Department internal records.

Brief Project Summary

The Yankton Police Department's objective is to reduce the potential for lethality on our roadway by maintaining 0 traffic fatalities in FY 2016 and by increasing DUI/Impaired arrests by 10% from 157 in FY2015 to 169 in FY

2016.
The Yankton Police Department will participate in a total of 8 high visibility law enforcement activities during the evaluated time period, 4 during the NHTSA's major mobilizations and 4 during the rest of the year. 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, SD HWY Patrol) holes 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.

Evidence Based: Yes

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

FY2016 PROJECTS BY CORE PERFORMANCE AREA

TAB C6

Number of Speeding Related Fatalities (FARS)

Law Enforcement Application 2016

Organization: Alcester Police Department **LE16-Alcester Police Department-SSB-00013**

Highway Safety Plan Project Summary

HSP Project Organization: Alcester Police Department

HSP Project Title: Alcester Police Department Safety Grant

Project Manager Name: Ryan Knutson

Phone: (605) 934-2481

Application Name: LE16-Alcester Police Department-SSB-00013

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-13

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,748.80	$0	$1,748.80	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,120.64	$0	$2,120.64	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,869.44**	**$0**	**$3,869.44**		
Federal Funds	$3,869.44	$0	$3,869.44		
State & Local Match	$967.36	$0	$967.36		
TOTAL FEDERAL + MATCH	**$4,836.80**	**$0**	**$4,836.80**		

Problem Identification:

The mission of the Alcester Police Department is to reduce the number of speed related vehicle crashes and to reduce the economical and emotional loss resulting from such incidents.
In 2014, the City of Alcester had a total of 107 traffic stops involving speed. we had a total of 24 vehicle crashes. The number of vehicle crashes and speed related encounters were up slightly from 2013. Union County is one of 9 South Dakota counties which rural fatal and injury crashes represent more than 2 % of all the crashes in Union County. Speeding remains an issue in the City of Alcester as we have one state highway which passes through our community, South Dakota Highway 11. Most of the speed and vehicle crashes

occurred during the daytime when traffic is of higher volume.
The City of Alcester in 2014 had a resident population of 801.

Brief Project Summary

The Alcester PD would help reduce the number of traffic fatalities in the Alcester area by 2 from 2 in base year 2013 . The Alcester Police Department would help increase seatbelt awareness by conducting 2 traffic safety checkpoints in 2015. The Alcester PD will assure that all occupants inside the vehicles are wearing seatbelts and increase written tickets and warnings from 10 to 15. The Alcester PD would increase speed related patrols and increase written citations and warnings by 10% in 2015 from 107 to 118 contacts.
The Alcester Police Department will accomplish our goals by using the requested radar unit and increasing our routine patrols, public awareness and education, media announcements and participation in the four national mobilization times during the FY year along with more saturation patrols, media announcements and assist our local sheriff's department with checkpoints.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Aurora County sheriff **LE16-ACSO-SSB-00066**

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:	LE16-ACSO-SSB-00066
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-66

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$7,054.19	$0	$7,054.19	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$7,054.19**	**$0**	**$7,054.19**		
Federal Funds	$7,054.19	$0	$7,054.19		
State & Local Match	$1,410.84	$0	$1,410.84		
TOTAL FEDERAL + MATCH	**$8,465.03**	**$0**	**$8,465.03**		

Problem Identification:

Aurora County is a rural county with a population of 2710 in 713 square miles and contains three organized municipalities. The perception is that because we are small towns and "local" people that speeding is acceptable and in some cases expected by the motoring public. As law enforcement officers we know that speed is a large factor in traffic accidents, whether non-injury or injury related.
As a small law enforcement agency we lack the manpower and as a result we often do not have staff to work speed enforcement. This grant will allow officers to work dedicated enforcement activities directed as traffic complaints, problem areas and speeding in our roadways.

Brief Project Summary

Law Enforcement Application 2016

Organization: Aurora County sheriff **LE16-ACSO-SSB-00066**

Highway Safety Plan Project Summary

Our objective is to reduce the occurrence of speed related crashes through increased visibility and increased speed enforcement from 17 in 2014 down to 15. We would increase our speed citations from 98 in 2014 to 125 in 2016.
Our plan is to conduct saturation patrols of troubled known areas on Hwy 281 that runs through city limits of Stickney, and 374th Ave North and South of White Lake. Another area will be our school zones and other roadways to enforce speed and hazardous traffic behaviors. Our monthly plan will be to have each officer spend 10 hours per month in our problem areas. Extra effort will be given during Sturgis Bike Rally, and local events which increase traffic.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Belle Fourche Police Department **LE16-Belle Fourche Police Department-SSB-00076**

Highway Safety Plan Project Summary

HSP Project Organization:	BFPD
HSP Project Title:	Highway Safety Program
Project Manager Name:	Jamie Dinkel
Phone:	(605) 892-4240
Application Name:	LE16-Belle Fourche Police Department-SSB-00076
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A3 -Speed Citations
Project No:	2016-00-76

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$19,200.00	$0	$19,200.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$400.00	$0	$400.00	Section 402	20.600
Equipment	$2,720.00	$0	$2,720.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$22,320.00**	**$0**	**$22,320.00**		
Federal Funds	$22,320.00	$0	$22,320.00		
State & Local Match	$5,580.00	$0	$5,580.00		
TOTAL FEDERAL + MATCH	**$27,900.00**	**$0**	**$27,900.00**		

Problem Identification:

We have a problem with drivers not wearing seatbelts or making their children use restraints whether it be in car seats, boosters or regular seatbelts. According to an observational survey, 70% of motorists wear safety belts. In 2012 - 2014 there were 21 speed related crashes in Belle Fourche, 7 of which were not wearing safety belts.

Speed in Butte county continues to be a problem with previous speed studies showing the average speed to be about 3+ mph over the speed limit. Belle Fourche Police Department issued 407 speed related violations in 2014.

Law Enforcement Application 2016

Organization: Belle Fourche Police Department **LE16-Belle Fourche Police Department-SSB-00076**

Highway Safety Plan Project Summary

Brief Project Summary

To increase the number of seatbelts / child restraints citations from63 in 2014 to 70 in the grant period, to increase speed enforcement from 2014 statistics of written citations from approximately 267 to 300 in 2016 to reduce injury accidents from 13 in 2014 to 10 during grant period and keep fatal accidents at zero with in the city limits of Belle Fourche. We will accomplish these objectives by participating in the Freshman Impact for the 2015-2016 school year. This program promotes the importance of seatbelt usage. We will increase total seatbelt/child restraint citations and conduct at least 2 seatbelt saturation patrols during school let out.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Bon Homme County Sheriff **LE16-Bon Homme County Sheriff-SSB-00102**

Highway Safety Plan Project Summary

HSP Project Organization: Bon Homme County Sheriff

HSP Project Title: Bon Homme Safety and Speed and Seat Belt Enforcement

Project Manager Name: Preston Crissey

Phone: (605) 589-3942

Application Name: LE16-Bon Homme County Sheriff-SSB-00102

Major Performance Measure:
C2 -Reduce the number of serious injuries in traffic crashes
C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions
C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A3 -Speed Citations

Project No: 2016-01-02

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,326.25	$0	$3,326.25	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$250.00	$0	$250.00	Section 402	20.600
Equipment	$1,652.00	$0	$1,652.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,228.25**	**$0**	**$5,228.25**		
Federal Funds	$5,228.25	$0	$5,228.25		
State & Local Match	$1,311.30	$0	$1,311.30		
TOTAL FEDERAL + MATCH	**$6,539.55**	**$0**	**$6,539.55**		

Problem Identification:

Bon Homme County Sheriff's Office will reduce the number of crashes on it's highways. In FY 14 Bon Homme County seen a total of 73 total crashes, 18 were injury and 1 fatal. Accidents have increased by 4 accidents but have had a decrease of the number of injury accidents reduced by 5 fatal crashes in FY13. In FY15 we will continue to lower the injury crashes with speed enforcement and seat belt enforcement.

Brief Project Summary

We would like to reduce fatal crashes from 1 in FFY14 to 0 in FFY16, reduce injury crashes from 18 in FFY 14 to 20% less in FFY16 to 11, increase seat belt citations from 0 in FFY 14 to 20 citations in FFY 16, increase seat belt citations from 0 in FFY 14 to 20 in FFY 16 and increase speeding citations form 67 in FFY 14 to 10% more in FFY 16 to 74.
We will participate in the 3 major mobilizations. We will provide South Dakota Highway Safety with an enforcement plan for each of the mobilizations. We will participate in at least 8 total saturation patrols, 4 will be in the 3 major mobilization patrols and the other 4 will be held during random times throughout the year. We will use LIDAR to make saturation patrols more effective. With LIDAR we can individually choose vehicles while in clusters on the highways to determine individual speeds. Our Sheriff's Office is very active in the Bon Homme County Schools District. During classes we talk to the students about seat belt safety.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Box Elder Police Department **LE16-Box Elder Police Department-SSB-00094**

Highway Safety Plan Project Summary

HSP Project Organization:	Box Elder Police Department
HSP Project Title:	Box Elder FFY2015 OHS Grant
Project Manager Name:	Chris Misselt
Phone:	(605) 923-1401
Application Name:	LE16-Box Elder Police Department-SSB-00094
Major Performance Measure:	C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities
Project No:	2016-00-94

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,180.80	$0	$10,180.80	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$12,579.20	$0	$12,579.20	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$22,760.00**	**$0**	**$22,760.00**		
Federal Funds	$22,760.00	$0	$22,760.00		
State & Local Match	$5,690.00	$0	$5,690.00		
TOTAL FEDERAL + MATCH	**$28,450.00**	**$0**	**$28,450.00**		

Problem Identification:

The Box Elder Police Department serves a residential population of approximately ~10,000 people in a ~35 square mile area. Neighboring Box Elder on the northern boundary is Ellsworth AFB. On the western boundary is the city of Rapid City, population ~67,000. Roadways within the city of Box Elder are utilized by a high daily volume of local, commuter, and transient traffic originating in the city and the surrounding area. Additionally throughout the year, Pennington County hosts about three million visitors to the area in tourism and special events. Portions of that visitor flow travel either through or within Box Elder to local or area events. Continuing growth within the city has complicated traffic enforcement and safety efforts. New home construction, annexation of territory, and business development has increased traffic violations and enforcement demand. Department staffing has not grown in proportion to city growth and development.

The residential and commuting traffic associated with Ellsworth AFB presents unique public safety and particularly traffic safety issues. According to the 28th Bomb Wing 2011 Economic Impact Analysis, there are 3530 active duty service members assigned to the base. They have a total of 4406 dependent family members. The base employs an additional 1539 civilians, contractors, and vendors. Education and enforcement efforts have an enduring effect on those 1539 civilians due to their continuing, long term presence in the area. However, the 7936 military members and dependents are assigned to the base for only a comparatively short period of time, and a portion of them are reassigned and replaced annually. This requires the department to sustain its levels of educational and enforcement programming for a comparatively longer period of time. Support from the Office of Highway Safety (OHS) is critical in this regard.
According to local data for FFY2014, the last full year of data that is available, Box Elder officers took 676 enforcement actions for speed violations, a decrease of 671over FFY2013. There were 76 taken for occupant restraints, a decrease of 33 over FFY2013. Another 1439 actions for various other traffic violations were taken, a decrease of 529 over FFY2013. 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 2014, the last full year for which data is available, the City of Box Elder had 76 state reportable crashes. In those 76 crashes, there were 41 injuries of various types to occupants, 1 fatality, and $449,710 in property damage. Speed was a factor in 10. For comparison, in CY2013 there were 58 state reportable crashes, 28 injuries, 1 fatality, and $405.910 in property damage. Speed was a factor in 16.

Brief Project Summary

To increase enforcement actions for speed violations in FFY2016 by 3% over FFY2014, an additional 20 actions, for a total of 696 and to increase enforcement actions for adult/child restraint violations in FFY2016 by 3% over FFY2014, an additional 3 actions, for a total of 79. We will accomplish these objectives by increasing the total number of enforcement actions for speed violations by 3% during the grant period, participate in all OHS/NHTSA impaired driver mobilizations during the grant period, conduct one seatbelt/traffic safety checkpoint and distribute traffic safety promotional material at annual special events, such as the Ellsworth AFB airshow/open-house, Box Elder Bash, and National Night Out.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Brookings County Sheriffs Office **LE16-Brookings County Sheriffs Office-SSB-00030**

Highway Safety Plan Project Summary

HSP Project Organization:	Brookings County Sheriffs Office
HSP Project Title:	Brookings County Traffic Enforcement.
Project Manager Name:	Sheriff Martin Stanwick
Phone:	(605) 696-8300
Application Name:	LE16-Brookings County Sheriffs Office-SSB-00030
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-30

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$7,000.00	$0	$7,000.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$22,000.00**	**$0**	**$22,000.00**		
Federal Funds	$22,000.00	$0	$22,000.00		
State & Local Match	$5,240.00	$0	$5,240.00		
TOTAL FEDERAL + MATCH	**$27,240.00**	**$0**	**$27,240.00**		

Problem Identification:

In 2013 licensed South Dakota drivers under 25 years of age represent 15.3% of the total licensed drivers, but account for 47.1% of the speeding drivers in fatal and injury crashes. 70.3% of the speeding drivers in fatal and injury crashes are under 35 years of age but represent only 32.2% of all licensed drivers (Source: SD Department of Public Safety Office of Accident Records 2013 crash data report page 41). Brookings County is no exception and faces those same problems, as we are one of the top 12 counties in South Dakota that accounted for 56% of rural fatal and injury crashes and 74.7% of all fatal and injury crashes. (Source: SD Department of Public Safety Accident Records 2013 crash data report page 32).
In 2013 in Brookings County there were a total of 577 crashes and of those 152 people were injured & 7

killed. Of those 105 accidents speed or overdriving the road conditions was a factor, which caused 27 injuries and 1 fatality. (Source: SD Department of Public Safety Office of Accident Records).
Brookings County has the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell, that has special events that bring in large numbers of people and increase the need for traffic enforcement to keep these communities safe. 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. During the spring months we see an increased amount of traffic because of Proms, SDSU & High School Graduations, along with St. Patrick's Days events. During the summer months we see an increased amount of speeding issues around the lakes and county roads on the weekends and holiday weekends. During the fall and winter with HOBO days, SDSU Graduation and events come more speeding issues. With these issues comes the potential for more vehicle 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 2013 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 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 7:00 PM. It also shows in the morning hours from 7:00 AM to 9:00 AM. (Source South Dakota Department of Public Safety Accident Records).

Brief Project Summary

Brookings County is one of the top 12 counties in South Dakota for rural fatal & injury related crashes in 2013 (Source: SD Department of Public Safety Accident records).
The objectives of the department will be to reduce the total number of traffic crashes in our department from 277 in federal fiscal year 2014 to 271 in federal fiscal year 2016, which is a 2% reduction.
We will obtain this objective thru extra patrol in Brookings County including the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell. It would allow us to have extra deputies on the streets, county roads, and state highways enforcing seatbelt, & speeding issues.
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 2016, this would add an extra 275 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.
If these funds are granted it would allow us to have approximately 367 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 speeding and not using seatbelts and child restraint seats. The use of the request solar power speed display signs would greatly reduce the potential of harm to the public in these areas. We have identified these areas as being a problem area with speeding by using our stealth radar to obtain data.

I have also looked at the data from federal fiscal year 2014, which began on October, 2013 thru September, 2014, which shows that we issued 3,515 citations and warning tickets during that time period (source: Brookings county Sheriffs Office). I believe this shows that we are a very active and busy department in the area of traffic safety and enforcement, not only thru the use of federal funds but also using our own local funds to combat these problems.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: BrookingsPD **LE16-BrookingsPD-SSB-00026**

Highway Safety Plan Project Summary

HSP Project Organization: Brookings Police Department

HSP Project Title: Highway Safety Program

Project Manager Name: Lieutenant Joey Collins

Phone: (605) 692-2113

Application Name: LE16-BrookingsPD-SSB-00026

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-26

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$6,889.60	$0	$6,889.60	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$360.00	$0	$360.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$7,249.60**	**$0**	**$7,249.60**		
Federal Funds	$7,249.60	$0	$7,249.60		
State & Local Match	$1,812.40	$0	$1,812.40		
TOTAL FEDERAL + MATCH	**$9,062.00**	**$0**	**$9,062.00**		

Problem Identification:

The City of Brookings operates with the council-manager form of government adopted by a city charter in 1999. Brookings is a community of 22,943. (City-Data, 2013). Located in Brookings is South Dakota State University, which is a Division I - AA University with Full-time students at approximately 10,392. Brookings population in 2013: 22,943 (99% urban, 1% rural). Population change since 2000: +24.0% (City-Data, 2013). Median resident age is 23.5.
Speed Violations continue to be an area of enforcement concern for the Brookings Police Department. According to our department records, in 2014, the police department issued 503 speeding citations and

investigated 539 accidents. This is an improvement from 2013. In 2013, the Brookings Police Department issued 229 speeding citations and investigated 716 accidents.
The increase in speed enforcement is attributed to becoming closer to full staffing. Accidents are down in Brookings with a total difference of 177.
Motor vehicle crashes are a leading cause of death during the first three decades of Americans' lives. Increasing the proper use of age- and size-appropriate car seats, booster seats, and seat belts is an important way to prevent crash-related injuries and deaths.
By wearing seat belts and properly buckling children into age- and size-appropriate car seats and booster seats, people can reduce
the risk of serious injury and death in a crash by half.
Although most drivers in the United States follow these safety measures on every trip, there are still millions who don't.
The National Average for seat belt use is 86% of people use seatbelts. The number of people that use seat belts in South Dakota are much lower at 67%. Obviously, education and enforcement are lacking in South Dakota. The CDC has a number of strategies to assist in educating people and ways of enforcing the law. (CDC, 2015)
In 2014, the Brookings Police Department has issued 50 citations for individuals not wearing their seat belts. Additionally, the Brookings Police Department had issued 15 warning for individuals not wearing seatbelts. We more than doubled our citation numbers for seat belt citations from the previous year by making a more concerted enforcement effort.
The Brookings Police Department is purchasing two new digital in-car recording systems to ensure that officers working speed enforcement have their traffic stops recorded.

Brief Project Summary

The Brookings Police Department will dedicate 240 hours combined federal and local to Speed Enforcement and raise citations by 20% from 2014 level of 377 to 452 in 2016. The Brookings Police Department will improve seatbelt compliance by increasing occupant protection citations for Brookings by 5% by September 30, 2016 from 46 citations in 2014 to 51. The Brookings Police Department will purchase 300 lanyards promoting seat belt usage to be given to children at our three Safety Town sessions and conduct a safety checkpoint in 2016. The Brookings Police Department will work to reduce the number of serious injuries in traffic crashes by improving seatbelt compliance 2% from 92.6% (2015) to 94.6% by comparing safety checkpoint statistics. These objectives will be accomplished by conducting safety seat belt checkpoints and participating in required national mobilizations.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Brown County Sheriff's Office **LE16-Brown County Sheriff's Office-SSB-00024**

Highway Safety Plan Project Summary

HSP Project Organization:	Brown County
HSP Project Title:	LE-App-2016-Brown County SH-00024
Project Manager Name:	Mark Milbrandt
Phone:	(605) 626-7100
Application Name:	LE16-Brown County Sheriff's Office-SSB-00024
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities
Project No:	2016-00-24

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$30,000.00	$0	$30,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$30,000.00**	**$0**	**$30,000.00**		
Federal Funds	$30,000.00	$0	$30,000.00		
State & Local Match	$6,000.00	$0	$6,000.00		
TOTAL FEDERAL + MATCH	**$36,000.00**	**$0**	**$36,000.00**		

Problem Identification:

Brown County is home to 38,408 residents, (US Census Bureau) the largest percentage who live in Aberdeen. In addition to the full-time population of this city, Aberdeen is also home to 2 colleges/universities totaling nearly 4,000 students. Aberdeen is recognized as the local industrial and commercial hub for the area and as a result generates an incredible amount of travel to and from Aberdeen on a daily basis.
Brown County has three major state highways crossing our borders, highways 12, 37 and 281. These highways are major roadways through our area and carry an incredible load of traffic and materials. History records the majority of accidents within our county as occurring on the state highways.

Brief Project Summary

At the end of fiscal 2014 our office had issued 589 speeding citations, with an additional 625 warnings for

speed issued. Comparing the numbers from the previous year (528 summons and 569 warning) we surpassed our goals for that grant year. Our continued goal is to reduce injuries and injury accidents as well as fatalities due to speed. Our secondary goal is to continue to enforce and encourage seatbelt use for all occupants within a motor vehicle.
Drug and drug related arrests have grown from 71 arrests to the current 115. We have found that many stops account for more than one charge and often leads from a traffic offense to something more criminally serious. Our goal for this grant period would be to increase our contacts for speed and seatbelt enforcement by 2%. That would mean that we have as a goal to increase by 11 speed summons and 12 warnings for speed. Our 2% goal for seatbelt enforcement would be to increase by 3 our summons for seatbelt enforcement.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Butte County Sheriff **LE16-Butte County Sheriff-SSB-00056**

Highway Safety Plan Project Summary

HSP Project Organization: BUTTE COUNTY SHERIFF OFFICE

HSP Project Title: HIGHWAY SAFETY GRANT FFY 2016

Project Manager Name: Gary Brunner

Phone: (605) 892-3324

Application Name: LE16-Butte County Sheriff-SSB-00056

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-56

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$5,000.00	$0	$5,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$1,500.00	$0	$1,500.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,500.00**	**$0**	**$6,500.00**		
Federal Funds	$6,500.00	$0	$6,500.00		
State & Local Match	$1,300.00	$0	$1,300.00		
TOTAL FEDERAL + MATCH	**$7,800.00**	**$0**	**$7,800.00**		

Problem Identification:

Butte County is a county located in the northwestern part of the state. Butte County is mostly an agriculture community. Butte County has approximately 2500 square miles. According to the recent census Butte County has a population of just over 10,000 people. Just over half the population lives in the city of Belle Fourche. Belle Fourche is also the county seat. The rest of the population lives on farms and ranches and smaller communities. The recent census revealed Butte County has a growing population. This population is growing to smaller subdivisions just outside of city limits. Butte County is having to continually deal with increased traffic from workers working in the oil fields in our neighboring county (Harding Co) and North Dakota. This increased

traffic is on US Highway 85 which goes through the city of Belle Fourche, SD Highway 79 which goes through the city of Newell and US Highway 212 which goes west to east through our county. Butte County has a significant number of the population travel to other areas for their employment. Butte County is seeing an increase in the number of older drivers. The Butte County Sheriff Office has the Sheriff and 4 Deputies. The office also utilizes the help of 14 reserve Deputies. Butte County provides law enforcement for the county and the communities of Newell, Nisland, Vale, Castle Rock, Hoover, and Fruitdale. The Butte County Sheriff Office also works with and assists the Belle Fourche Police Department.
Our office is committed to doing what we can by being proactive to decrease accidents in our county. We do this through public education, news media, Law enforcement and working with assisting other agencies in our county. (Highway Patrol, Belle Fourche Police Department, the Game Fish Department, and the BLM Law enforcement agent. We take part in all the National mobilizations. We attend educational fairs, health fairs, and other events where we can educate the public on the emotional and monetary lose accidents cause our county and state.

Injury related accidents are a problem in Butte County. In a three year period 2011,2012,2013 according to the accidents statistics for Butte County, South Dakota there 92 injury related accidents or an average of 30 injury related accidents a year.
Seat Belt compliance is at 90% which is above the state average however we continue to see seat belt use as a reason for serious injury accidents. The one fatality in Butte County so far in FY 2015 was a young passenger thrown from his vehicle because he was not wearing a sea tbelt.

Brief Project Summary

Our office wants to reduce the number of serious accidents by 5% or 2 injuries when the 3 year average is 30 according to the statistics provided by the South Dakota Department of Public Safety Crash summaries. Our office wants to increase the percentage of seat belt compliance by all passenger in the motor vehicle. Our goal is to go from a three year average of 90 percent to a goal of 93 percent. We will work to increase the number of seatbelt citations by 5% or 2 more citations when the three year average is 37 seat belt citations. increase speed citations by 5% or 21 contacts when the three year average is 436 contacts per fiscal years 2012,2013,2014.
Our office will aggressively patrol roads in Butte County. We will enforce speed limits and the use of seat belts by all passengers.
We will use purchased advertisements through print and radio media. We will also use public service announcements to remind the public to buckle up and drive at a reasonable rate of speed while taking road conditions into consideration. We will participate in all the mobilizations. We will have at least one speed/seat belt saturation patrol each month for a total of 12 speed/seat belt saturations. If winter months make this impossible we will conduct more in better weather. We will also conduct saturations when other agencies in the county are conducting them. We will attend any public fairs or education programs we are invited to. We will assist other agencies when they conduct safety and sobriety check points. We will move the speed trailer to locations of concern or during an event causing increased traffic. We will conduct polls by patrol officers and during the education fairs to monitor the percent of seat belt compliance.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Corson County Sheriffs Office **LE16-Corson County Sheriffs Office-SSB-00050**

Highway Safety Plan Project Summary

HSP Project Organization:	Corson County Sheriffs Office
HSP Project Title:	Highway Safety Grant 2016
Project Manager Name:	Sheriff Keith E. Gall
Phone:	(605) 273-4210
Application Name:	LE16-Corson County Sheriffs Office-SSB-00050
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities
Project No:	2016-00-50

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$7,980.00	$0	$7,980.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$7,980.00**	**$0**	**$7,980.00**		
Federal Funds	$7,980.00	$0	$7,980.00		
State & Local Match	$1,676.00	$0	$1,676.00		
TOTAL FEDERAL + MATCH	**$9,656.00**	**$0**	**$9,656.00**		

Problem Identification:

From reviews of submitted data to the South Dakota Department of Public Safety, problems identified are:

1. Injury Crashes - from data, January 1st - December 31st 2014, Corson County has had 8 Injury crashes out of 44 total crashes .
2. Fatal Crashes - from data January 1st - December 31, 2014, Corson County reported 2 fatal crashes out of 44 for the year.
3. Property damage and dollar amounts of property damage - from data January 1st - December 31st 2014, Corson County property damage amounts were $351,100 out of 44 reported crashes.

Corson County has higher crashes taking place during the months of January, July, October and November on days related to Tuesday, Thursday and Saturdays between the times of 5am to 8am, 5pm to 7pm and 10pm to 11pm.

Brief Project Summary

Our objectives are to reduce Injury crashes from 8 in the year 2014 to 6 in the year 2015 and 2016, from the time period January 1, 2015 to January 1, 2016 and reduce fatality crashes from 2 in the year 2014 to 1 in the year 2015 and 2016, from the time period January 1, 2015 to January 1, 2016. We will accomplish these objectives by designating certain times each week during the grant period and throughout the year to address unsafe speeding and seatbelt enforcement and education. Schedules will be arranged for progressive patrol periods during problem area times and special events. (Example: 5am - 7am, 5pm - 7pm and 10pm) The Corson County Sheriffs Office will participate in all Highway Safety Mobilizations to include saturation patrols and continued use of speed trailers from the Dewey County Sheriffs Office and Mobridge Police Department. The Corson County Sheriffs Office will schedule 4 additional saturation patrols during the grant period and utilize our Facebook pages for education to the traveling public on alcohol, speed, safety belt, Move Over Law and other highway safety topics.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Davison County Sheriff's Office **LE16-Davison County Sheriff's Office-SSB-00006**

Highway Safety Plan Project Summary

HSP Project Organization:	Davison County Sheriff's Office
HSP Project Title:	Overtime
Project Manager Name:	Steve Harr
Phone:	(605) 995-8630
Application Name:	LE16-Davison County Sheriff's Office-SSB-00006
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
Project No:	2016-00-06

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$15,000.00**	**$0**	**$15,000.00**		
Federal Funds	$15,000.00	$0	$15,000.00		
State & Local Match	$3,000.00	$0	$3,000.00		
TOTAL FEDERAL + MATCH	**$18,000.00**	**$0**	**$18,000.00**		

Problem Identification:

The Davison County Sheriff's Office's proposal is to assist us in the enforcement of both speed and seat belt violations. Davison County is in the top ten counties in South Dakota for speed related crashes for the years 2012, 2013, and 2014. We have 432 square miles to patrol. We have seven full time sworn officers. These include the Sheriff, Chief Deputy, Jail Administrator, and four deputies. We also have three sworn part time deputies. They only work a few shifts each per month, with the majority of them being on Friday and Saturday nights. Due to scheduling constraints we usually have one deputy working during the evening, except on Fridays and Saturdays. We try to have two deputies working from 4pm – 2am.
We have several large events that are taking place this year. They include: Corn Palace Stampede Rodeo, Bull Bash, Corn Palace Week Festival, DakotaFest, at least one street dance, several mud runs, numerous 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.
It is the Davison County Sheriff's Office's objective to reduce the number of motor vehicle crashes, injuries, and fatalities, and to minimize the human and economic loss on our highways.
In 2016 it is our objective to reduce crashes in Davison County, without using data from the City of Mitchell, as they have their own police department and highway safety grant, from 182 in 2013 to 180 in 2016. This represents a 1% decrease. It is also our objective to reduce our fatality rate from 2013, which was two.
In 2011, overall crashes increased to 240. This is an increase of 25 crashes, or 8.5%. Of these crashes, 35 were injury crashes, with 47 people being injured. This is a decrease of 3 people being injured. There was one fatality recorded in Davison County in 2011. 5%, or 12 of these crashes were alcohol related. Two were drug related. 12.9%, or 31 of these crashes were speed related.
In 2012, overall crashes decreased to 210. This is a decrease of 30 crashes, or 12.5%. Of these crashes, 31 were injury crashes, with 46 people being injured. This is a decrease of one person being injured. There were no fatalities recorded in Davison County in 2012. 3.8%, or 8 of these crashes were alcohol related. Two were drug related. 15.7%, or 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. 3.8%, or 7 of these crashes were alcohol related. 2 were drug related. 12.1%, or 22 of these crashes were speed related.
During these three years there have been a total of 632 motor vehicle crashes. 33 of them, or 5.2%, have had alcohol or drugs as a factor. 86 of these crashes, or 13.6%, had speed as a factor.
In 2012 there were 644 Speeding Citations and 150 Seat Belt Citations issued by our office. There were also 51 DUI Citations and 110 citations issued for other alcohol violations.
In 2013 there were 737 Speeding Citations and 169 Seat Belt Citations issued by our office. There were also 27 DUI Citations and 44 citations issued for other alcohol violations.
In 2014 there were 645 Speeding Citations and 142 Seat Belt citations issued by our office. There were also 19 DUI citations and 37 citations issued for other alcohol violations.

Brief Project Summary

In 2016, it is our objective to reduce crashes in Davison County from 182 in 2013 to 180 in 2016, which represents a 1% decrease. We will also work to decrease our 2013 fatality rate, which was 2. Both fatalities occurred in the same crash.
Our administrative objective is to increase our focus on the enforcement of speeding laws, as Davison County is in the list of top 10 counties in South Dakota for Speed Related Crashes. In the year 2014 we enforced 645 speeding violations and 142 seat belt violations. If this application is approved we will enforce 16 more violations, to include 13 more speeding violations and 3 more seat belt violations in 2016.
The Davison County Sheriff's Office will reduce crashes by 1% by increasing enforcement by 1%. According to the 2014 statistics, this increase in enforcement will represent 661 speeding citations and 145 seat belt violations in 2016.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Dewey County Sheriffs Office **LE16-Dewey County Sheriffs Office-SSB-00103**

Highway Safety Plan Project Summary

HSP Project Organization:	DEWEY CO SHERIFFS OFFICE
HSP Project Title:	Highway Safety Program
Project Manager Name:	SHERIFF LES MAYER
Phone:	(605) 865-3330
Application Name:	LE16-Dewey County Sheriffs Office-SSB-00103
Major Performance Measure:	C1 -Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities
Project No:	2016-01-03

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$441.76	$0	$441.76	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$7,560.00	$0	$7,560.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$8,001.76**	**$0**	**$8,001.76**		
Federal Funds	$8,001.76	$0	$8,001.76		
State & Local Match	$9,740.76	$0	$9,740.76		
TOTAL FEDERAL + MATCH	**$17,742.52**	**$0**	**$17,742.52**		

Problem Identification:

The South Dakota Highway Patrol has not patrolled the highways or done safety enforcement on the highways in Dewey Co. since July of 2005. The Cheyenne River Sioux Tribe (CRST) Indian Highway Safety (IHS) officer position that was located in Timber Lake has been eliminated and they are again down to one officer stationed in Dupree. The CRST IHS officer works the reservation south of the Moreau River. The attempt at cross-deputization with CRST has failed as the Tribal Council flatly rejected any type of cross-deputization at this time. I do not see this changing with the present Tribal Council or the foreseeable future. Last month we had an incident where the Tribal Police Chief sent one of his officer out to stop a Dewey County Deputy from stopping speed violations on Hwy 212 east of Eagle Butte. We refused to follow their direction to not stop vehicles and insisted it was a highway in Dewey County and therefore we had jurisdiction and it was our duty to

to stop vehicles for speed violations for the safety of all citizens traveling the highway. This was the last that we have heard on this situations to date.
That leave the Dewey County Sheriffs Office with patrol responsibilities for Hwy 20, north half of Hwy 63 and Hwy 65 along with the county roads in the county. This also leave the problem of not being able to address speeding violations of tribal members and therefore no penalties for their continued speeding violations. We are seeing tribal speeding violations on a daily basis of 80 MPH to over 100 MPH. This also affects our data form the speed trailer and speed signs making it difficult to maintain the 85% percentile. Over 75% of our stops are averaging to be Tribal Members, over which we cannot address the hazardous speed violations. It is unclear as of yet if we will maintain it during the FFY 2015 project after losing the CRST IHS officer in this area. The Dewey co Sheriffs Office also has a contract with the City of Timber Lake to provide law enforcement services since August of 2009. This causes scheduling issues with only three officers counting the Sheriff to provide patrolling duties.
It is very hard for us to get accurate data related to accident fatalities in Dewey County because it is on the Cheyenne Reservation. The reason is that the accidents reporting done by the CRST Police Dept is not all entered into Highway Safety data records. I personally know of several fatal accidents that do not show on the data and know of numerous injury accidents that are not on the data as well. With this being the case, the data is not a true representation of the accidents, fatal, injury as well as non-injury accidents here in Dewey County.

Brief Project Summary

We would maintain the 85% percentile at our FFY 2015 projected 67 MPH as per our speed trailer and speed sign data. This would be measured by data from the speed trailer and speed signs during the project. We would shift our patrol hours to match peak violation times as detected from the data collected. The second objective would be to increase the number of citations issued fro speeding to obtain better compliance with the speed limit and assist in achieving the first objective. The present goal for FFY 2015 is 42 citations. We would increase this by 20% to a minimum of 50 citations for speed related offenses. This would also have an effect in the reduction of serious injury and fatal accident numbers.
I would also try to collect seat belt use data during our project to get a base line established of usage in Dewey County at the present time. This would allow for us to utilize this data to show progress in the future for seatbelt compliance enforcement actions.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Groton Police Department **LE16-Groton Police Department-SSB-00016**

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) 397-8422

Application Name: LE16-Groton Police Department-SSB-00016

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities

Project No: 2016-00-16

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$23,788.50	$0	$23,788.50	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$23,788.50**	**$0**	**$23,788.50**		
Federal Funds	$23,788.50	$0	$23,788.50		
State & Local Match	$4,757.70	$0	$4,757.70		
TOTAL FEDERAL + MATCH	**$28,546.20**	**$0**	**$28,546.20**		

Problem Identification:

Groton, South Dakota, in Brown County has a population of approximately 1600 people. Groton's population continues to grow. The Groton Police Department has four (4) full time officers. We have two marked patrol cars and no unmarked cars. There are two major highways intersecting in our community, State Highway #12 and State Highway #37. State Highway #12 is a major four (4) lane highway that is one of the major life lines into Brown County from Interstate I-29. State Highway #37 carries traffic from the South Dakota boarder to the North Dakota boarder through our state. Three (3) miles west of Groton is a Bio Refinery company on State Highway #12. The Bio Refinery has generated an increase of truck traffic, bringing corn to the plant day and night. This company employs approximately 41 people and they take in 19,000 to 20,000 semi trucks a year which increases traffic in Groton.

2012	2013	2014	Three Year Average
DWI 6	10	7	7

Speed Arrest 175	161	116	147
Speed Warning 849	724	508	693
Drug Arrests 4	25	1	10
Sealbelts 18	60	51	43
Accidents 64	75	54	64

We would like to continue to see a reduction in accidents and continue to reduce the number of injuries and fatalities by continueing our speed enforcement and occupant protection (Seat Belt) usage.

Brief Project Summary

It will be the objective of The Groton Police Department to continue to reduce accidents in the next grant period from 54 in 2014 to 52 in this grant period.
(a) We plan to hold or improve our Speed Citations which totaled 116 in 2014.
(b) We will hold or improve our occupant protection (seatbelt) enforcement, from 2013 to 2014 we showed a reduction of 17.64 percent of seatbelt citations and believe our present and past seatbelt enforcement is generating complience with seatbelt usage, we will continue reduce the number of people not wearing seatbelts through enforcement and education.
Progress toward the stated objectives (Accident Reduction), will be assessed by the number of contracts gernerated, and the number of enforcement actions taken. Keep records and statistics and compare them to previous reporting periods for those in 2015 to be compared against our three (3) year average for total comparison. Report accidents to The State Department of Accident Records via The TRAXS program and enter our activity on The State Highway Safety web page.
We will get feedback from our officers after their work shifts and comments from the citizens of Groton to evaluate progress or changes that we might need to make.
We will continue utilizing a system which allows citizens in the community to monitor The Groton Police Departments activity by accessing www.crimereports.com this allows the community to look at calls for service and traffic stop information. It also helps target problem traffic areas in our community.
The Groton Police Department is widley known for it's Highway Safety commitment, we believe that we have generated a huge amount of Voluntary Complience amongst motorist travelling through our areaand we will continue to hold to these standards.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Hamlin County Sheriff's Office **LE16-Hamlin County Sheriff's Office-SSB-00054**

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: LE16-Hamlin County Sheriff's Office-SSB-00054

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A3 -Speed Citations

Project No: 2016-00-54

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,235.20	$0	$15,235.20	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,599.20	$0	$1,599.20	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$16,834.40**	**$0**	**$16,834.40**		
Federal Funds	$16,834.40	$0	$16,834.40		
State & Local Match	$3,446.84	$0	$3,446.84		
TOTAL FEDERAL + MATCH	**$20,281.24**	**$0**	**$20,281.24**		

Problem Identification:

The Hamlin County Sheriff's Office has seen an increase in overall calls of services during the past few years which in turn causes the department to provide less traffic enforcement. Less traffic enforcement is starting to impact the county as the number of serious accidents has increased. In 2013, Hamlin County saw a 108% increase in serious (fatal and injury) accidents compared to 2012 with 23 and 2011 with 26. Speed related accidents were also on the rise in 2013 at 21 vs 2012 at 8. Besides accidents, the department has also received a 30.5% increase in traffic complaints for speeding, drunk driving, careless driving and other highway safety issues. The total amounts of complaints were 226 in 2014 compared to 157 in 2013 and 172 in 2012. The Hamlin County Sheriff's Office believes with the increase in serious accidents and traffic complaints the county has a speed issue within its borders.

Brief Project Summary

The department's objective is to be proactive against speeders with a request of 720 hours of federal funds and the county would match at 20 percent with a cap of 144 hours. The goal of this aggressive enforcement will hopefully help keep the county's serious accidents down, decrease the number of traffic complaints and educate the general public. We will work in areas with known problems and use accident, speed trailer and citation statistics to measure our performance.
The agency's objective is to have a 10 percent increase in speed citations from 321 to 353 during the FY2016 averaging about 1 citation for every 2 hours of enforcement. The department would like to reduce serious (injury or fatal) accidents from 48 to 44 or by 10 percent during the FY2016.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Hand County Sheriff's Office **LE16-Hand County Sheriff's Office-SSB-00087**

Highway Safety Plan Project Summary

HSP Project Organization:	Hand County Sheriff's Office
HSP Project Title:	HCSO2016HSG
Project Manager Name:	Sheriff DeBoer
Phone:	(605) 853-2408
Application Name:	LE16-Hand County Sheriff's Office-SSB-00087
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-87

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,521.71	$0	$10,521.71	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$250.00	$0	$250.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,771.71**	**$0**	**$10,771.71**		
Federal Funds	$10,771.71	$0	$10,771.71		
State & Local Match	$2,154.35	$0	$2,154.35		
TOTAL FEDERAL + MATCH	**$12,926.06**	**$0**	**$12,926.06**		

Problem Identification:

Hand County is a predominately rural county with only three organized municipalities within it's boundaries. The apparent perception is that because we lack population but have substantial geography that speeding is acceptable and in some cases expected by the motoring public. As law enforcement officers we know that speed is a large factor in traffic accidents, whether non-injury or injury related.
As a rural law enforcement agency we lack manpower and as a result we often do not have staff 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

Our objective is reduce the occurrence of speed related crashes through increased visibility and increased speed enforcement. In the years 2010 thru 2014 we had an increased speed / traffic enforcement effort issuing an average of 311.6 tickets (warning and summons) but we saw an increase in injury and fatal accidents from .6 fatalities a year to a 1.8. We want to return to one (1) or less a year and it appears that increased traffic enforcement produces that result. Our non-fatality injury accidents are at 9.3 for a ten year (through 2014) period but in the last five years has gone up to 11.8. We want to reduce that number to 7.
Our other objective is to actively detect speed violators and increase our average ticket number 78.5 (through 2014) to 111. These numbers do not reflect warning tickets.
Our plan is to conduct 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.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Huron Police Department **LE16-Huron Police Department-SSB-00060**

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:	LE16-Huron Police Department-SSB-00060
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-60

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,656.00	$0	$3,656.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,656.00**	**$0**	**$3,656.00**		
Federal Funds	$3,656.00	$0	$3,656.00		
State & Local Match	$731.20	$0	$731.20		
TOTAL FEDERAL + MATCH	**$4,387.20**	**$0**	**$4,387.20**		

Problem Identification:

The City of Huron is approx. 9 square miles and has a current population of over 12,500 citizens. There is a service population of more than 50,000 people served by the City of Huron. We have a Regional medical center, a regional airport and a regional jail facility. We are home to the SD State Fair and the Dakota State Fair Speedway. We have numerous manufacturing facilities and Dakota Provisions Turkey Plant that employs near 800 people. We have a postal processing facility, federal building, numerous housing facilities, a large aquatic center, baseball, softball, soccer fields along with 3 golf courses.
We have a large influx of minority population that are new to our driving system in our country and our officers are in contact with them for crashes caused by speed, impairment and injuries from being un-seat belted.
From 2012-2014 there were 667 traffic crashes in the City of Huron. From 2012-2014 there were 848 speed citations and 259 warnings. So far in 2015 the department issued 71 speed citations and 96 speed

warnings. Seat belt citations have not been document very well but appears that with more contact that our enforcement would go up for this also.
With speed violations remaining at a high level, traffic crashes would also remain at a high level which should be reduced by using more enforcement hours dedicated to the problem areas. Being a department that requires officers to respond to calls during normal scheduled shifts, it would be beneficial for us to use grant funds to have an officer dedicated to just traffic safety which should reduce traffic crashes.

Brief Project Summary

Reduce the number of speeding violations, increase seat belt usage and reduce the number of traffic crashes both property and injury caused by speed and seat belt usage. This will be done by increasing patrol hours , doing saturation patrols and participating in national mobilizations at specific times and during special events in the City of Huron.
Reduce traffic crashes within the City of Huron from 562 in 2014 to 526 in 2015 by dedicated patrol for speeding violations.
Increase the number of speeding citations from 475 in 2014 to 535 citations in 2015 and also increase seat belt citations from 94 in 2014 to 214 citations in 2015.
All of the reductions and increases could be accomplished with the dedicating patrol hours funded by the grant monies which would provide more traffic safety for the public.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Lake County Sheriff's Office **LE16-Lake County Sheriff's Office-SSB-00028**

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:	LE16-Lake County Sheriff's Office-SSB-00028
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-28

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$4,800.00	$0	$4,800.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$4,800.00**	**$0**	**$4,800.00**		
Federal Funds	$4,800.00	$0	$4,800.00		
State & Local Match	$1,200.00	$0	$1,200.00		
TOTAL FEDERAL + MATCH	**$6,000.00**	**$0**	**$6,000.00**		

Problem Identification:

The Lake County Sheriff's Office is requesting funds in order to purchase two new radar systems for patrol cars. Currently, two of the patrol cars at our office are equipped with radar systems that are over 10 years old. Those two radars are not reliable and need to be replaced. Our office is comprised of 6 sworn law enforcement officers (1 Sheriff, 1 Chief Deputy, 1 School Resource Officer, 1 K9 Handler, and 2 Patrol Deputies).
Speed tends to play a major factor in accidents in our area. Currently, two of our patrol cars are equipped with radar systems that are over 10 years old. Updating these radar systems would improve our office's ability to enforce speed laws and in turn lower speed related accidents. While enforcing speed violations, law enforcement officers will also be able to enforce occupant protection violations.
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

Our objectives are to reduce fatality accidents from 2 in 2013 to 1 in 2016, to increase seat belt violations from 3 in 2014 to 30 in 2016, and to increase speeding violations from 275 in 2014 to 300 in 2016. We will accomplish these objectives by increased enforcement 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

Law Enforcement Application 2016

Organization: Lincoln County Sheriff's Office **LE16-LCSO-SSB-00053**

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:	LE16-LCSO-SSB-00053
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-53

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,703.00	$0	$3,703.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,880.00	$0	$2,880.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,583.00**	**$0**	**$6,583.00**		
Federal Funds	$6,583.00	$0	$6,583.00		
State & Local Match	$1,460.60	$0	$1,460.60		
TOTAL FEDERAL + MATCH	**$8,043.60**	**$0**	**$8,043.60**		

Problem Identification:

Lincoln County is the third largest populated county in the state. The Sheriff's Office patrols 323.25 miles of roads including Interstate 29, three major state highways and numerous county and township roads. This is often done with the use of two or three deputies on duty at any given time. Those deputies, along with their patrol and traffic enforcement duties, are responsible to handle any calls for service that may arise. Additionally, the Sheriff's Office currently contracts with the City of Harrisburg for law enforcement services. The Sheriff's Office provides 120 hours of patrol service per week plus all investigative activities. The City of Harrisburg's population is currently 4089 (2010 census), which is a 326.8% increase since 2000.
As the population continues to increase, so does the amount of traffic on all roadways. During the three year period from 2011 - 2013, Lincoln County averaged 750 crashes per year. Of these, injury crashes averaged 198 (26% of total crashes) per year during this period. Speed and alcohol impaired driving continue to

contribute heavily to these figures. During the three year period, speed as a contributing factor in crashes averaged 108 per year. Alcohol-related crashes averaged 47 per year during the same time frame. The speed related crashes show a slight decline from the prior three year period and the alcohol related crashes show a slight increase.

Brief Project Summary

To reduce the number of speed related injuries by 5% from 38 in FFY 2014 to 36 in FFY 2016. We will reduce traffic crashes, including those causing serious injury from speed, by conducting six (6) speed enforcement campaigns in identified problem areas and aggressively enforce speed limits on the highway system within Lincoln County. We would also increase the number of speed citations from an average of 467 during the four year period from FFY2011 - FFY2014 to 485 in base year 2016.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Madison Police Department **LE16-Madison Police Department-SSB-00019**

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:	LE16-Madison Police Department-SSB-00019
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-19

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$4,800.00	$0	$4,800.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$5,760.00	$0	$5,760.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,560.00**	**$0**	**$10,560.00**		
Federal Funds	$10,560.00	$0	$10,560.00		
State & Local Match	$2,640.00	$0	$2,640.00		
TOTAL FEDERAL + MATCH	**$13,200.00**	**$0**	**$13,200.00**		

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:

a. Our citizens have become complacent and tend to disregard the posted speed limits
b. Our citizens are still driving without safety restraints
c. Our citizens are still showing unsafe driving habits (texting, talking on phone, etc.)
d. Speed, alcohol, and other factors are contributing to motor vehicle collisions and unsafe driving
e. 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

Our college students are young and are often pre occupied when driving. This leads to not paying attention to speed signs, traffic, or wearing seatbelts. Although a fatal accident is rare with the city limits of Madison, some fatalities have occurred in our community and nearby.

Speeding Citations (2009-2014, respectively): 306, 174, 206, 136, 96, 83
Traffic Accidents (2009-2014, respectively): 202, 210, 200, 190, 188, 187
Traffic Warnings (2009-2014, respectively): 1492, 987, 978, 985, 809, 830
Seatbelt Citations (2009-2014, respectively): 84, 37, 50, 56, 37, 61

As shown by the table, our community does indeed face the highlighted problems addressed by this grant. Looking at the numbers, speeding citations were very high in 2009 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 believe that this can be attributed our increased patrols and enforcement actions made possible by this grant, as well as public service announcements on our Facebook page.

Our records show the seatbelt citations have been increasing since 2010, with the highest number being 60 since 2010. Although a significant amount of people have started to wear seatbelts, I feel the numbers for seatbelt citations are still fairly low and could be increased by this funding. A majority of this overtime will be worked in the daylight hours. This makes it easier for officers to see people who may not be wearing their seatbelts. Through this program, the Madison Police Department will try to continue to reduce the number of crashes, as well as reduce the numbers of people speeding, driving distracted, driving under the influence, and not wear safety restraints.

Brief Project Summary

1.) Reduce serious injury traffic crashes

Law Enforcement Application 2016

Organization: Madison Police Department **LE16-Madison Police Department-SSB-00019**

Highway Safety Plan Project Summary

A.) Reduce the number of injury crashes by 9 from 18 in base year 2013 by increased speed and seatbelt enforcement and high visibility patrols.

2.) Reduce speed violations

A.) Reduce speeding violations in the City of Madison by increasing speeding citation numbers by 80 from 83 in base year 2014

3.) Increase seatbelt and child seat usage

A.) Increase seatbelt and child seat usage by increasing the amount of seatbelt and child restraint citations issued by 20 from 61 in base year 2014.

4.) Increase the number of observed seatbelts

A.) Increase number of people observed wearing seatbelts by increasing patrols at busy traffic times.

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 160 hours of enforcement time. This time multiplied by 2 citations per hour equals 320 citations. We will participate in all highway safety mobilizations, place speed boards in problems areas within the city, conduct 2 highly publicized safety belt enforcement campaigns, and produce at least 2 recorded safety messages for radio broadcast.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Marshall County Sheriff's Office **LE16-Marshall County Sheriff's Office-SSB-00098**

Highway Safety Plan Project Summary

HSP Project Organization:	Marshall County Sheriff's Office
HSP Project Title:	FFY2016 Speed
Project Manager Name:	Deputy Lucas Nordquist
Phone:	(605) 448-5181
Application Name:	LE16-Marshall County Sheriff's Office-SSB-00098
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-98

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,000.00	$0	$10,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,000.00**	**$0**	**$10,000.00**		
Federal Funds	$10,000.00	$0	$10,000.00		
State & Local Match	$2,000.00	$0	$2,000.00		
TOTAL FEDERAL + MATCH	**$12,000.00**	**$0**	**$12,000.00**		

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.

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.

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. There is a need for 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 traffic enforcement around these areas to insure the safety of drivers and pedestrians alike.

With the warm weather conditions, communities in Marshall County take part in town celebrations and street dances. Britton holds its annual Harvest Days festival every August. Veblen holds its annual Summer Bash in August as well. The towns of Eden, Lake City, and Langford also have street dances throughout the summer and there is a need for additional traffic enforcement during these times in these areas.

Brief Project Summary

Reduce the number of people involved in injury accidents in Marshall County by 2 from 4 in base year 2014. 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.

Increase presence in school zones, monitoring seatbelt use in drivers and occupants under the age of 18.

During speed/traffic enforcement, issue at least one seatbelt/child restraint citation for every two hours of federal overtime worked.

During speed overtime, we will try to issue at least one speed citation for every three hours of federal overtime worked.

Increase saturation patrols in Marshall County from 13 in base year 2014 to 15. This includes dances and gatherings in towns, New Years celebrations, and Prom formals in Britton and Langford.

We will continue to keep number of failure to yield accidents at zero from base year 2014, for base year 2015, by saturating high-accident intersection areas and issue citations and written warnings for non-compliance.

These objectives will be monitored by keeping track on a monthly basis of accidents and traffic warnings and citations. These figures will be compared to 2014 data to see that there is a reduction in accidents and increase in warnings and citations. We will also continue to report to Highway Safety webpage and accident records on a monthly basis.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: McPherson County Sheriff"s Office **LE16-McPherson County Sheriff"s Office-SSB-00086**

Highway Safety Plan Project Summary

HSP Project Organization:	McPherson County Sheriff's Office
HSP Project Title:	2016 Highway Safety Progam
Project Manager Name:	Dave Ackerman
Phone:	(605) 439-3400
Application Name:	LE16-McPherson County Sheriff"s Office-SSB-00086
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities
Project No:	2016-00-86

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$7,000.00	$0	$7,000.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$7,000.00**	**$0**	**$7,000.00**		
Federal Funds	$7,000.00	$0	$7,000.00		
State & Local Match	$2,790.00	$0	$2,790.00		
TOTAL FEDERAL + MATCH	**$9,790.00**	**$0**	**$9,790.00**		

Problem Identification:

McPherson County is located in north central South Dakota and its northern boarder is the state line separating North and South Dakota. The population of McPherson County is approximately 2,500 according to the US Census Bureau. The county consist of 2,010 square miles. In recent years because of the increased projects in the area there has been a significant increase in the traffic going through McPherson County. In the future there are plans to put in a natural gas pipeline in the southern portion of McPherson County which will increase traffic. With this increase in traffic there is also an increase in the number of speeders. This is of concern because of the state highways running though the county which are Highway 10, 45, 47, 239, 247. Highway 10 is the highway that passes through our two largest communities Eureka and Leola. It is not uncommon for traffic passing through these communities to be going well above the posted speed limit of 30MPH. McPherson County Sheriff's Office consists of the Sheriff and one deputy and 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.

Brief Project Summary

Our objective is to reduce the number of accidents from 45 in 2015 to 40 to FY 2016. With the help of the movable speed boards set up in these communities, raise awareness of speeding and reduce the number of speeding citations given from 36 to 30.
Our goal is to perform at least two speed saturation patrols in Leola and Eureka and with the two Shield Radar Speed Display Signs, set-up and rotate them to different locations in Eureka and Leola.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Miller Police Department **LE16-Miller Police Department-SSB-00055**

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: LE16-Miller Police Department-SSB-00055

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities

Project No: 2016-00-55

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,044.00	$0	$10,044.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,044.00**	**$0**	**$10,044.00**		
Federal Funds	$10,044.00	$0	$10,044.00		
State & Local Match	$2,008.80	$0	$2,008.80		
TOTAL FEDERAL + MATCH	**$12,052.80**	**$0**	**$12,052.80**		

Problem Identification:

SD 45 and US 14 are two 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 accidents occur on these state highways. Enforcement of the traffic safety laws and being more visible to the public will be the main goals of the police department. Hopefully these goals will reduce the accidents and traffic violations that occur on these highways.
Seatbelt usage is down among the drivers under 18 in the community. Periodically High School students arriving and leaving the school parking lot are not wearing seatbelts.
Four full time officers will be available along with two marked police units that will be used to enforce the traffic safety laws.
For the last three fiscal years (2012-2014) the department has averaged 398 speeding violations and 80 seatbelt violations.

Law Enforcement Application 2016

Organization: Miller Police Department **LE16-Miller Police Department-SSB-00055**

Highway Safety Plan Project Summary

For the last three years 2012-2014 the Miller Police Department has investigated an average of 57 Vehicle accidents per year. This is down from a three year average of 66 from last year.
2012-66 Accidents
2013-61 Accidents
2014-44 Accidents

Brief Project Summary

Our goal is to reduce accidents from 44 in 2014 to 41 FFY2016. The average for Speeding contacts from 2012-2014 is 398. Continue to maintain this average for FFY 2016. We will increase seatbelt contacts from an average of 80 per year from 2012-2014 to 85 for FFY 2016.
FFY 2016 Highway Safety Funds will be used for speed and seatbelt enforcement. Extra enforcement will take place during special events throughout FFY 2016 such as mobilizations and saturations. Enforcement efforts will focus on reducing crashes and serious injuries due to speed and not wearing seatbelts. Participate in the National Mobilizations (4 per year) and checkpoints and saturation patrols (4). Minimum of 8 high visibility events per year.
The objectives will be measured by comparing the three year average (2012-2014), and use this information to determine if our project is being effective. If not effective and we are not reaching our goals, we will make changes by scheduling, locations, time of day, or whatever the information tells us we should do.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Minnehaha County Sheriff's Office **LE16-Minnehaha County Sheriff's Office-SSB-00075**

Highway Safety Plan Project Summary

HSP Project Organization:	Minnehaha County Sheriff's Office
HSP Project Title:	Speeding, Traffic Enforcement Equipment and OT - Minnehaha County
Project Manager Name:	Kristin Trana
Phone:	(605) 978-5518
Application Name:	LE16-Minnehaha County Sheriff's Office-SSB-00075
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities
Project No:	2016-00-75

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$5,735.00	$0	$5,735.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$12,000.00	$0	$12,000.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$17,735.00**	**$0**	**$17,735.00**		
Federal Funds	$17,735.00	$0	$17,735.00		
State & Local Match	$4,147.00	$0	$4,147.00		
TOTAL FEDERAL + MATCH	**$21,882.00**	**$0**	**$21,882.00**		

Problem Identification:

In 2014, the jurisdiction to which the Minnehaha County Sheriff's Office responds to had 2 fatality crashes, as well as 8 Injury2, 14 Injury3, and 14 Injury4 accidents for a total of 38 crashes due to speed related offenses. These crashes mainly occurred in the evening and morning hours of the day, and Thursdays, Fridays and Saturdays 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

Utilizing overtime funds for saturation patrols as well as equipment funds for radar systems, the Minnehaha

County Sheriff's Office aims to reduce the total number of injury crashes related to speed by 7%, which would be a total of 35 crashes; 3 less crashes than 2014.
We will increase patrols by conducting saturation patrols utilizing deputies on overtime during recognized times of traffic exceeding safe and/or legal speed limits and increase deputy priority on writing citations on secondary offense of not wearing restraints as required.
We will also 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.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Mitchell Police Department **LE16-Mitchell Police Department-SSB-00012**

Highway Safety Plan Project Summary

HSP Project Organization:	Mitchell Police Department
HSP Project Title:	Speed Enforcement Grant
Project Manager Name:	Scott Walton
Phone:	(605) 995-8400
Application Name:	LE16-Mitchell Police Department-SSB-00012
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities
Project No:	2016-00-12

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$6,800.00	$0	$6,800.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,800.00**	**$0**	**$6,800.00**		
Federal Funds	$6,800.00	$0	$6,800.00		
State & Local Match	$1,360.00	$0	$1,360.00		
TOTAL FEDERAL + MATCH	**$8,160.00**	**$0**	**$8,160.00**		

Problem Identification:

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

Mitchell is a City of 15,000 people with Dakota Wesleyan University and Mitchell Technical Institute, adding approximately 1000 students. Our police department is made up of 29 full-time officers providing police

service 24-hours a day and a regional 911 center that covers six counties.
We have six patrol cars and usually have four officers on shift, with occasional days of five. All officers work traffic enforcement, in addition to regular patrol duties. This grant would allow an additional officer to work on his day off, to concentrate specifically on speed enforcement. The position would be available to all officers in the department, so the additional money would be shared among the department, not just one officer.
Mitchell hosts many events throughout the year, including two motorcycle poker runs, a Memorial Day weekend street dance/car show/fun run, 4th of July fireworks, the Corn Palace Stampede Rodeo for four days, a three day Dakota Fest Farm Show, The Corn Palace Festival for five days and numerous athletic events throughout the entire year. We also have a mid-sized lake within the city limits, which brings many boaters to town for the fishing and boating activities. All these events bring multitudes of out of town drivers to Mitchell.
Speed Warnings, 3 year Average (2012=940, 2013=1061, 2014=509) = 836
Speed Citations, 3 year Average (2012=299, 2013=377, 2014=223) = 299
Reportable Accidents, 3 year Average (2012=313, 2013=276, 2014=337) = 308
* Fiscal Years

Brief Project Summary

The objectives of this project are to decrease the number of speeders in the jurisdiction. This will also decrease the number of auto accidents. This will be accomplished by the following:
-Having an additional 200 hours of speed enforcement time in the City.
-Increasing the number of contacts with motorists by officers. This increased enforcement time should increase speed contacts with motorists by 10% over the monthly average of 61 contacts for fiscal 2014.
-Use of the speed boards from previous grants to use in the problem areas, such as school zones, the lake area and tourist sites.

-The City of Mitchell has previously participated in other Highway Safety grant programs. Our department cooperates with Highway Safety and will be using the TRACS10 accident reporting system as well as the Web TRACs to report accidents to the State of SD.
-Our goal, through increased driver contacts, is to decrease the accidents from a 3 year average of 25 per month, by 8% to 23 accidents per month.
-Officers would work all National Mobilizations and a minimum of four checkpoints or saturation patrols.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Mobridge Police Department **LE16-Mobridge Police Department-SSB-00062**

Highway Safety Plan Project Summary

HSP Project Organization: Mobridge Police Department

HSP Project Title: 2016 Speed Enforcemnt

Project Manager Name: Allen T Bohle

Phone: (605) 845-5000

Application Name: LE16-Mobridge Police Department-SSB-00062

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A3 -Speed Citations

Project No: 2016-00-62

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$5,473.50	$0	$5,473.50	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,228.00	$0	$3,228.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$8,701.50**	**$0**	**$8,701.50**		
Federal Funds	$8,701.50	$0	$8,701.50		
State & Local Match	$1,901.70	$0	$1,901.70		
TOTAL FEDERAL + MATCH	**$10,603.20**	**$0**	**$10,603.20**		

Problem Identification:

Highway 12 is a major highway that runs through Mobridge with several businesses and residents bordering it. In 2014 a Traffic light was removed from Highway 12 within the City limits of Mobridge, and additionally the traffic lights that remain within the city limits transfer to flashing yellow caution lights from 2300 hours till 0700 hours.
The MPD has observed an increase in speeding vehicles on Hwy 12 within the City Limits of Mobridge since the Traffic light has been removed. The MPD is patrolling diligently, however with the high crime rate and reduced number of Officers, EVERY option must be utilized.
The following shows our statistics from the Highway Safety reporting form for the past 3 year period from 2010, 2011 and 2012 for the Mobridge Police Department:
The data below will shows the hard work and dedication of the MPD Officers, combined with the previous

Highway safety projects has had a tremendous impact on the Highway safety in the City of Mobridge.
Speed Citations: 2012=25; 2013=68; 2014=73; 3 year AVG=55.3
Speed Warnings: 2012=126; 2013=106; 2014=218; 3 year AVG=150
Seat Belt Citations: 2012=2; 2013=32; 2014=85; 3 year AVG=39.6
Seat Belt Warnings: 2012=12; 2013=59; 2014=78; 3 year AVG=49.6
Accidents: 2012=89; 2013=124; 2014=50; 3 year AVG=87.6

Brief Project Summary

Reduce the number of Serious injuries in traffic crashes from 2 in FY 2014 to 0 in FY 2016 and Increase the number of Speed Citations from 73 in FY 2014 to 85 in FY 2016.
The Mobridge Police Department will participate in the Highway Safety mobilization by providing high visibility enforcement on at least four occasions during the national mobilizations and at least four additional high visibility enforcement events during the remainder of the year to increase the number of speed and DUI citations and reduce traffic accidents caused by speeding, impaired and exhibition style driving. We will increase our patrol hours during high traffic times and special events.
Utilizing the new Portable Radar Speed Boards and placing them in the highest problem areas. The speed boards reduce the speed of traffic instantly and also collect data for the MPD. Using the Data collected from the speed boards, the MPD will be able to utilize officers patrol time in the most efficient and effective methods possible.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: North Sioux City Police Department **LE16-NSCPD-SSB-00005**

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: LE16-NSCPD-SSB-00005

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-05

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,807.50	$0	$10,807.50	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,807.50**	**$0**	**$10,807.50**		
Federal Funds	$10,807.50	$0	$10,807.50		
State & Local Match	$2,161.50	$0	$2,161.50		
TOTAL FEDERAL + MATCH	**$12,969.00**	**$0**	**$12,969.00**		

Problem Identification:

The mission of the North Sioux City Police Department (NSCPD) is to reduce the number of motor vehicle crashes, along with the economic and emotional loss from traffic crashes. In FY (Fiscal Year) 2014 NSC had 59 total crashes. Of those, 1 was an injury crash with no fatality. There were a total of 70 speeding citations and want to lower the speeding in the area.

Brief Project Summary

Our Department has an overall goal of reducing the number of traffic crashes in the Federal Fiscal of 2016. To meet this goal we will increase our speed and seat belt enforcement efforts, conduct at least 3 mobilizations,

using education materials and media methods to educate the community throughout the year, and conduct two public campaigns on public broadcast.
In FY 2014 we issued 70 citations for speeding enforcement. Our goal is to increase out speeding citations by 20% from the 70 we had last year. Our goal is to reduce our injuries from 1 to 0 (zero) by continuing to enforce speeding and seat belt violations. Our goal is to get 30 seat belt violations for the 2015 fiscal year. Our goal is to increase out speeding citations by 20% from the 70 we had last year.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Oglala Sioux Tribe Department Of Public Safety **LE16-OSTDPS-SSB-00089**

Highway Safety Plan Project Summary

HSP Project Organization:	Oglala Sioux Tribe Department of Public Safety
HSP Project Title:	Collaboration - saves lives
Project Manager Name:	Kenneth Franks
Phone:	(605) 867-5141
Application Name:	LE16-OSTDPS-SSB-00089
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-89

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,679.49	$0	$15,679.49	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$2,000.00	$0	$2,000.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$8,000.00	$0	$8,000.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$25,679.49**	**$0**	**$25,679.49**		
Federal Funds	$25,679.49	$0	$25,679.49		
State & Local Match	$6,419.87	$0	$6,419.87		
TOTAL FEDERAL + MATCH	**$32,099.36**	**$0**	**$32,099.36**		

Problem Identification:

The population of the Oglala Sioux Tribe has a current seat belt usage rate far below the State of South Dakota and even further below the National Average. While the Oglala Sioux Tribe Department of Public Safety has worked diligently and collaboratively with the Indian Health Service,State of South Dakota Highway Safety, Bureau of Indian Affairs Highway Safety, local elders,and community members to reduce the number of motor

vehicle crash fatalities, increase the seat belt usage and increase the child safety seat usage rate.
This has proven to be an effective, multi-year strategy, with multiple partnerships, referred to as the Sacred Cargo Coalition.
The seat belt usage rate, when the Sacred Cargo Coalition began was at a staggering 5%. This was documented from a seat belt survey completed in the village of Pine Ridge. Our motor vehicle crashes statistics were as dismal as seat belt usage. In 2009 we were as high as 23 motor vehicle fatalities. The majority, 99% of the fatalities, were due to being thrown from the vehicle. Today after countless hours of education, information, enforcement, including saturation and participation in mobilizations our seat belt usage is at 52.5%. (DPS/IHS seat belt survey 2014) This is a significant positive increase, but still behind the states rate of 68.9%. (South Dakota Seatbelt Observational Survey) And further behind than the national average of 87%. (NHTSA 2013 survey)
Our car seat usage rate has gone from 5% in 2009-2010 to 52% in 2013. (DPS-TIPCAP survey results) We have distributed over 2,000 car seats and also provided countless hours of training on proper installation and tons of hours on information to reach this astounding rate. We have had nearly 360 live births, annually, at the local hospital. This reflects that we can distribute nearly one car seat a day and still not meet the demand. We are also providing the on-going training to ensure that our highway safety officers are re-certified in child safety seat installation and have the ability to distribute. Every day you can come into contact with a car that has multiple children in it, all riding unsecured and unsafe. In 2014 we only distributed 63 child restraint tickets, but we are unable to put a number on the amount of lives that were saved due to proper restraint. We need to continue to address this, car seat restraint use, until we achieve a much higher rate and have zero fatalities related to unrestrained children in motor vehicle crashes.
Speed and unrestrained related traffic violations continue at a very high rate. We have, in 2014 statistics a total Speeding is a significant problem on our roads with a total of 3,268 speeding violations cited. These numbers reflect the amount of continued education, information, enforcement and continued collaboration that needs to take place in order to continue to achieve better statistics.

Brief Project Summary

Our objectives are to reduce traffic fatalities by 50% from the FY 2013, 2014, and half of 2015 average number of 4 to 2 in FY 2016, to reduce traffic injuries by 10% from the 2014 number of 53 to 48 by the end of Fiscal Year 2016, to reduce by 50% from the average of 2013, 2014 and the first half of 2015 number of 4 to 2 by the end of FY2016, to increase the seat belt use by 7% from the 2014 rate of 43% to 50% by the end of FY 2016, to increase citations by 20% from the 2014 amount of 807 to 968 by the end of FY 2016, and to increase speed citations by 25% from the 2014 year amount of 3,268 to 4,085 by the end of FY 2016.
We will Increase enforcement through saturation patrols that will be designed to be visible during our most active, high populous activities, such as Wacipis (pow-wows) in the various districts. We will actively participate in national and state mobilizations, conduct no less than 12 check points and/or saturation patrols, we will have continuous presentations to the communities and schools, and utilize the speed trailer during all of the events. We will conduct presentations in the schools, communities, early childhood programs and guardians on seat belt usage and proper use and installation of child safety restraints. Presentations will include the roll over simulator and driving simulator. We will conduct no less than 6 educational presentations. We will provide continued training for guardians on correct use and installation of child safety seats.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Pennington County Sheriff's Office **LE16-Penn CO SO-SSB-00018**

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:	LE16-Penn CO SO-SSB-00018
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-18

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$9,548.00	$0	$9,548.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$11,484.48	$0	$11,484.48	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$21,032.48**	**$0**	**$21,032.48**		
Federal Funds	$21,032.48	$0	$21,032.48		
State & Local Match	$13,753.00	$0	$13,753.00		
TOTAL FEDERAL + MATCH	**$34,785.48**	**$0**	**$34,785.48**		

Problem Identification:

The Pennington County Sheriff's Office covers an area of 2,784 square miles. There are approximately 1900 miles of rural roadway non-interstate state roadways and Forest Service roads throughout Pennington County. Pennington County plays host to over 3 million visitors each year for special events, concerts, and various state tournaments. In the summer months, Pennington County is a popular destination for vacationers and Sturgis Rally participants.

According to statistics provided by the Office of Highway Safety, there were 17,462 traffic crashes in the State of South Dakota in FFY 2014. In the same reporting period, Pennington County reported 2,442 crashes, which is 14% of the total crashes in South Dakota. There were 16 fatalities and 698 injury crashes in Pennington County during FFY 2014. Some of these crashes were a result of high risk drivers. Speed, alcohol, drug impairment, DUR/DUS drivers, distracted driving and lack of seatbelt and helmet usage are factors associated

with high risk drivers. During FFY 2014, Pennington County had 397 speed related crashes. Four of the speed related crashes resulted in fatalities. Pennington County Deputies issued 1,709 citations and written warnings in FFY 2014. 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

Our objectives are to reduce traffic fatalities in Pennington County to 15 during FFY 2016 compared to 16 traffic fatalities during FFY 2014 and to increase speed cites to 2081 during FFY 2016 compared to an average of 2040 speed cites during 2015. We will accomplish these objectives by making five traffic stops/contacts for every four hours of grant related speed and seatbelt enforcement time, conduct the Freshman Impact Alcohol and Drug Awareness Program in three school districts (Wall, Douglas, and Rapid City) which will reach over 360 students and 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

Law Enforcement Application 2016

Organization: pierre police **LE16-pierre police-SSB-00022**

Highway Safety Plan Project Summary

HSP Project Organization: PIERRE POLICE

HSP Project Title: SPEED OVERTIME

Project Manager Name: BRIAN HINES

Phone: (605) 773-7410

Application Name: LE16-pierre police-SSB-00022

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A3 -Speed Citations

Project No: 2016-00-22

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$12,202.32	$0	$12,202.32	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$12,202.32**	**$0**	**$12,202.32**		
Federal Funds	$12,202.32	$0	$12,202.32		
State & Local Match	$2,440.47	$0	$2,440.47		
TOTAL FEDERAL + MATCH	**$14,642.79**	**$0**	**$14,642.79**		

Problem Identification:

The problem is that the Pierre Police Department does not have any officers assigned to work traffic enforcement on a full time basis. The PPD asks that all of its patrol officers watch for traffic violations between calls for service whenever possible. On average the PPD handles 10,000 calls for service, these calls were then divided up amongst the (16) patrol officers leaving very little time for traffic enforcement during the regular course of duty.
In the past six years the PPD has secured Highway Safety Overtime Grants. Using this grants we have been able to deploy officers to work traffic enforcement. With this increased enforcement, the City of Pierre has noticed a dramatic decrease in State Reportable Accidents from a high of (239) in 2007 to a record low of (106) in 2013. The attached 2013 Sate Reportable Motor Vehicle Crashes Report for Pierre, shows a map that indicates the majority of the State Reportable accidents in Pierre were on one the three Highways that run

through the city (Hwy 14/Hwy 34/ Hwy 1804).

Brief Project Summary

The objective of this grant will be to use Federal Overtime to deploy police officers randomly throughout Federal fiscal year 2016 dedicated solely to work traffic speed enforcement, checkpoints within the City of Pierre. Officers will focus on speed and occupant protection enforcement primarily working in the high accident areas identified on the attached 2013 State Reportable Motor Vehicle Crashes Report.
Operational Objectives:
Reduce speed related crashes through speed enforcement by 5% from 20 in 2014 to 19 in 2016.
Increase speeding citations by 10% from 175 in 2014 to 193 in 2016.
Increase child restraint citations by 100% from 16 in 2014 to 32 in 2016.
Increase seat belt citations by 10% from 76 in 2014 to 84 in 2016.
Maintain record low State Reportable Motor Vehicle Crashes to less than 150 accidents in 2016.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Potter County Sheriff's Office **LE16-Potter County Sheriff's Office-SSB-00010**

Highway Safety Plan Project Summary

HSP Project Organization:	Potter County Sheriff
HSP Project Title:	speed boards
Project Manager Name:	Curtis Hamburger
Phone:	(605) 765-9405
Application Name:	LE16-Potter County Sheriff's Office-SSB-00010
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities
Project No:	2016-00-10

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$6,127.00	$0	$6,127.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,127.00**	**$0**	**$6,127.00**		
Federal Funds	$6,127.00	$0	$6,127.00		
State & Local Match	$1,531.75	$0	$1,531.75		
TOTAL FEDERAL + MATCH	**$7,658.75**	**$0**	**$7,658.75**		

Problem Identification:

Potter County is a rural county with 4 organized municipalities within it's boundaries. With the lack of population and the wide open spaces, speeding is perceived as acceptable. We know that speeding is a factor in many of our crashes in both injury and non-injury crashes. Our department consists of the Sheriff and one Deputy. Potter County is made up of 899 square miles and has a population of 2329 according to the 2010 Census. The county has US 83 and US 212, as well as SD highways 20, 47, and 1804. With the lack of manpower traffic enforcement takes a back seat to our other duties. We have a concern with speeding in Hoven in the school zone. SD highway 47 runs through Hoven and the school zone. There are to many near misses with school children crossing SD 47 in the school zone. Hoven currently does not have a police officer. Hoven is 22 miles from the county seat were the Sheriff and Deputy reside. Our department also receives several complaints of speeding motorists on US 212 and SD 1804 to include a heavy traffic load around Whitlock Bay which is a popular recreation area in our county.

Brief Project Summary

Our objective will be to strategically place the removable speed signs in these areas to remind motorists to obey speed limits in the lack of law enforcement presence and enforcement. The data obtained from the signs will be used to establish times and speed trends so that we can focus our limited manpower on peak times for more productive enforcement. Our goal is to reduce injury crashes from 8 in 2014 to 4. We also agree to participate in the 3 required mobilizations and Child Passenger Safety Week in September. Extra effort will be given during the organized mobilization periods and high traffic events such as the Sturgis Bike Rally and other special events.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Rapid City Police Department **LE16-Rapid City Police Department-SSB-00044**

Highway Safety Plan Project Summary

HSP Project Organization:	Rapid City Police Department
HSP Project Title:	Highway Safety
Project Manager Name:	Sgt. Scott Sitts
Phone:	(605) 394-4117
Application Name:	LE16-Rapid City Police Department-SSB-00044
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-44

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,809.28	$0	$3,809.28	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$12,128.00	$0	$12,128.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$15,937.28**	**$0**	**$15,937.28**		
Federal Funds	$15,937.28	$0	$15,937.28		
State & Local Match	$3,984.32	$0	$3,984.32		
TOTAL FEDERAL + MATCH	**$19,921.60**	**$0**	**$19,921.60**		

Problem Identification:

On an annual basis, the City of Rapid City has a high number of injury and fatal crashes. A large majority of these injury and fatal crashes are related to speed and the failure to use safety belts.
2012 Total Crashes: 1457 / Speed related crashes: 127
2012 Injury Crashes: 455
2012 Fatal Crashes: 1
2012 Number of People Injured: 619
2013 Total Crashes: 1701 / Speed related crashes: 232
2013 Injury Crashes: 568
2013 Fatal Crashes: 3

2013 Number of People Injured: 789
2014 Total Crashes: 1665 / Speed related crashes 265
2014 Injury Crashes: 467
2014: Fatal Crashes: 2
2014 Number of People Injured: 611

Brief Project Summary

Our objectives are to reduce the number of injuries in traffic crashes from a three year average of 673 per year to 639, this is a 5% reduction, to increase the total amount of occupant protection citations from a three year average of 123 per year to 147, this is a 20% increase, and to increase the total amount of speeding citations from a three year average of 1169 per year to 1285, this is a 10% increase. We will accomplish these objectives by conducting at least 12 seatbelt, child restraint, and speeding saturations during the grant period, participating in the National Enforcement Mobilizations throughout 2015/2016, and using the media to keep the public aware of Highway Safety issues, mobilizations, and our objective. We will also conduct publicized speed and seatbelt campaigns in Rapid City with the use of the media, set up a speed board/trailer each week at a selected high crash and speed location, and conduct at least 12 speed and seatbelt campaigns in Rapid City.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Scotland PD **LE16-Scotland PD-SSB-00107**

Highway Safety Plan Project Summary

HSP Project Organization: Scotland Police Department

HSP Project Title: 2016 Highway Safety Project

Project Manager Name: Kirk W. McCormick

Phone: (605) 583-4485

Application Name: LE16-Scotland PD-SSB-00107

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-01-07

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,652.00	$0	$1,652.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$1,652.00**	**$0**	**$1,652.00**		
Federal Funds	$1,652.00	$0	$1,652.00		
State & Local Match	$413.00	$0	$413.00		
TOTAL FEDERAL + MATCH	**$2,065.00**	**$0**	**$2,065.00**		

Problem Identification:

The population of the City of Scotland is 891. Highway 25 runs through Scotland and is the road in front of the public school complex and public library. These buildings by their nature draw adults and children to them. Highway 25 is a 65mph highway that slows to 30mph as it passes through Scotland for about 1 mile. The City of Scotland has a moving radar unit which is beneficial but the design requires the patrol vehicle to be parked normally along the side of the road which makes the vehicle plainly visible to traffic.
I started as the Scotland Chief of Police on May 1, 2015 and will start entering traffic data online which has been a shortfall of this department in the past so hard statistical data is lacking. Since I arrived at Scotland my

presence has caused traffic to slow down. I base this on comments from school employees and citizens that have noticed vehicles are traveling slower. While working speed enforcement I have been able to watch people slow from a few miles per hour over the speed limit to a few miles under the speed limit when they see the patrol vehicle. I have also watched them hold their speeds right at or just under the speed limit. I have over 20 years in law enforcement and know these driving behaviors are only because the drivers saw the patrol vehicle. The speed measurement device requested in the grant would allow the Scotland Police Department to monitor speeds from positions that will be less obvious.
A goal of this project is to Start active enforcement of speed violations by the Scotland Police Department. Goal: 60 traffic stops for speed violations during FFY 2016.
An additional benefit will be that the Scotland Police Department will be able to get a more accurate picture of the speeds people drive when an officer is not visible.
Scotland has been fortunate to have not had any fatal vehicle or pedestrian crashes in the recent past and I would like to do whatever we can to keep that record.
This ties directly to one of the project goals - Keep pedestrian fatalities at zero.
On May 21, 2015 I conducted a survey of seat belt usage by front seat occupants of vehicles traveling on or across Hwy 25 inside the Scotland City Limits. 36% of the front seat occupants were wearing seat belts. 2013 NHTSA data shows an average 68.7% seat belt usage in South Dakota. This survey led to two of the goals for this project.

Two of the goals for this project are to Start active enforcement of seat belt laws by the Scotland Police Department. Goal: 12 seat belt citations during FFY 2016 and to Increase seat belt usage from the current level of 36% to 41%.

Brief Project Summary

Our objectives are to keep pedestrian fatalities at zero, increase seat belt usage from the current level of 36% to 41%, issue 12 seat belt citations during FFY 2016, achieve 60 traffic stops for speed violations during FFY 2016.
We are going to achieve the above objectives through routine patrol with use of request lidar, saturation patrols, participation in national traffic safety campaigns and education efforts. Education efforts will be through the local paper.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sioux Falls Police Department **LE16-Sioux Falls Police Department-SSB-00067**

Highway Safety Plan Project Summary

HSP Project Organization: Sioux Falls Police Department

HSP Project Title: Slowing Sioux Falls Speeding

Project Manager Name: Sgt. Randy Brink

Phone: (605) 978-6644

Application Name: LE16-Sioux Falls Police Department-SSB-00067

Major Performance Measure: C2 -Reduce the number of serious injuries in traffic crashes
C6 -Reduce the number of speeding-related fatalities
A3 -Speed Citations

Project No: 2016-00-67

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$1,500.00	$0	$1,500.00	Section 402	20.600
Equipment	$11,984.00	$0	$11,984.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$13,484.00**	**$0**	**$13,484.00**		
Federal Funds	$13,484.00	$0	$13,484.00		
State & Local Match	$4,496.00	$0	$4,496.00		
TOTAL FEDERAL + MATCH	**$17,980.00**	**$0**	**$17,980.00**		

Problem Identification:

In the City of Sioux Falls we have seen that speeding, drag racing, distracted driving, and carelessness can cause serious or fatal crashes. According to SDARS, from January 1st, 2012 through December 31st, 2014 there have been a total of 26 fatal crashes and 3369 injury crashes. Of the 26 fatal crashes 5 of them were speed related. According to SDARS, Sioux Falls experienced a total of 987 speed related crashes between 1/1/12 and 12/31/14, 239 of which were injury crashes resulting in 329 people being injured.
The total number of speed related crashes within the City of Sioux Falls has been trending upward between 2012 to 2014. In 2012 there were 244 and that number rose to a three year high of 393 by 2014. Even with the recent numbers on the rise Sioux Falls has yet to experience a speed related fatality in 2015.
According to SFPD records between 2012 – 2014 the SFPD has issued a total of 20,397 citations for

speeding, 2,370 for careless driving, 301 for reckless driving, 480 for exhibition driving, and 72 for drag racing.
According to the City of Sioux Falls Planning Department, the population of Sioux Falls has recently increased to 169,800 in 2015 from 2014's total of 165,800. The City of Sioux Falls GIS Department reports that the square mileage of Sioux Falls has also increased to a total of 75.6 in 2015. Sioux Falls currently has 2,921.73 lane miles (parking and driving) of roadway. According to the City Park's Department we also currently maintain 75 developed parks along with a total of 27.95 miles of bike trails (19.13 loop miles and 8.82 spur miles). According to the Park's Department a total of 1,668,106 people utilized the parks in 2014.
Sioux Falls has the busiest streets and intersections in the State of South Dakota given that it is the population center of the state and it is still growing. Given that the City of Sioux Falls continues to grow in population and size more cars will be operating on the roadways and in the parks. Enforcement efforts of our traffic laws will be paramount in attempting to stabilize or reduce the number of injury and fatality crashes which involve speeding, carless, reckless, or distracted driver.
During the first 3 months of 2015, our department has issued 1,246 citations for speeding, 167 for careless driving, 38 for reckless driving, 41 for exhibition driving, and 4 for drag racing. According to SFPD records there have been 327 (City and State combined) injury involved crashes in Sioux Falls. Given the ongoing enforcement efforts in these areas we would like to continue our efforts to suppress these dangerous drivers, thereby lowering the amount of serious and/or fatal crashes.

Brief Project Summary

To reduce or maintain the number of speed related crashes reported in 2014 at a total of 393 for FFY2016. Our second objective is to maintain 2014's number of zero for speed related fatalities for FFY2016. We will increase speed citations from 5,096 in 2014 to 5,500 in FFY2016.
During the FFY 2016 these 16 officers will work their primary duties of traffic enforcement including detecting and apprehending the speeding motorist. To aid in the apprehension of the speeding motorist we would like to purchase 10 new hand held lidar units to assist in that mission. The lidars would be utilized in the officer's day to day activities as well as any OHS saturation that the officer works in FFY 2016. We will increase Awareness on Repercussions of Driving While Distracted through Public Awareness Advertising. During 2015-2016 we would like to increase the awareness of the repercussions of speeding related crashes, careless driving, and driving while distracted. The Sioux Falls Police Department would utilize electronic and static billboards periodically during the year to include national mobilization periods such as the December Holiday's, May's Click it or Ticket mobilization, and the Labor Day mobilization. The billboards would be placed in a conspicuous, high traffic location and would share with the drivers the cost and consequences of a speeding related citation, careless driving, and driving while distracted. The billboards would also be utilized to raise the public's awareness of police efforts in combating the speeding, careless, and distracted driver. The subject matter for these billboards will be thought up from the various Traffic/Support services officers within the department.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: South Dakota Highway Patrol **LE16-South Dakota Highway Patrol-SSB-00106**

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:	LE16-South Dakota Highway Patrol-SSB-00106
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities
Project No:	2016-01-06

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$103,000.00	$0	$103,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$86,592.00	$0	$86,592.00	Section 402	20.600
Other Direct Costs	$56,250.00	$0	$56,250.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$245,842.00**	**$0**	**$245,842.00**		
Federal Funds	$245,842.00	$0	$245,842.00		
State & Local Match	$53,498.00	$0	$53,498.00		
TOTAL FEDERAL + MATCH	**$299,340.00**	**$0**	**$299,340.00**		

Problem Identification:

A major factor in South Dakota's high fatality numbers is speed. In CY 2014, 2,252 crashes were speed related. Of those, 32 were fatal, and 858 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 3,000 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 by 7%.
Detail troopers to 3,000 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

Law Enforcement Application 2016

Organization: Stanley County Sheriff's Office **LE16-Stanley CO SO-SSB-00029**

Highway Safety Plan Project Summary

HSP Project Organization:	Stanley County Sheriffs Office
HSP Project Title:	Slow Down
Project Manager Name:	Deputy Dustin Baxter
Phone:	(605) 223-7792
Application Name:	LE16-Stanley CO SO-SSB-00029
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-29

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,100.00	$0	$15,100.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$15,100.00**	**$0**	**$15,100.00**		
Federal Funds	$15,100.00	$0	$15,100.00		
State & Local Match	$3,020.00	$0	$3,020.00		
TOTAL FEDERAL + MATCH	**$18,120.00**	**$0**	**$18,120.00**		

Problem Identification:

Stanley County is located in central South Dakota. The population of Stanley County is approximately 3,000 or more people and covers 1,521 square miles which includes part of the Lower Brule Indian Reservation. The Stanley County Sheriff's Office has four (4) full time uniformed officers, One (2) part time officer and the Sheriff with a total of six (7) .This law enforcement agencies is the only one in the county besides the BIA Police in Lower Brule. The Stanley County Law Enforcement has six (6) marked patrol units.
The major town's included in the county are, Fort Pierre and Hayes. There are four major highways that go through the county, US Highway 83 (a four lane highway which runs through a school zone), US Highway 14 and 34, SD Highway 1806 both north and south, and SD Highway 63.
US Highway 83 is a major highway which links not only Fort Pierre to Interstate 90, but also the South Dakota's

capital of 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 through traffic to the state capital of Pierre which is located just over the Missouri River Bridge. US Highway 83 is a major artery from the Interstate to the Capital. We have seen an increase in speed on US Highway 83 due to the increase in the speed limit on the interstate. With the rural highways, there is a continuous problem with speeding in rural and urban areas.

Traffic Crash Data from the Highway Safety reporting system indicates that there was a decrease in total accidents. The Federal Fiscal Year Data in 2013 showed a total of 135 traffic crashes. We had a total of 128 traffic crashes in the Federal Fiscal Year Data 2014 grant. We had one fatality in 2012 it was related to impaired driving as well as no seat belt and speed. This fatality was within the city limits of Fort Pierre on a gravel city street. During the Federal Fiscal Year Data 2014 grant time frame we had a total of 735 speed contacts, and 12 contacts for seatbelt.

As traffic enforcement is increased, in conjunction with the use of the speed signs, we have identified problem areas within Stanley County related to speeding. This data shows a problem in the city limits and outlying areas of the city Fort Pierre. In addition the Federal Fiscal Year Data 2014 grant time frame we had a total of 735 speed contacts. Of those 122 were stopped for speeding over the Missouri River Bridge, 222 speeding stops were on Hwy 14 – 34 from the intersection of Hwy 83 to the County line. A total of 214 stops for speed were made on Hwy 83 in town, while 84 stops for speed were on Hwy 83 south of town. The remaining 93 stops for speed were in other location within the county and city. We have also noticed a slight decrees in commercial vehicle traffic both light truck and heavy truck to the oil fields in North Dakota. The use of the speed sign on Hwy 83 at the south edge of town has lead to positive feedback from the public. Based off of the use of the speed sign placed on Hwy 83 at the south edge of town, we have noticed a change in local traffic driving habits.

Several events occur on a regular basis in the area. The South Dakota sanctioned horse races in spring, the Casey Tibbs Ride of Champs in June, The famous three day Fourth of July Rodeo (Rodeo, Fireworks, Parade, and Celebration.), the 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 and vehicle traffic. The population of the area doubles in size during these events.

During the summer, fall and early spring there is an increase in fishermen, campers and tourists to the area which adds to the problems of speed enforcement, DUI enforcement and also underage drinking.

Brief Project Summary

Our first objective is to decrease the number of serious injury traffic crashes from 4 in 2013 to 3 in 2016. We will do this by taking part in Freshman impact, hold the crash math event where we spend the day working traffic crashes and showing them the dangers of speeding and the importance of seatbelt usage, conduct 4 safety check points targeting vehicle safety, and conduct safety talks at the high school for homecomming addressing the dangers of speeding and the importance of seatblet usage.

We will increase seatbelt usage in Stanley County by increasing citations from 7 citations in 2014 grant year to 14 in the 2016 grant year and decrease the number speeders in Stanley County by increasing citations from 258 citations in 2014 grant year to 275 in the 2016 grant year. We will conduct 4 safety check points targeting vehicle safety and seat belt usage, take part in the national seat belt usage campaigns, conduct 2 saturation patrols targeting seat belt usage.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sturgis Police Department **LE16-Sturgis Police Department-SSB-00079**

Highway Safety Plan Project Summary

HSP Project Organization:	Sturgis Police Department
HSP Project Title:	Enforcement and Equipment funding
Project Manager Name:	Geody VanDewater
Phone:	(605) 347-5070
Application Name:	LE16-Sturgis Police Department-SSB-00079
Major Performance Measure:	C1 -Reduce the number of traffic fatalities C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-79

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,192.00	$0	$3,192.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,192.00**	**$0**	**$3,192.00**		
Federal Funds	$3,192.00	$0	$3,192.00		
State & Local Match	$798.00	$0	$798.00		
TOTAL FEDERAL + MATCH	**$3,990.00**	**$0**	**$3,990.00**		

Problem Identification:

The 2014 State Reportable Motor Vehicle Crash Summary for the City of Sturgis reports a total of 66 reportable accidents in 2014 in Sturgis. 42%were injury accidents, with 28 reportable. The report shows several driver contributing circumstances were speeding, distracted driving, and failing to yield as major causes of the majority of the accidents. According to 2012 Department of Public Safety Driver Survey, drivers

tend to lack the knowledge of the law's finer points and speeding was identified as the most problematic area. Data from recent years, such as 2012 South Dakota Seatbelt Survey report, estimates that 71.6% of drivers and front seat passengers utilize a seatbelt. The likelihood of Speeding, Distracted Driving, and Failure to Yield related traffic accidents increase because of speeding and lack of knowledge of the law, which clearly shows the need for effective enforcement and education. A staggering 92% of respondents to the 2012 DPS Driver Survey reported to have never been given a citation for seatbelt violations. By increasing the public awareness and enforcement in these problematic areas and speaking about the benefits and laws of utilizing seatbelts, it is feasible to believe that the remaining 28.4% of unrestrained occupants will increase seatbelt use on a regular basis. By increasing seatbelt use, it is highly probable that injury accidents in Sturgis will decrease. (There was no 2013 Driver Survey conducted)
Aggressive and Distracted Driving such as speeding and tailgating is a common occurrence in Sturgis, especially involving young motor vehicle operators en route to and from the Sturgis Brown High School east of Sturgis. The major roadways used to and from the High School are Highways 34, 14A and Interstate 90. Saturation patrols have worked in the past to help reduce that type of driving behavior. Radar equipment is needed to utilize effective enforcement of the 45mph posted speed limit in front of the High School; the median speed for that area is over 60mph. Proactive traffic enforcement making drivers on the highway aware of the posted speed limit of 45mph may help reduce

Brief Project Summary

To reduce the number of traffic fatalities by stepping up and maintaining enforcement of unrestrained drivers at 83 citations/ written warnings. Maintain seatbelt and child restraint citations and/or written warnings at 83 citations/written warnings during the grant period. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding at 419. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding At 419.
We will accomplish our objectives by conducting at least four (4) high visibility saturation patrol campaigns focusing on the speeding and seatbelt violations in the Sturgis/Meade County area during the grant period. Develop at least one (1) traffic safety presentation for high school age students during the grant period. The presentation will address seatbelt use, careless driving, under 18 motorcycle helmet laws, move over law, and avoiding distractions such as talking or texting on a cellular phone while driving. Utilize local media for press releases regarding the use of seatbelts/child restraints. Utilize printed brochures advising drivers of the benefits and laws on the use of seatbelt/child restraints.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Summerset Police Department **LE16-Summerset Police Department-SSB-00072**

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:	LE16-Summerset Police Department-SSB-00072
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-72

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,544.32	$0	$3,544.32	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,278.00	$0	$3,278.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,822.32**	**$0**	**$6,822.32**		
Federal Funds	$6,822.32	$0	$6,822.32		
State & Local Match	$1,706.08	$0	$1,706.08		
TOTAL FEDERAL + MATCH	**$8,528.40**	**$0**	**$8,528.40**		

Problem Identification:

The City of Summerset is a smaller community of approximately 2130 citizens, according to the Meade County administration. This indicates an increase over the accepted previous population of 1814 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. There has been an increase in speeding and other traffic violations in the past years. This can be attributed to being located between Rapid City and Sturgis, with Interstate 90 and Sturgis Road as the main routes of travel. In 2014, officers issued 1036 citations and warnings. The Summerset officers also issued 32 citations and warnings for

seatbelt violations in 2014.
A composite review of the years 2010 through 2014 demonstrates that Summerset Police Department issued a total of 2667 citations and written warnings for traffic enforcement, within the geographic area of responsibility. Additionally, there were 23 speed related crashes within the Summerset City limits, between the time frame of January 01, 2011 through the month of December 31, 2014.
During the period of 01/01/2012 to 12/31/2014, there were 183 total traffic crashes within the geographic boundaries of Summerset. The previous data collected shows there were 135 crashes within the geographic boundaries. This includes Sturgis Road between Peaceful Pines Road to Elk Creek Road and Interstate 90 between mile markers 46 and 52. This indicates an increase of 39 percent for accidents.
The prior years' indications of 43 crashes involved speed-over safe and aggressive driving fell to the level of 32 total traffic collisions for this category. Of the 183 crashes detailed, there were 53 which resulted in injuries, up from the 35 injury accidents compiled from the prior research. However, during 2014, there was 1 fatal accident recorded in this area of interest that was attributed to alcohol usage.
The traffic count for Sturgis Road, between mile marker 52 and mile marker 48, are as follows:
Year 2011 - 7353 cars daily, Year 2012 – 7767 cars daily. Year 2013 – 7853 cars daily and Year 2014 - 7980 cars daily. These numbers were taken from the State of South Dakota Department of Transportation traffic counts conducted during those periods.

Brief Project Summary

Our objectives are to reduce the number of traffic crashes caused by aggressive driving and speeding by 20% or from 33 to 26, a reduction of 7 crashes and to increase seatbelt and child restraint use by increasing our seatbelt/child restraint enforcement by 30%, or from 44 last year to 57 per year.
We will conduct or participate in a minimum of 1 checkpoint per month, in addition to the National Mobilizations conducted. We will conduct weekly saturation patrols in high traffic areas to reduce the number of aggressive and non-belted driver's and children. These saturation patrols will be done in two hour blocks, twice weekly resulting in four hours of overtime for each officer assigned. During any given month, the first and third week's saturation patrols will focus on speed and aggressive driving. We will utilize our speed trailer in high traffic areas of the city. This will be used to reduce and prevent speed related crashes.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Union County Sheriff's Office **LE16-Union Co So-SSB-00048**

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:	Jon Feller
Phone:	(605) 356-2679
Application Name:	LE16-Union Co So-SSB-00048
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-48

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,840.00	$0	$3,840.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$14,861.20	$0	$14,861.20	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$18,701.20**	**$0**	**$18,701.20**		
Federal Funds	$18,701.20	$0	$18,701.20		
State & Local Match	$4,483.30	$0	$4,483.30		
TOTAL FEDERAL + MATCH	**$23,184.50**	**$0**	**$23,184.50**		

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 2013 , Union County had a total of 145 crashes. While the total number of crashes dramatically decreased from 2012, the number of fatalities remained nearly the same from 5 in 2012 to 4 in 2013. Union County had a a total of 38 injury crashes, with 50 persons injured. Union County is one of 9 South Dakota counties which rural fatal and injury crashes represent more than 2% of all the crashes in the county. Speeding remains an issue in Union County. Union County had a decrease from 40 to 29 crashes where speed was a factor. Most of the overall crashes occurred between the hours of 2pm and Midnight. (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

Our objectives are to decrease the number of traffic fatalities from 3 in 2013 to 1 in 2016 and to decrease the number of traffic injuries from 50 in 2013 to 40 in 2016. We will increase seatbelt citations by 30% from 36 citations and 5 warnings in FFY14 to 48 citations and 7 warnings in FFY16 and increase speed citations by 10% from 309 citations and 710 warnings in FFY14 to 340 citations and 791 warnings in FFY16.
The Union County Sheriff's Office will accomplish our goals by increasing our routine patrols, saturations, checkpoints, public awareness, four media announcements, and participation in the for national mobilization times during the FY year along with four more saturations/checkpoints. If approved, the Union County Sheriff's Office would also utilize the requested speed measurement signs to better provide the public with instant information regarding traffic speed, as well as provide our agency with valuable data regarding driving statistics. If granted, the Union County Sheriff's Office would also incorporate a lidar speed measurement device to assist in the enforcement of speeding violations in areas which are difficult for conventional radar to be successfully used. 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

Law Enforcement Application 2016

Organization: Vermillion Police Department **LE16-Vermillion Police Department-SSB-00063**

Highway Safety Plan Project Summary

HSP Project Organization:	Vermillion Police Department
HSP Project Title:	Northern Traffic Safety
Project Manager Name:	Sergeant Ryan Hough
Phone:	(605) 677-7070
Application Name:	LE16-Vermillion Police Department-SSB-00063
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-63

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,001.68	$0	$3,001.68	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,331.16	$0	$2,331.16	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,332.84**	**$0**	**$5,332.84**		
Federal Funds	$5,332.84	$0	$5,332.84		
State & Local Match	$1,333.21	$0	$1,333.21		
TOTAL FEDERAL + MATCH	**$6,666.05**	**$0**	**$6,666.05**		

Problem Identification:

In the City of Vermillion are three streets that are located north of the center of town. They are marked as North Dakota, North University Street and North Plum Street. Each street runs north and south, and is adjacent to University of South Dakota athletic and or housing complexes. All three streets are designated and marked as 25 MPH zones, are not divided with a marked line, and do not have designated cross walk areas for pedestrians. The athletic facilities are also used by community athletic organizations for youth sporting events. As such, these three streets have seen an overall and gradual increase in both pedestrian and vehicular traffic. Given the overall layout of the road, traffic violations are a very common occurrence on all three roads.

Brief Project Summary

Will we increase the amount of traffic enforcement by Vermillion PD officers in the City of Vermillion, reduce the number of injury crashes from 16 in FY2014 to 13 in FY2016, increase speeding citations from 224 in FFY2014 to 250 in FFY2016, and increase the seat belt citations from 82 in FY2014 to 87 in FY2016.
The VPD will aim to achieve 15 hours per month of overtime traffic enforcement for Speed and Seatbelt enforcement in Vermillion during the grant. This will include high visibility campaigns and mobilizations to be scheduled once the grant is started. Through the purchase of the requested moveable radar device, we will be able to alert violators of their actual speed, in hopes that it will encourage them to slow down and monitor their driving more closely.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Watertown Police Department **LE16-Watertown PD-SSB-00045**

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:	LE16-Watertown PD-SSB-00045
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-45

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$13,247.00	$0	$13,247.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$13,247.00**	**$0**	**$13,247.00**		
Federal Funds	$13,247.00	$0	$13,247.00		
State & Local Match	$3,907.00	$0	$3,907.00		
TOTAL FEDERAL + MATCH	**$17,154.00**	**$0**	**$17,154.00**		

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 409 by 2014. The increase in crashes has obviously affected roadway safety, and has undoubtedly impacted the lives of hundreds of people. Over that eight-year period from 2007 through 2014, 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.

Brief Project Summary

Keep the number of state-reportable traffic crashes at or below the number experienced in 2014. As stated previously, the City of Watertown has experienced a steady increase in state-reportable traffic crashes over the past eight years; from 240 in 2007, to 409 in 2014. This program will put a stop to the increase and, at a minimum, will maintain the total number of state-reportable crashes at 409.
Increase the number of speeding citations issued. The WPD issued 225 speeding citations in 2014. Through this program, we will increase the number of speeding citations by 10% (or 22 additional citations).
The funding from this program will cover four radar units for patrol cars, a speed board trailer, and a radar recorder. Officers will utilize these tools to address speeding problems in our community. The WPD will conduct a highly publicized speed reduction campaign using a two-pronged approach—education and enforcement. WPD officers will devote a total of 500 hours toward this program, which will consist of speed enforcement patrols and public awareness presentations. The patrols will be conducted on segments of roadways in which the probability of crashes is the highest. The WPD will strategically deploy the speed board trailer at targeted locations. The WPD will use the radar recorder in a variety of locations to help determine where and when speeding problems occur.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Yankton Police Department **LE16-Yankton Police Department-SSB-00082**

Highway Safety Plan Project Summary

HSP Project Organization:	Yankton Police Department
HSP Project Title:	Yankton PD Speed/Seatbelt
Project Manager Name:	Michael Burgeson
Phone:	(605) 668-5210
Application Name:	LE16-Yankton Police Department-SSB-00082
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-82

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$2,400.00	$0	$2,400.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,500.00	$0	$3,500.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,900.00**	**$0**	**$5,900.00**		
Federal Funds	$5,900.00	$0	$5,900.00		
State & Local Match	$4,746.60	$0	$4,746.60		
TOTAL FEDERAL + MATCH	**$10,646.60**	**$0**	**$10,646.60**		

Problem Identification:

The Yankton Police Department monitors two state highways and multiple city streets. The police department received 298 driving complaints during the last FY and responded to 459 total crashes (injury,non injury and non reportable). In 2014, the Yankton Police Department issued 370 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 need to 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. We are also requesting the assistance in purchasing a mobile Stalker Radar Trailer to help assist us.

Brief Project Summary

Law Enforcement Application 2016

Organization: Yankton Police Department **LE16-Yankton Police Department-SSB-00082**

Highway Safety Plan Project Summary

The Yankton Police Department will attempt to maintain the number of traffic fatalities at 0 for FY16. During the last FY, YPD responded to 63 injury crashes with 72 victims. Our goal is to reduce this to 60 victims in 2016. We will increase speed zone violation citations by 10% from 370 to 407 in 2016.
We plan to increase marked patrol units on the street to enforce speed zone violations with the use of patrol presence, stationary radar, and extra patrols. This will be accomplished by hiring back overtime personnel to work additional speed enforcement activities. Special events and community celebrations are examples of times when additional staff would be utilized for additional speed enforcement. In addition, we will be conducting PSA, Yankton High School education classes, demonstrations, and drivers education to help reduce speed zone violations.

Evidence Based: Yes

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

FY2016 PROJECTS BY CORE PERFORMANCE AREA

TAB C7

Number of Motorcyclist Fatalities (FARS)

Law Enforcement Application 2016

Organization: Custer State Park **LE16-Custer State Park-IMP-00084**

Highway Safety Plan Project Summary

HSP Project Organization: Custer State Park

HSP Project Title: 2016 Highway Safety

Project Manager Name: Joe Bawdon

Phone: (605) 255-4515

Application Name: LE16-Custer State Park-IMP-00084

Major Performance Measure: C2 -Reduce the number of serious injuries in traffic crashes
C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
C7 -Reduce the number of motorcyclist fatalities
A1 -Impaired Driving Citations

Project No: 2016-00-84

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$23,400.00	$0	$23,400.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$38,400.00**	**$0**	**$38,400.00**		
Federal Funds	$38,400.00	$0	$38,400.00		
State & Local Match	$15,000.00	$0	$15,000.00		
TOTAL FEDERAL + MATCH	**$53,400.00**	**$0**	**$53,400.00**		

Problem Identification:

According to the Department of Public Safety, Highway Safety/Accident records of 2009 to 2014 (five years) we have had in Custer County 1,183 accidents. Of thee 1,183 accidents there were 312 injury accidents, 865 non-injury accidents, and 9 fatal accidents. In Custer State Park during an 8 day period over the Sturgis Rally we have had in in the same period of time 211 accidents. Of these accidents in Custer State Park there have been 116 injury accidents, 93 non-injury accidents, and 2 fatalities. Custer State Park averages during this period of time around 36,255 motorcycles going through the park. We know that the above information will be for the 2015 season but also see the rise for the 2016 season. Throughout the entire year within Custer State

Park we have on the average of 1,710,087 visitors. Throughout the South Dakota State Park system we have a yearly average of 6,443,390 visitors. Although statistics are not available for the other parks at this time we have had numerous accidents at all of the parks. Throughout the park system we have on the average of 12 or more underage alcohol arrests whether they be in an accident or in a camping area. We feel with the high volume of visitors within the park system that our accidents will be up for the year state wide. We also feel that alcohol violations for adults as well as juveniles will be up throughout the year. With the available grant funds that are available through the office of Highway Safety we will be able to provide extra patrol units throughout the entire state park system. South Dakota State Park's commitment to traffic safety will hopefully keep the motoring public slowed down to reduce accidents.

Brief Project Summary

Our objectives are to reduce alcohol involved traffic fatalities from 1 to 0 during the grant period, reduce serious traffic injuries by 3% from 22 in 2014 to 21 in 2016, reduce motorcycle fatalities from 1 to 0 during the grant period and increase impaired driver citations by 3% within all State Parks. Since 2010 we have had 15 and want to increase that number to 16.
Custer State Park and South Dakota State Park's wishes to reduce crashes in the Fiscal-Year 2016 by using monies to pay for extra patrol in all high-density areas. Our 2016 grant is to reduce crashes by 3% in all State Parks. In other State Parks since data has not been accumulated over the years we will go by this same standard. It is our intention to step up patrols in high density areas where accidents have occurred in the past. This will also be true in areas where impaired driving has been a factor in areas on the roadways within the park system. Utilizing data from the Department of Highway Safety and our park law enforcement this will hopefully reduce the amount of accidents by working these areas in the hours that they have occurred.

Evidence Based: Yes

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

FY2016 PROJECTS BY CORE PERFORMANCE AREA

TAB C8

Number of Un-Helmeted Motorcyclist Fatalities (FARS)

FY2016 PROJECTS BY CORE PERFORMANCE AREA

TAB C9

Number of Drivers Age 20 or Younger Involved in Fatal Crashes

Law Enforcement Application 2016

Organization: BrookingsPD **LE16-BrookingsPD-IMP-00040**

Highway Safety Plan Project Summary

HSP Project Organization: Brookings Police Department

HSP Project Title: Highway Safety Program

Project Manager Name: Lt. Joey Collins

Phone: (605) 696-5312

Application Name: LE16-BrookingsPD-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
C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
A1 -Impaired Driving Citations

Project No: 2016-00-40

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$4,478.00	$0	$4,478.00	Section 164AL	20.608
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,900.00	$0	$3,900.00	Section 164AL	20.608
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$8,378.00**	**$0**	**$8,378.00**		
Federal Funds	$8,378.00	$0	$8,378.00		
State & Local Match	$10,708.00	$0	$10,708.00		
TOTAL FEDERAL + MATCH	**$19,086.00**	**$0**	**$19,086.00**		

Problem Identification:

The City of Brookings operates with the council-manager form of government adopted by a city charter in 1999. Brookings is a community of 22,943. (City-Data, 2013). Located in Brookings is South Dakota State University, which is a Division I - AA University with Full-time students at approximately 10,392. Population in 2013: 22,943 (99% urban, 1% rural). Population change since 2000: +24.0% (City-Data, 2013). Median resident age is 23.5.
Brookings is known for "Hobo Day", the homecoming celebration for South Dakota State University. It is billed as "The Biggest One-Day Event in the Dakotas" and the events associated with Hobo Day brings thousands of

people to our community. One common way that individuals celebrate this massive event is to gain access to alcohol at the many parties hosted throughout the city. These parties can be particularly problematic because of the number of underage drinkers involved and the large quantity of alcohol consumed. Reports of alcohol poisoning, traffic crashes, property damage, community disturbance, violence and sexual assault commonly result from these parties. Consumption of alcohol by underage youth at high school and college parties present difficult law enforcement challenges.

The Brookings Police Department attempts to combat these massive parties and the calls for service related to the homecoming festivities by increasing our manpower. Our department typically requires 50-60 overtime hours from officers regularly scheduled off. (These hours do not include the extra communication operators scheduled, nor the extra hours our criminal investigative division contribute.)

The additional officers aid patrol officers already on the schedule with saturation patrols and party patrols to deter alcohol offenses and traffic crashes.

In addition to Hobo Weekend, Brookings sees a similar enforcement pattern with the annual "Pub Crawl" or "Pub Parade" 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 and impaired driving arrests.

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.

In addition, we will also be looking to purchase two new Alco-Sensor FST's (PBT's) and two new in car camera's to replace antiquated equipment and administer efficient and effective breath tests during traffic stops and party patrols.

Brief Project Summary

Our first objective is to reduce the number of people serious injured in traffic crashes in Brookings by 5% from 39 in base year 2014. We will also provide enforcement for events & throughout the year by increasing patrols with objective of dedicating 160 hours combined federal and local to DUI enforcement and raise arrests by 25% from 2014 level of 123 to 154 and conduct alcohol compliance checks 4 times a year with 2-3 hrs at a time (2 officers will require an average total of 24 hrs) to ensure alcohol is not being sold to underage consumers/drivers.

We will accomplish these objectives by conducting saturation patrols, participating in required national mobilizations, increasing DUI and alcohol enforcement activities during special events, conducting alcohol compliance checks, and participating in area sobriety checkpoints in partnership with the South Dakota Highway Patrol during the grant period.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Marshall County Sheriff's Office **LE16-Marshall County Sheriff's Office-SSB-00098**

Highway Safety Plan Project Summary

HSP Project Organization:	Marshall County Sheriff's Office
HSP Project Title:	FFY2016 Speed
Project Manager Name:	Deputy Lucas Nordquist
Phone:	(605) 448-5181
Application Name:	LE16-Marshall County Sheriff's Office-SSB-00098
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-98

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,000.00	$0	$10,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,000.00**	**$0**	**$10,000.00**		
Federal Funds	$10,000.00	$0	$10,000.00		
State & Local Match	$2,000.00	$0	$2,000.00		
TOTAL FEDERAL + MATCH	**$12,000.00**	**$0**	**$12,000.00**		

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.

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.
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. There is a need for 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 traffic enforcement around these areas to insure the safety of drivers and pedestrians alike.
With the warm weather conditions, communities in Marshall County take part in town celebrations and street dances. Britton holds its annual Harvest Days festival every August. Veblen holds its annual Summer Bash in August as well. The towns of Eden, Lake City, and Langford also have street dances throughout the summer and there is a need for additional traffic enforcement during these times in these areas.

Brief Project Summary

Reduce the number of people involved in injury accidents in Marshall County by 2 from 4 in base year 2014. 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.
Increase presence in school zones, monitoring seatbelt use in drivers and occupants under the age of 18.
During speed/traffic enforcement, issue at least one seatbelt/child restraint citation for every two hours of federal overtime worked.
During speed overtime, we will try to issue at least one speed citation for every three hours of federal overtime worked.
Increase saturation patrols in Marshall County from 13 in base year 2014 to 15. This includes dances and gatherings in towns, New Years celebrations, and Prom formals in Britton and Langford.
We will continue to keep number of failure to yield accidents at zero from base year 2014, for base year 2015, by saturating high-accident intersection areas and issue citations and written warnings for non-compliance.
These objectives will be monitored by keeping track on a monthly basis of accidents and traffic warnings and citations. These figures will be compared to 2014 data to see that there is a reduction in accidents and increase in warnings and citations. We will also continue to report to Highway Safety webpage and accident records on a monthly basis.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Mitchell Police Department **LE16-Mitchell Police Department-IMP-00011**

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:	LE16-Mitchell Police Department-IMP-00011
Major Performance Measure:	C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project No:	2016-00-11

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$9,145.00	$0	$9,145.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$2,350.00	$0	$2,350.00	Section 154	20.607
Equipment	$0	$0	$0		
Other Direct Costs	$4,200.00	$0	$4,200.00	Section 154	20.607
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$15,695.00**	**$0**	**$15,695.00**		
Federal Funds	$15,695.00	$0	$15,695.00		
State & Local Match	$15,695.00	$0	$15,695.00		
TOTAL FEDERAL + MATCH	**$31,390.00**	**$0**	**$31,390.00**		

Problem Identification:

The City of Mitchell began to see an increase in underage consumption arrests beginning in 2004. This was after a 3-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 accidents, assaults, drug use, thefts and other crimes.
Underage Consumption of Alcohol Arrests in Mitchell:
2010 - 198
2011 - 214
2012 - 160
2013 - 142

2014 - 106
2015 - 36 as of 04/04/15
We had received many complaints from the public of various businesses selling alcohol to minors.
Sending an undercover Confidential Informant (CI) to attempt a purchase alcohol seems to be a viable option to see if this is the case.
This problem is one that can be addressed by sending various underage informants into local businesses. The CI can be wired for sound and use marked money 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 compliance checks in the city of Mitchell is as follows:
2010 - 86%
2011 - 95%
2012 - 89%
2013 - 90%
2014 - 93%
2015 - 90% as of 04/04/15
In 2004 the South Central Alcohol Task Force was formed and the following Counties joined to help combat the purchase of alcohol by minors in their jurisdictions: Davison County and Miner County. In 2009, Aurora County also joined the South Central Alcohol Task Force.
The passing rate for compliance checks in those counties is as follows:
Miner County:
2010 - 75%
2011 - 92%
2012 - 84%
2013 - 75%
2014 - 81%
2015 - 100% as of 04/04/15

Davison County:
2010 - 88%
2011 - 100%
2012 - 90%
2013 - 88%
2014 - 88%
2015 - No compliance checks done to date
Aurora County:
2010 - 90%
2011 - 90%
2012 - 83%
2013 - 94%
2014 - 100%
2015 - 100% as of 04/04/15

Brief Project Summary

Our objective will be to maintain a 90% or higher compliance rate for our 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 compliance check held since the year 2000. Through these stats we are able to track our success and failure rate. Our success rate in 2014 was 93%, this percentage is consistent with what we have come to expect, so in 2016 our goal will be to maintain the percentage at a 90% or higher pass rate.

Our approach is two-pronged in how we accomplish our goals. First, we teach the Certified Alcohol Seller Training (C.A.S.T.) curriculum to our local alcohol license holders and their employees once per month, excluding December, at the Mitchell Police Department in Mitchell. The C.A.S.T. classes that are conducted at the Mitchell Police Department are open to all of the establishments that sell alcohol within the counties of Aurora, Davison, and Minor, as these counties comprise the South Central Alcohol Task Force. The C.A.S.T. class is also taken to Aurora and Miner Counties one time per year to allow better accessibility to individuals that would want to take the C.A.S.T. class. The C.A.S.T. curriculum is a state approved training program and it teaches the clerk how to identify minors who may be trying to purchase alcohol illegally. Also taught is how to identify valid forms of identification that may be given to the clerk. While conducting compliance checks we have seen many more clerks ask for identification. Clerks are also asked after the check if they have attended a C.A.S.T. class or not. These stats are also kept on file on that day's work folder. We feel that educating the clerks is an important step in curbing underage alcohol violations.
In 2014 11 C.A.S.T. training's were held in which 189 clerks were trained. 10 of the C.A.S.T. class were held at the Mitchell Police Department and one C.A.S.T. class was held at the Aurora County Courthouse. As of May 12, 2015, four C.A.S.T. classes have been held at the Mitchell Police Department and 62 individuals have been trained in 2015. We would like to see 180 - 200 clerks trained in 2015 and also in 2016.
The second approach is the actual compliance check at the retail level. We employ a Confidential Informant (CI) to assist. The C.I. is paid at the rate of $25/hour. A radio transmitter is attached to the C.I. to record all conversation during the transaction. The C.I. is sent into a business with a pre-recorded amount of money, generally a $10 bill. The C.I. attempts to purchase an alcoholic beverage. If the sale is made, the C.I. identifies the clerk/bartender that sold to him or her. The clerk is cited into court for selling alcohol to a minor and the business itself is also listed as an offender in the police report. The report is forwarded to the States Attorney for prosecution of the clerk and to the South Dakota Department of Revenue for action against the license holder.
The timeline for our compliance checks vary by which jurisdiction the checks are being done in. The businesses in Mitchell are each checked twice during the fiscal year or as manpower allows. The businesses in other jurisdictions are generally checked once during the fiscal year. In 2014 159 businesses in the South Central Task Force area were checked, some twice. Currently in 2015, 89 businesses have been checked in the task force area at least once and others twice. In 2016 we would like to check all businesses at least once.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Prairie View Prevention Services **CG16-Prairie View Prevention Services-IMP-00035**

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:	CG16-Prairie View Prevention Services-IMP-00035
Major Performance Measure	C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project No:	2016-00-35

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$25,000.00	$0	$25,000.00	Section 410K8	20.601
Travel	$0	$0	$0		
Contractual Services	$135,000.00	$0	$135,000.00	Section 410K8	20.601
Equipment	$0	$0	$0		
Other Direct Costs	$26,000.00	$0	$26,000.00	Section 410K8	20.601
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$186,000.00**	**$0**	**$186,000.00**		
Federal Funds	$186,000.00	$0	$186,000.00		
State & Local Match	$62,380.50	$0	$62,380.50		
TOTAL FEDERAL + MATCH	**$248,380.50**	**$0**	**$248,380.50**		

Problem Identification

Since 2001, the rate of drinking alcohol in the past 30 days 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, when 43.7% of South Dakota 12th graders and 46.8% of US 12th graders reported using alcohol in the past 30 days. Nationally South Dakota teens rank 4th highest in number of binge drinkers and 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 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 2006-2014; however, there was a slight uptick in 2014 with 4 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 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 or died in alcohol related crashes. Since 2006, South Dakota has lost 66 teens and 887 teens have been injured in alcohol related crashes. The Parents Matter campaign has impact the number of teen fatalities the state has experienced yet there is more to do as each year there is another group of new teen drivers and parents who have not had the education this campaign offers.
Given the data from SD YRBS and SD Motor Vehicle reports from 2013-14 the state norm has still been portrayed as drinking and driving is not a rite of passage for teens in our state. 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.

Brief Project Summary
To reduce the number of youth injuries or fatalities by 20% from base year 2006 utilizing a statewide underage drinking and driving prevention campaign.
-Identify the key stakeholders across the state in each prevention sector that can champion the message and get a commitment to promote the campaign.
-Continue the expansion of the campaign message, which includes alcohol related injury and fatality crashes.
-Create opportunities to educate local community leaders taking the campaign from just awareness to education within the schools, community across the state.
-Offer communities the chance to tailor the message to their local needs highlighting the house party issue as an ongoing part of the underage drinking and driving campaign.
-Identify and meet prevention staff in communities across the state to enlist support and develop partnerships to deliver 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

Community/Non-Profit Grant 2016

Organization: Sioux Empire Safety Village **CG16-SESV-IMP-00008**

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:	CG16-SESV-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 C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project No:	2016-00-08

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$12,000.00	$0	$12,000.00	Section 164AL	20.608
Travel	$1,617.00	$0	$1,617.00	Section 164AL	20.608
Contractual Services	$103,500.00	$0	$103,500.00	Section 164AL	20.608
Equipment	$54,000.00	$0	$54,000.00	Section 164AL	20.608
Other Direct Costs	$4,000.00	$0	$4,000.00	Section 164AL	20.608
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$175,117.00**	**$0**	**$175,117.00**		
Federal Funds	$175,117.00	$0	$175,117.00		
State & Local Match	$35,359.00	$0	$35,359.00		
TOTAL FEDERAL + MATCH	**$210,476.00**	**$0**	**$210,476.00**		

Problem Identification

The number of traffic fatalities in South Dakota continued to rise in the latest NHTSA report. According to the FFY14 report, 135 people were killed in traffic crashes in 2013, the most recent figures available. That is a 1.5% increase. Injuries increased by 0.7% at a rate of 5,468 in 2013. Alcohol related fatalities are trending downward, but there is still work to be done. In 2013, 42 people lost their lives in alcohol related traffic crashes, down from 53 in 2012. However, 2012 was up significantly from 38 in 2011 and up a little from 49 in 2010.

Brief Project Summary

We want to continue to be instrumental in the downward trend in alcohol related fatalities in South Dakota. By

taking our Simulated Reality program to schools all across the eastern part of South Dakota, young drivers are learning the consequences of impaired driving. Changing people's behavior takes time, but I think we are making progress. Our objective is to reduce the 5-year average of alcohol related traffic deaths in SD from 48 to 47 or 2% through educational efforts among youth in the 12-20 age range. (2014 SD Highway Safety Report). We would also like to Impact 3,000 people with the Simulated Reality program to teach impaired driving consequences to youth throughout SD by marketing the Simulated Reality program to South Dakota schools via state conferences and direct contact with schools, law enforcement and community leaders. This would be about a 25% increase from 2,500 participants last year. Our second objective is to reduce the 5-year average number of drivers age 20 or younger involved in fatal crashes in SD by 2% from 20.4 to 20 (NHTSA 2008-2012). We will create a marketing program and media campaign against impaired driving target at youth and expand our alcohol-related crash car program (Midnight Ride) and take it to 15 different schools in SD.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016
Organization: South Dakota Department of Social Services, Behavioral Health Prevention Program
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:	CG16-DSS Prevention Program-IMP-00013
Major Performance Measure	C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project No:	2016-00-13

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$110,000.00	$0	$110,000.00	Section 410K8	20.601
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$110,000.00**	**$0**	**$110,000.00**		
Federal Funds	$110,000.00	$0	$110,000.00		
State & Local Match	$82,500.00	$0	$82,500.00		
TOTAL FEDERAL + MATCH	**$192,500.00**	**$0**	**$192,500.00**		

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 11.7% of the drinking drivers in all crashes and 11.8% of the

drinking drivers in injury crashes. In addition this age group represents 3% of fatal drinking drivers crashes. (South Dakota Motor Vehicle Traffic Crash Summary, 2013)
By utilizing Prime for Life Diversion Program, the DSS Prevention Program will be able to provide services in the following top 11 counties for youth under the age of 21 to prevent alcohol-related crashes: Pennington, Lawrence, Meade, Brown, Codington, Brookings, Davison, Beadle, Minnehaha, Lincoln, 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
1) From October 1, 2015, through September 30, 2016, it is projected that 670 youth and young adults will participate in the diversion program. Of program participants 636 individuals or 95% of all participants who start will complete the Diversion course.
2) From October 1, 2015 through September 30, 2016, of the 670 individuals that complete the program, there will be an average of 15% increase in learning as demonstrated by pre-test and post-test scores.
3) From October 1, 2015 through September 30, 2016 there will be a 3% decrease (or 1 youth) involved in alcohol related fatalities by their participation in the Diversion Programs.
4) From October 1, 2015 through September 30, 2016 there will be a 5% decrease (or 6 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

Community/Non-Profit Grant 2016

Organization: SOUTH DAKOTA SCHOOL MINES & TECHNOLOGY **CG16-SDSMT-IMP-00057**

Highway Safety Plan Project Summary

HSP Project Organization:	South Dakota School of Mines and Technology
HSP Project Title:	Drving Safety Prevention Program
Project Manager Name:	Patricia Mahon
Phone:	(605) 394-2416
Application Name:	CG16-SDSMT-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 C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project No:	2016-00-57

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$17,291.00	$0	$17,291.00	Section 410K8	20.601
Travel	$0	$0	$0		
Contractual Services	$7,000.00	$0	$7,000.00	Section 410K8	20.601
Equipment	$0	$0	$0		
Other Direct Costs	$700.00	$0	$700.00	Section 410K8	20.601
Indirect Costs	$2,499.00	$0	$2,499.00	Section 410K8	20.601
SUBTOTAL CATEGORIES	**$27,490.00**	**$0**	**$27,490.00**		
Federal Funds	$27,490.00	$0	$27,490.00		
State & Local Match	$7,247.00	$0	$7,247.00		
TOTAL FEDERAL + MATCH	**$34,737.00**	**$0**	**$34,737.00**		

Problem Identification

In 2003, a student attending the South Dakota School of Mines and Technology (SDSM&T) died from an alcohol overdose. From that tragedy, the Campuses Community Wellness Coalition (CCWC) was formed. CCWC now comprises four colleges in Rapid City: South Dakota School of Mines and Technology (SDSM&T), The He Sapa Center of Oglala Lakota College (OLC), National American University (NAU) and Western Dakota Tech (WDT). The colleges contribute support staff time and office space to the Project Director. Over 4,000 students, faculty and staff are directly served in addition to over 1,000+ students in Rapid City attending Black Hills State University, University of South Dakota, South Dakota State University (at the local University Center) and various post secondary trade schools. In addition, alcohol education is provided to

approximately 250 Native American high school students attending the GEAR UP program at SDSMT in the summer.
Our primary target group is older teenagers and young adults: ages 18 to 25 and entering freshmen students and other higher risk student populations (such as fraternities and athletes). Our objective is to reduce binge drinking, underage drinking, and drinking and driving; thereby reducing traffic crashes and fatalities.
For the past ten years, CCWC has conducted alcohol surveys with college students. Depending upon the college, our recent 2015 survey indicates between 70 to 90% of the students reported drinking alcohol within the last year. While a majority of students report moderate drinking (1 to 4 standard drinks per setting), approximately 40% of the students report occasional or frequent binge drinking. The majority of students also tend to underestimate the various risks and harm related to drinking alcohol (health, legal, academic, crashes, etc.). While the 18-25 age group continues to be the highest users of alcohol, we have also seen significant improvement in awareness of risk and harm related to drinking and driving. For example, 81% of the SDSMT students who took the 2015 survey indicate they always (65.6%) or usually (15.7%) have a designated driver when they know they will be drinking. 74% indicate they always or usually refuse to ride with a driver who has been drinking. (Sample size of 477 students). During this ten year period, we have seen a decrease in the numbers of students who had driven a car under the influence. And Rapid City college students are significantly below the national average. This is an effort that requires sustained support as each year, we get a new crop of students and about 1/5th of them will drink and drive. The Safe Rides Home program continues to be an important service to reduce the number of fatalities involving a driver with a BAC of .08 or above and drivers age 20 or younger. Our goal is to increase awareness that drinking alcohol impairs driving and to not drink and drive.

Brief Project Summary
To increase the number of impaired students using the Safe Rides Home Program by 5% in 2015-2016. This removes a larger number of potential impaired drivers from the road. This will increase the number from 600 to 630 alcohol impaired students who will get home safely without harming (or killing) him/herself or others. This will be measured by the tabulation of the Rapid Taxi receipts.
For the past several years, we have received a set amount of funds from the Office of Highway Safety to provide a Safe Rides Home via Rapid Taxi. The average cost varies from $8.00 to about $18.00. Thus, we are able to provide this service to approximately 600 college students (from 7 colleges here in Rapid City), as well as to their friends who ride with them. Each year, it is a new set of students who use this service. About 20% (120) are underage (18-20) and the rest are 21 and over. Most of the rides are given between midnight and 4:00 am. The great majority have been drinking alcohol.
This service helps in several ways:
a. The student gets home safely without harming (or killing) him/herself or others.
b. The student does not receive a DUI and get into serious legal/financial/educational trouble.
c. The student learns how to use a taxi service and realizes the cost is low enough to use it again if needed.
Because of this service as well as our extensive programming, our numbers are decreasing by students who report they drink and drive. In 2005, the Campuses Community Wellness Coalition began giving the Core Alcohol and Drug Survey. Approximately 700+ students (from 3 colleges) typically respond each year. When we began our program, 34.3% of the students indicated they drove under the influence of alcohol. By 2006, the percent was reduced to 32%. In 2012, it was 18.7%. Our last survey in Spring, 2015, 16% indicated they drove under the influence of alcohol. Thus, thanks to the Safe Rides Program and various safe driving programs, we have seen an 18% decrease in ten years.
To increase the number of impaired, underage students using the Safe Rides Home Program by 5% in

2015-2016. Approximately 120 students who are 18, 19 and 20 use the program and our objective is to increase this number to 126 students. This removes a larger number of potential impaired drivers from the road and decreases harm to self or others. This will be measured by the tabulation of the Rapid Taxi receipts. To reduce the number of Rapid City college students who had driven a car under the influence from 16% in 2015 to 15% in 2016, as measured by the Alcohol and Drug survey and other evaluation resources.
To increase by 25% (1,000+ enrolled Rapid City college students) the awareness and knowledge of high risk alcohol consumption, impaired driving, the legal/financial/health/educational consequences and healthy choice alternatives, as measured by the numbers, attendance and evaluations from students receiving universal, targeted and individualized prevention education. This objective is based upon the reality that most of the 4,000+ students will not receive minimum alcohol education without the ardent work of the Campuses Community Wellness Coalition (CCWC). Our activities will expose 80% with universal, campus wide messaging. It will increase mental awareness by 50% of the students (via E-Chug and special events). And 25% (targeted freshmen and other high risk groups) will increase awareness and knowledge by actual in-the-room (group and individualized) programs.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: SD Teen Court Association **CG16-SDTCA-IMP-00045**

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:	CG16-SDTCA-IMP-00045
Major Performance Measure	C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
Project No:	2016-00-45

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$120,000.00	$0	$120,000.00	Section 164AL	20.608
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$120,000.00**	**$0**	**$120,000.00**		
Federal Funds	$120,000.00	$0	$120,000.00		
State & Local Match	$98,500.00	$0	$98,500.00		
TOTAL FEDERAL + MATCH	**$218,500.00**	**$0**	**$218,500.00**		

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, 113 underage (under 21 years of age) drinking drivers were involved in vehicular accidents in 2013 and 53 of these accidents resulted in injury or fatality. These underage drinking drivers accounted for 1 fatality and 52 accidents that resulted in injuries. (2013 South Dakota Motor Vehicle Traffic Crash Survey, Table 3-16). During FY 2013, there were 247 charges of underage drinking and driving and 4,926 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 2014, the Teen Court programs heard a total of 4,750 cases. Of those cases, 2,253 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.
-100% of Teen Court youth sentenced on an alcohol related offense will be provide 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 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.
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

FY2016 PROJECTS BY CORE PERFORMANCE AREA

TAB C10

Number of Pedestrian Fatalities (FARS)

Community/Non-Profit Grant 2016

Organization: Education Resource Center of South Dakota **CG16-Ed Res Center of SD-BPD-00033**

Highway Safety Plan Project Summary

HSP Project Organization:	Education Resource Center of South Dakota
HSP Project Title:	Safe Kidz
Project Manager Name:	Marsha Kucker
Phone:	(605) 280-0650
Application Name:	CG16-Ed Res Center of SD-BPD-00033
Major Performance Measure	C10 -Reduce the number of pedestrian fatalities C11 -Reduce the number of bicycle fatalities.
Project No:	2016-00-33

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$1,200.00	$0	$1,200.00	Section 402	20.600
Contractual Services	$20,000.00	$0	$20,000.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$3,150.00	$0	$3,150.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$24,350.00**	**$0**	**$24,350.00**		
Federal Funds	$24,350.00	$0	$24,350.00		
State & Local Match	$63,815.00	$0	$63,815.00		
TOTAL FEDERAL + MATCH	**$88,165.00**	**$0**	**$88,165.00**		

Problem Identification

In South Dakota, approximately 140,000 young people attend public and private elementary, middle and high schools for about 6 hours of classroom time each day for up to 13 of the most formative years of their lives. Because schools are the only institutions that can reach nearly all youth, they are in a unique position to improve both the education and health status of young people throughout the state. Because of funding issues, many school districts do not have access to new and innovative curriculum – especially in the safety area. Safety education is an integral component of national and state education content standards for health. The Centers for Disease Control has outlined a grades K-12 scope and sequence for safety education in schools specifying content that should be taught at each grade level. (http://www.cdc.gov/healthyyouth/hecat/pdf/HECAT_Module_S.pdf). These standards are used as a curriculum framework in schools in South Dakota and across the country. Most health programs use these themes in

teaching health education to students: Alcohol and Other Drugs, Injury Prevention, Nutrition, Physical Activity, Family Life and Sexuality, Tobacco, Mental Health, Personal and Consumer Health, Community and Environmental Health.

The South Dakota Elementary School Health Profile survey conducted by the Department of Education found that:

-Most health education (injury prevention) is taught by the classroom teacher.

-There are limited opportunities for staff development on health (injury prevention) topics and related instructional strategies.

-The majority of teachers indicated that quality health (injury prevention) education is important for their students.

-Lack of instruction time, money and resources are the greatest barriers for improving health education in South Dakota schools.

The South Dakota Department of Public Safety reports that:

-There were 9 fatalities and 124 pedestrian injuries in South Dakota in 2013, 20 of the injuries occurred in children ages 5-13.

-There were 87 bicycle-related injuries in South Dakota in 2013, 24% of the injuries occurred in children ages 5-13.

Considering these statistics and information, it is important that preventative bicycle and pedestrian safety education be provided to South Dakota elementary school students. The SD Safety KidZ program will be available to free of charge to all South Dakota schools and organizations.

Brief Project Summary

Reduce the number of pedestrian injuries in children ages 5-13 in South Dakota from 20 in 2013 to 16 during the 2015/2016 school year. Reduce the number of bicycle-related injuries in children ages 5-13 in South Dakota from 21 to 16 during the 2015/2016 school year.

1. Implement the SD Safety KidZ Program in K-3 classrooms and educational organizations.
2. Implement a challenging standards-based safety education curriculum at no cost to South Dakota schools.
3. Educate children about pedestrian laws.
4. Educate children about safe walking practices and routes.
5. Educate children about bicycle laws.
6. Educate children about safe bicycling practices.
7. Provide a resource for schools that is comprehensive and adaptable to different classroom, organizations, and situations.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Office of Rural Health/Emergency Medical Services **CG16-ORH/EMS-CON-00019**

Highway Safety Plan Project Summary

HSP Project Organization:	Office of Rural Health/Emergency Medical Services
HSP Project Title:	Emergency Medical Services Training
Project Manager Name:	Marilyn Rutz
Phone:	(605) 773-4031
Application Name:	CG16-ORH/EMS-CON-00019
Major Performance Measure	C1-Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C10 -Reduce the number of pedestrian fatalities
Project No:	2016-00-19

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$5,000.00	$0	$5,000.00	Section 402	20.600
Contractual Services	$255,720.00	$0	$255,720.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$5,680.00	$0	$5,680.00	Section 402	20.600
SUBTOTAL CATEGORIES	**$266,400.00**	**$0**	**$266,400.00**		
Federal Funds	$266,400.00	$0	$266,400.00		
State & Local Match	$394,016.00	$0	$394,016.00		
TOTAL FEDERAL + MATCH	**$660,416.00**	**$0**	**$660,416.00**		

Problem Identification

South Dakota has 123 in state ground, 5 in state air, 14 out of state ground & 7 out of state air licensed ambulance services. Because South Dakota is mostly rural and volunteers staff approximately 80% of the ambulance services it creates a challenge to keep ambulance services staffed with trained personnel. Twenty-four (24) percent of South Dakota's ambulance services suffer a shortage of trained personnel. Continued turnover due to population demographics & age makes it necessary to continually train new personnel. The trained personnel must have in-service/refresher training to maintain their emergency care skills. Many ambulance services have to travel great distances and care during this time is critical. Emergency Medical Service providers of all levels must receive the training necessary in order to provide the lifesaving care needed. EMS providers are taught defensive driving skills as well as personal protection skills that they

pass on to others which help in accident reduction. In order to carry out this statewide training program, sufficient training personnel & associated training materials are necessary. Provision of sufficient funding via local, state, and federal sources during FFY 2016 will allow for the continuation of training for the Emergency Medical Services program.

In 2008 South Dakota mandated a trauma system to be in place by 2012 to reduce morbidity & mortality from trauma in the state. This affects hospitals & ambulance services in South Dakota & coordination of the trauma system is through the Department of Health/Office of Rural Health. The trauma system includes a trauma registry, system activation guidelines, triage & transfer protocols, facility standards for trauma care, & an injury prevention program. System activation guidelines, triage/transfer protocols, & facility standards have been developed & approved by the Trauma System Advisory Committee. South Dakota's trauma registry has forty-four hospitals participating, to track serious trauma in South Dakota & identify strengths & weaknesses in the developing system. One emphasis of the trauma program is provide better pre-hospital care of trauma patients through providing Pre-Hospital Trauma Life Support (PHTLS) classes. In FFY 2016, the majority of funding for the trauma project will come from the State Flex Grant Program. Some staff travel expenses for out of state travel to the NASEMSO Annual Conference will continue to be funded.
A NEMSIS compliant ambulance run report system is in place. Installation of this system was completed in April of 2010 and in 2016 we have 90% of the ambulance services submitting PCR data to our system. This system assists the EMS Program with quality assurance & quality control programs. The data from the ambulance trip reporting system is used to identify the strengths &/or weaknesses, & evaluate & improve the current EMS system. Technical support & system updates are ongoing for the system.

Brief Project Summary

1. Provide EMS training and obtain an 80% pass rate for:
    a. 500 newly trained EMT's
    b. 40 newly trained AEMT's
    c. 50 newly trained Paramedics
        i. This will put more EMS providers in the field to expand the personnel providing care.
    d. 20 defensive driving (EVOC) courses
        i. Reduce ambulance accidents from 4 to 0 during FFY14.
    e. Minimum of twelve (12) Basic Trauma Life Support or Pre-Hospital Trauma Life Support Courses
        i. Will reduce morbidity and mortality in trauma patients

2. Support in-service refresher training for three thousand (3,000) EMS providers and recertification of at least five hundred (500) EMS providers per year. The in-service refresher training will assist in retention of qualified EMTs to staff local ambulance services. With this support we will achieve an 80% rate of recertification.
    a. This will put more EMS providers in the field to respond to and treat trauma patients with the latest treatments and procedures. These classes will provide training on triage and treatments that is proven to save lives.

3. Collect data through the use of a computerized injury data collecting system. This system will also be utilized to provide topics for needed training, safety, and emergency information to ambulance services. Available data, information and access to utilize the system for distribution of safety information will be provided to the Office of Highway Safety on request.
    a. Data will be tabulated to determine where improvements or further trauma training should be directed to reduce and prevent morbidity and mortality.

b.On scene time will be tabulated to determine where training helps to reduce time on scene

4. By working with the Governor's Trauma System Development Committee we will seek the endorsement and promote the expansion of South Dakota's trauma registry system using Department of Health funding. Forty-four hospitals currently submit to the trauma registry.

a.Reduce morbidity and mortality by the ambulance services working with the hospitals and with the trauma registry.

5. Provide travel for EMS staff to attend National Conferences approved by the Office of Highway Safety to enhance the facilitation of current and future highway safety, injury data collection, emergency care, and injury prevention concepts.

a.Topics concerning trauma reviewed and learned at this conference can be applied within the state.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: Office of Rural Health/Emergency Medical Services **CG16-ORH/EMS-DATA-00020**

Highway Safety Plan Project Summary

HSP Project Organization:	Office of Rural Health/Emergency Medical Services
HSP Project Title:	NEMSIS Implementation
Project Manager Name:	Marilyn Rutz
Phone:	(605) 773-4031
Application Name:	CG16-ORH/EMS-DATA-00020
Major Performance Measure	C1-Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C10 -Reduce the number of pedestrian fatalities
Project No:	2016-00-20

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$25,800.00	$0	$25,800.00	Section 405c	20.616
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$1,831.80	$0	$1,831.80	Section 405c	20.616
SUBTOTAL CATEGORIES	**$27,631.80**	**$0**	**$27,631.80**		
Federal Funds	$27,631.80	$0	$27,631.80		
State & Local Match	$0	$0	$0		
TOTAL FEDERAL + MATCH	**$27,631.80**	**$0**	**$27,631.80**		

Problem Identification

A NEMSIS compliant system, Med Media, replaced the old system purchased in the late 1980's & updated in 1999. The old system was not user friendly & was not compliant with NEMSIS standards. Ambulance services had to enter the data, download the data to file, attach the file to an email and send it to the EMS Office. The EMS Office had to save the file and upload it into the system. With all of these steps much of the data was lost. All local data was kept on a PC & all data was lost when those hard drives crashed & systems were not backed up. That confidential data, which was not downloaded to the EMS Office, was lost forever. The current system is a WEB based application so that once the data is entered the system is backed up automatically on a daily basis and data will not be lost.

Community/Non-Profit Grant 2016

Organization: Office of Rural Health/Emergency Medical Services **CG16-ORH/EMS-DATA-00020**

Highway Safety Plan Project Summary

In FFY 2008 the EMS program used 408 funding to issue an RFP and purchase and install National Emergency Medical Services Information Systems (NEMSIS) software for ambulance run reporting. After the contract was completed training was done in ten different locations to orientate ambulance services with the software. Services were then sent software to install the system and some started using the system as early as October 1, 2008. As of 4/6/2015 we have 121 of the currently 126 licensed ground and air ambulance services in the state on the system. There are several services that do not use our software package but are required by state statute to export their data into our system for analysis. This helps ensure the most comprehensive view of EMS care provided within South Dakota.

Brief Project Summary

1. Have 100% of the ambulance services using the system. This will be measured by verifying the number of services on the system.
2. Have 100% of ambulance services entering all information accurately.
3. Submit South Dakota data to NEMSIS. This will be done by having Intermedix, our vendor, complete a download to the national data bank. This will be done in quarterly increments.
4. Encourage hospitals to use the system so they can access ambulance run reports for all patients brought to their location. This will be done through the Trauma Systems development staff. In 2012 all hospitals began using the state trauma registry and specific ambulance information provided by the Med-Media program becoming an important part of the information in the trauma registry. As of the beginning of 2013, 80% of hospitals participate in this plan.

This is part of the TRCC project file and it's performance area is completeness and the goal is to increase the number of agencies reporting to NEMSIS to improve the completeness of the database used for injury surveillance. There are 126 qualified air and surface ambulance services in South Dakota, 121 currently report to NEMSIS. The goal is to increase this by 2 in the coming year.

Evidence Based: Yes

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

Community/Non-Profit Grant 2016

Organization: SDEMSC **CG16-SDEMSC-BPD-00021**

Highway Safety Plan Project Summary

HSP Project Organization:	SDEMSC/University of South Dakota
HSP Project Title:	Bike and Pedestrian Safety
Project Manager Name:	Corolla Lauck
Phone:	(605) 328-6668
Application Name:	CG16-SDEMSC-BPD-00021
Major Performance Measure	C1-Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C10 -Reduce the number of pedestrian fatalities
Project No:	2016-00-21

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$1,760.00	$0	$1,760.00	Section 402	20.600
Contractual Services	$2,500.00	$0	$2,500.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$36,085.00	$0	$36,085.00	Section 402	20.600
Indirect Costs	$4,035.00	$0	$4,035.00	Section 402	20.600
SUBTOTAL CATEGORIES	**$44,380.00**	**$0**	**$44,380.00**		
Federal Funds	$44,380.00	$0	$44,380.00		
State & Local Match	$20,460.00	$0	$20,460.00		
TOTAL FEDERAL + MATCH	**$64,840.00**	**$0**	**$64,840.00**		

Problem Identification

The SD EMS for Children program was established in 1993 and since has worked with the Office of Highway Safety to promote Safe Communities across South Dakota. As a continued objective of SD EMS for Children, we will continue to partner with the Office of Highway Safety to establish additional Safe Communities and continue to support existing Safe Communities. SD EMS for Children will continue to be a resource for injury prevention programs and with this proposal looks to expand that role across the state.

The children of South Dakota suffer a higher mortality rate than that of the general population of the United States. In 2009, South Dakota ranked 49th in the nation as having the highest death rate per capita for children ages 1-14 due to injuries with 23.6 deaths per 100,000 children. The national average of unintentional injury death is 11.0 per 100,000. While South Dakota is not currently able to track state-wide injury rates for children,

the alarmingly high death rate among children in South Dakota suggests that injury rates for children in our state are also far above the national average. Through traffic safety education, there is an opportunity to promote overall injury prevention to over 3,000 children and an additional 2,000 adults at the Sioux Empire Fair and other regional events across the state.

Over the past five years approximately 200 individuals in South Dakota were injured each year in bicycle and pedestrian incidents, according to the SD Department of Public Safety – Office of Accident Records report from 2013. According to the Accident Records from 2013, over 30 percent of the reported bicycle crashes involved children under the age of 14, and, over 50 percent involved riders under the age of 18. The location of bicycle crashes appear directly related to population and traffic density with most injuries reported in urban areas with higher traffic. Improper crossing accounted for 30 percent of the crashes, failure to yield accounted for 23 percent of crashes, followed by 10 percent related to failure to obey traffic signs or signals. Since 2011 there have been 19 fatalities across the state due to pedestrian and bicycle incidents. In 2014, there were 8 fatalities in South Dakota, 6 of which were in the city of Sioux Falls. South Dakota, and particular the metropolitan region of Sioux Falls, is seeing an increasing trend in both pedestrian and bicycle activity, which shows a disproportionate percentage of injuries and fatalities occurring in the city of Sioux Falls. As the city 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 alarming increase in fatalities and injuries. With increased education programs in the city of Sioux Falls on bicycle and pedestrian safety, and partnering with the city to increase safety initiatives we believe we can significantly reduce the number of injuries and fatalities in the city of Sioux Falls and the state of South Dakota.

In South Dakota more than half of the traffic fatalities are unrestrained. South Dakota also has the lowest seat belt usage in the nation at 66.5%. Of the 18 fatalities reported in motor vehicle crashes as of April 9, 2015, 15 of the victims were not wearing a seat belt. That is an average of about 83 percent. The average in past years has been around 60 percent. 7.5% of drivers involved in crashes are found to have been drinking.

Brief Project Summary

Our main objectives will be to reduce the number of traffic fatalities in Minnehaha, Lincoln and Moody counties by 10 percent or 20 to 18 individuals during 2016, reduce the number of serious injuries in traffic crashes in Minnehaha, Lincoln and Moody counties by 10 percent or 1374 to 1237 individuals during 2016 and reduce the number of pedestrian fatalities in South Dakota by 10 percent or 9 to 8 individuals during 2016. We would also like to reduce the number traffic fatalities due to bicycle and pedestrian incidents by 33 percent or one individual during 2016 and reduce the number of serious injuries in traffic crashes involving bicyclist by 10 percent or 8 individuals during 2016.

SD EMS for Children activities will include bike and other traffic safety public education in the Sioux Empire as well at regional events across the state. The Traffic Safety Project is a collaborative effort among local and statewide partners to provide traffic safety education, including bicycle safety, pedestrian safety, and occupant protection as well as safety information for the Sioux Empire area. It is also our desire to continue our bike safety program and in 2016 bike safety education will be provided via bike rodeos and bicycle helmet distribution which will be scheduled upon request from communities. During the entire year, SD EMS for Children will provide education to our EMS providers to incorporate the promotion of seat belt usage. This educational package will include marketing the materials to all EMS educators in the state and information about the training to all EMS services in South Dakota.

Evidence Based: Yes

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

FY2016 PROJECTS BY CORE PERFORMANCE AREA

TAB C11

Number of Bicyclist Fatalities (FARS)

Community/Non-Profit Grant 2016

Organization: Education Resource Center of South Dakota **CG16-Ed Res Center of SD-BPD-00033**

Highway Safety Plan Project Summary

HSP Project Organization:	Education Resource Center of South Dakota
HSP Project Title:	Safe Kidz
Project Manager Name:	Marsha Kucker
Phone:	(605) 280-0650
Application Name:	CG16-Ed Res Center of SD-BPD-00033
Major Performance Measure	C10 -Reduce the number of pedestrian fatalities C11 -Reduce the number of bicycle fatalities.
Project No:	2016-00-33

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$1,200.00	$0	$1,200.00	Section 402	20.600
Contractual Services	$20,000.00	$0	$20,000.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$3,150.00	$0	$3,150.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$24,350.00**	**$0**	**$24,350.00**		
Federal Funds	$24,350.00	$0	$24,350.00		
State & Local Match	$63,815.00	$0	$63,815.00		
TOTAL FEDERAL + MATCH	**$88,165.00**	**$0**	**$88,165.00**		

Problem Identification

In South Dakota, approximately 140,000 young people attend public and private elementary, middle and high schools for about 6 hours of classroom time each day for up to 13 of the most formative years of their lives. Because schools are the only institutions that can reach nearly all youth, they are in a unique position to improve both the education and health status of young people throughout the state. Because of funding issues, many school districts do not have access to new and innovative curriculum – especially in the safety area. Safety education is an integral component of national and state education content standards for health. The Centers for Disease Control has outlined a grades K-12 scope and sequence for safety education in schools specifying content that should be taught at each grade level. (http://www.cdc.gov/healthyyouth/hecat/pdf/HECAT_Module_S.pdf). These standards are used as a curriculum framework in schools in South Dakota and across the country. Most health programs use these themes in

teaching health education to students: Alcohol and Other Drugs, Injury Prevention, Nutrition, Physical Activity, Family Life and Sexuality, Tobacco, Mental Health, Personal and Consumer Health, Community and Environmental Health.
The South Dakota Elementary School Health Profile survey conducted by the Department of Education found that:
-Most health education (injury prevention) is taught by the classroom teacher.
-There are limited opportunities for staff development on health (injury prevention) topics and related instructional strategies.
-The majority of teachers indicated that quality health (injury prevention) education is important for their students.
-Lack of instruction time, money and resources are the greatest barriers for improving health education in South Dakota schools.
The South Dakota Department of Public Safety reports that:
-There were 9 fatalities and 124 pedestrian injuries in South Dakota in 2013, 20 of the injuries occurred in children ages 5-13.
-There were 87 bicycle-related injuries in South Dakota in 2013, 24% of the injuries occurred in children ages 5-13.
Considering these statistics and information, it is important that preventative bicycle and pedestrian safety education be provided to South Dakota elementary school students. The SD Safety KidZ program will be available to free of charge to all South Dakota schools and organizations.

Brief Project Summary
Reduce the number of pedestrian injuries in children ages 5-13 in South Dakota from 20 in 2013 to 16 during the 2015/2016 school year. Reduce the number of bicycle-related injuries in children ages 5-13 in South Dakota from 21 to 16 during the 2015/2016 school year.
1. Implement the SD Safety KidZ Program in K-3 classrooms and educational organizations.
2. Implement a challenging standards-based safety education curriculum at no cost to South Dakota schools.
3. Educate children about pedestrian laws.
4. Educate children about safe walking practices and routes.
5. Educate children about bicycle laws.
6. Educate children about safe bicycling practices.
7. Provide a resource for schools that is comprehensive and adaptable to different classroom, organizations, and situations.

Evidence Based: Yes

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

FY2016 PROJCTS BY CORE PERFORMANCE AREA

TAB B1

Observed Seat Belt Use for Passenger Vehicles,
Front Seat Outboard Occupants

Law Enforcement Application 2016

Organization: Alcester Police Department **LE16-Alcester Police Department-SSB-00013**

Highway Safety Plan Project Summary

HSP Project Organization:	Alcester Police Department
HSP Project Title:	Alcester Police Department Safety Grant
Project Manager Name:	Ryan Knutson
Phone:	(605) 934-2481
Application Name:	LE16-Alcester Police Department-SSB-00013
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-13

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,748.80	$0	$1,748.80	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,120.64	$0	$2,120.64	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,869.44**	**$0**	**$3,869.44**		
Federal Funds	$3,869.44	$0	$3,869.44		
State & Local Match	$967.36	$0	$967.36		
TOTAL FEDERAL + MATCH	**$4,836.80**	**$0**	**$4,836.80**		

Problem Identification:

The mission of the Alcester Police Department is to reduce the number of speed related vehicle crashes and to reduce the economical and emotional loss resulting from such incidents.
In 2014, the City of Alcester had a total of 107 traffic stops involving speed. we had a total of 24 vehicle crashes. The number of vehicle crashes and speed related encounters were up slightly from 2013. Union County is one of 9 South Dakota counties which rural fatal and injury crashes represent more than 2 % of all the crashes in Union County. Speeding remains an issue in the City of Alcester as we have one state highway which passes through our community, South Dakota Highway 11. Most of the speed and vehicle crashes

occurred during the daytime when traffic is of higher volume.
The City of Alcester in 2014 had a resident population of 801.

Brief Project Summary

The Alcester PD would help reduce the number of traffic fatalities in the Alcester area by 2 from 2 in base year 2013 . The Alcester Police Department would help increase seatbelt awareness by conducting 2 traffic safety checkpoints in 2015. The Alcester PD will assure that all occupants inside the vehicles are wearing seatbelts and increase written tickets and warnings from 10 to 15. The Alcester PD would increase speed related patrols and increase written citations and warnings by 10% in 2015 from 107 to 118 contacts.
The Alcester Police Department will accomplish our goals by using the requested radar unit and increasing our routine patrols, public awareness and education, media announcements and participation in the four national mobilization times during the FY year along with more saturation patrols, media announcements and assist our local sheriff's department with checkpoints.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Belle Fourche Police Department **LE16-Belle Fourche Police Department-SSB-00076**

Highway Safety Plan Project Summary

HSP Project Organization:	BFPD
HSP Project Title:	Highway Safety Program
Project Manager Name:	Jamie Dinkel
Phone:	(605) 892-4240
Application Name:	LE16-Belle Fourche Police Department-SSB-00076
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A3 -Speed Citations
Project No:	2016-00-76

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$19,200.00	$0	$19,200.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$400.00	$0	$400.00	Section 402	20.600
Equipment	$2,720.00	$0	$2,720.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$22,320.00**	**$0**	**$22,320.00**		
Federal Funds	$22,320.00	$0	$22,320.00		
State & Local Match	$5,580.00	$0	$5,580.00		
TOTAL FEDERAL + MATCH	**$27,900.00**	**$0**	**$27,900.00**		

Problem Identification:

We have a problem with drivers not wearing seatbelts or making their children use restraints whether it be in car seats, boosters or regular seatbelts. According to an observational survey, 70% of motorists wear safety belts. In 2012 - 2014 there were 21 speed related crashes in Belle Fourche, 7 of which were not wearing safety belts.

Speed in Butte county continues to be a problem with previous speed studies showing the average speed to be about 3+ mph over the speed limit. Belle Fourche Police Department issued 407 speed related violations in 2014.

Law Enforcement Application 2016

Organization: Belle Fourche Police Department **LE16-Belle Fourche Police Department-SSB-00076**

Highway Safety Plan Project Summary

Brief Project Summary

To increase the number of seatbelts / child restraints citations from63 in 2014 to 70 in the grant period, to increase speed enforcement from 2014 statistics of written citations from approximately 267 to 300 in 2016 to reduce injury accidents from 13 in 2014 to 10 during grant period and keep fatal accidents at zero with in the city limits of Belle Fourche. We will accomplish these objectives by participating in the Freshman Impact for the 2015-2016 school year. This program promotes the importance of seatbelt usage. We will increase total seatbelt/child restraint citations and conduct at least 2 seatbelt saturation patrols during school let out.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Bon Homme County Sheriff **LE16-Bon Homme County Sheriff-SSB-00102**

Highway Safety Plan Project Summary

HSP Project Organization:	Bon Homme County Sheriff
HSP Project Title:	Bon Homme Safety and Speed and Seat Belt Enforcement
Project Manager Name:	Preston Crissey
Phone:	(605) 589-3942
Application Name:	LE16-Bon Homme County Sheriff-SSB-00102
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A3 -Speed Citations
Project No:	2016-01-02

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,326.25	$0	$3,326.25	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$250.00	$0	$250.00	Section 402	20.600
Equipment	$1,652.00	$0	$1,652.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,228.25**	**$0**	**$5,228.25**		
Federal Funds	$5,228.25	$0	$5,228.25		
State & Local Match	$1,311.30	$0	$1,311.30		
TOTAL FEDERAL + MATCH	**$6,539.55**	**$0**	**$6,539.55**		

Problem Identification:

Bon Homme County Sheriff's Office will reduce the number of crashes on it's highways. In FY 14 Bon Homme County seen a total of 73 total crashes, 18 were injury and 1 fatal. Accidents have increased by 4 accidents but have had a decrease of the number of injury accidents reduced by 5 fatal crashes in FY13. In FY15 we will continue to lower the injury crashes with speed enforcement and seat belt enforcement.

Brief Project Summary

We would like to reduce fatal crashes from 1 in FFY14 to 0 in FFY16, reduce injury crashes from 18 in FFY 14 to 20% less in FFY16 to 11, increase seat belt citations from 0 in FFY 14 to 20 citations in FFY 16, increase seat belt citations from 0 in FFY 14 to 20 in FFY 16 and increase speeding citations form 67 in FFY 14 to 10% more in FFY 16 to 74.
We will participate in the 3 major mobilizations. We will provide South Dakota Highway Safety with an enforcement plan for each of the mobilizations. We will participate in at least 8 total saturation patrols, 4 will be in the 3 major mobilization patrols and the other 4 will be held during random times throughout the year. We will use LIDAR to make saturation patrols more effective. With LIDAR we can individually choose vehicles while in clusters on the highways to determine individual speeds. Our Sheriff's Office is very active in the Bon Homme County Schools District. During classes we talk to the students about seat belt safety.

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 Joey Collins

Phone: (605) 692-2113

Application Name: LE16-BrookingsPD-SSB-00026

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-26

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$6,889.60	$0	$6,889.60	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$360.00	$0	$360.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$7,249.60**	**$0**	**$7,249.60**		
Federal Funds	$7,249.60	$0	$7,249.60		
State & Local Match	$1,812.40	$0	$1,812.40		
TOTAL FEDERAL + MATCH	**$9,062.00**	**$0**	**$9,062.00**		

Problem Identification:

The City of Brookings operates with the council-manager form of government adopted by a city charter in 1999. Brookings is a community of 22,943. (City-Data, 2013). Located in Brookings is South Dakota State University, which is a Division I - AA University with Full-time students at approximately 10,392. Brookings population in 2013: 22,943 (99% urban, 1% rural). Population change since 2000: +24.0% (City-Data, 2013). Median resident age is 23.5.
Speed Violations continue to be an area of enforcement concern for the Brookings Police Department. According to our department records, in 2014, the police department issued 503 speeding citations and

investigated 539 accidents. This is an improvement from 2013. In 2013, the Brookings Police Department issued 229 speeding citations and investigated 716 accidents.
The increase in speed enforcement is attributed to becoming closer to full staffing. Accidents are down in Brookings with a total difference of 177.
Motor vehicle crashes are a leading cause of death during the first three decades of Americans' lives. Increasing the proper use of age- and size-appropriate car seats, booster seats, and seat belts is an important way to prevent crash-related injuries and deaths.
By wearing seat belts and properly buckling children into age- and size-appropriate car seats and booster seats, people can reduce
the risk of serious injury and death in a crash by half.
Although most drivers in the United States follow these safety measures on every trip, there are still millions who don't.
The National Average for seat belt use is 86% of people use seatbelts. The number of people that use seat belts in South Dakota are much lower at 67%. Obviously, education and enforcement are lacking in South Dakota. The CDC has a number of strategies to assist in educating people and ways of enforcing the law. (CDC, 2015)
In 2014, the Brookings Police Department has issued 50 citations for individuals not wearing their seat belts. Additionally, the Brookings Police Department had issued 15 warning for individuals not wearing seatbelts. We more than doubled our citation numbers for seat belt citations from the previous year by making a more concerted enforcement effort.
The Brookings Police Department is purchasing two new digital in-car recording systems to ensure that officers working speed enforcement have their traffic stops recorded.

Brief Project Summary

The Brookings Police Department will dedicate 240 hours combined federal and local to Speed Enforcement and raise citations by 20% from 2014 level of 377 to 452 in 2016. The Brookings Police Department will improve seatbelt compliance by increasing occupant protection citations for Brookings by 5% by September 30, 2016 from 46 citations in 2014 to 51. The Brookings Police Department will purchase 300 lanyards promoting seat belt usage to be given to children at our three Safety Town sessions and conduct a safety checkpoint in 2016. The Brookings Police Department will work to reduce the number of serious injuries in traffic crashes by improving seatbelt compliance 2% from 92.6% (2015) to 94.6% by comparing safety checkpoint statistics. These objectives will be accomplished by conducting safety seat belt checkpoints and participating in required national mobilizations.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Butte County Sheriff **LE16-Butte County Sheriff-SSB-00056**

Highway Safety Plan Project Summary

HSP Project Organization: BUTTE COUNTY SHERIFF OFFICE

HSP Project Title: HIGHWAY SAFETY GRANT FFY 2016

Project Manager Name: Gary Brunner

Phone: (605) 892-3324

Application Name: LE16-Butte County Sheriff-SSB-00056

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-56

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$5,000.00	$0	$5,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$1,500.00	$0	$1,500.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,500.00**	**$0**	**$6,500.00**		
Federal Funds	$6,500.00	$0	$6,500.00		
State & Local Match	$1,300.00	$0	$1,300.00		
TOTAL FEDERAL + MATCH	**$7,800.00**	**$0**	**$7,800.00**		

Problem Identification:

Butte County is a county located in the northwestern part of the state. Butte County is mostly an agriculture community. Butte County has approximately 2500 square miles. According to the recent census Butte County has a population of just over 10,000 people. Just over half the population lives in the city of Belle Fourche. Belle Fourche is also the county seat. The rest of the population lives on farms and ranches and smaller communities. The recent census revealed Butte County has a growing population. This population is growing to smaller subdivisions just outside of city limits. Butte County is having to continually deal with increased traffic from workers working in the oil fields in our neighboring county (Harding Co) and North Dakota. This increased

traffic is on US Highway 85 which goes through the city of Belle Fourche, SD Highway 79 which goes through the city of Newell and US Highway 212 which goes west to east through our county. Butte County has a significant number of the population travel to other areas for their employment. Butte County is seeing an increase in the number of older drivers. The Butte County Sheriff Office has the Sheriff and 4 Deputies. The office also utilizes the help of 14 reserve Deputies. Butte County provides law enforcement for the county and the communities of Newell, Nisland, Vale, Castle Rock, Hoover, and Fruitdale. The Butte County Sheriff Office also works with and assists the Belle Fourche Police Department.
Our office is committed to doing what we can by being proactive to decrease accidents in our county. We do this through public education, news media, Law enforcement and working with assisting other agencies in our county. (Highway Patrol, Belle Fourche Police Department, the Game Fish Department, and the BLM Law enforcement agent. We take part in all the National mobilizations. We attend educational fairs, health fairs, and other events where we can educate the public on the emotional and monetary lose accidents cause our county and state.

Injury related accidents are a problem in Butte County. In a three year period 2011,2012,2013 according to the accidents statistics for Butte County, South Dakota there 92 injury related accidents or an average of 30 injury related accidents a year.
Seat Belt compliance is at 90% which is above the state average however we continue to see seat belt use as a reason for serious injury accidents. The one fatality in Butte County so far in FY 2015 was a young passenger thrown from his vehicle because he was not wearing a sea tbelt.

Brief Project Summary

Our office wants to reduce the number of serious accidents by 5% or 2 injuries when the 3 year average is 30 according to the statistics provided by the South Dakota Department of Public Safety Crash summaries. Our office wants to increase the percentage of seat belt compliance by all passenger in the motor vehicle. Our goal is to go from a three year average of 90 percent to a goal of 93 percent. We will work to increase the number of seatbelt citations by 5% or 2 more citations when the three year average is 37 seat belt citations. increase speed citations by 5% or 21 contacts when the three year average is 436 contacts per fiscal years 2012,2013,2014.
Our office will aggressively patrol roads in Butte County. We will enforce speed limits and the use of seat belts by all passengers.
We will use purchased advertisements through print and radio media. We will also use public service announcements to remind the public to buckle up and drive at a reasonable rate of speed while taking road conditions into consideration. We will participate in all the mobilizations. We will have at least one speed/seat belt saturation patrol each month for a total of 12 speed/seat belt saturations. If winter months make this impossible we will conduct more in better weather. We will also conduct saturations when other agencies in the county are conducting them. We will attend any public fairs or education programs we are invited to. We will assist other agencies when they conduct safety and sobriety check points. We will move the speed trailer to locations of concern or during an event causing increased traffic. We will conduct polls by patrol officers and during the education fairs to monitor the percent of seat belt compliance.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Davison County Sheriff's Office **LE16-Davison County Sheriff's Office-SSB-00006**

Highway Safety Plan Project Summary

HSP Project Organization:	Davison County Sheriff's Office
HSP Project Title:	Overtime
Project Manager Name:	Steve Harr
Phone:	(605) 995-8630
Application Name:	LE16-Davison County Sheriff's Office-SSB-00006
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
Project No:	2016-00-06

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$15,000.00**	**$0**	**$15,000.00**		
Federal Funds	$15,000.00	$0	$15,000.00		
State & Local Match	$3,000.00	$0	$3,000.00		
TOTAL FEDERAL + MATCH	**$18,000.00**	**$0**	**$18,000.00**		

Problem Identification:

The Davison County Sheriff's Office's proposal is to assist us in the enforcement of both speed and seat belt violations. Davison County is in the top ten counties in South Dakota for speed related crashes for the years 2012, 2013, and 2014. We have 432 square miles to patrol. We have seven full time sworn officers. These include the Sheriff, Chief Deputy, Jail Administrator, and four deputies. We also have three sworn part time deputies. They only work a few shifts each per month, with the majority of them being on Friday and Saturday nights. Due to scheduling constraints we usually have one deputy working during the evening, except on Fridays and Saturdays. We try to have two deputies working from 4pm – 2am.
We have several large events that are taking place this year. They include: Corn Palace Stampede Rodeo, Bull Bash, Corn Palace Week Festival, DakotaFest, at least one street dance, several mud runs, numerous 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.
It is the Davison County Sheriff's Office's objective to reduce the number of motor vehicle crashes, injuries, and fatalities, and to minimize the human and economic loss on our highways.
In 2016 it is our objective to reduce crashes in Davison County, without using data from the City of Mitchell, as they have their own police department and highway safety grant, from 182 in 2013 to 180 in 2016. This represents a 1% decrease. It is also our objective to reduce our fatality rate from 2013, which was two.
In 2011, overall crashes increased to 240. This is an increase of 25 crashes, or 8.5%. Of these crashes, 35 were injury crashes, with 47 people being injured. This is a decrease of 3 people being injured. There was one fatality recorded in Davison County in 2011. 5%, or 12 of these crashes were alcohol related. Two were drug related. 12.9%, or 31 of these crashes were speed related.
In 2012, overall crashes decreased to 210. This is a decrease of 30 crashes, or 12.5%. Of these crashes, 31 were injury crashes, with 46 people being injured. This is a decrease of one person being injured. There were no fatalities recorded in Davison County in 2012. 3.8%, or 8 of these crashes were alcohol related. Two were drug related. 15.7%, or 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. 3.8%, or 7 of these crashes were alcohol related. 2 were drug related. 12.1%, or 22 of these crashes were speed related.
During these three years there have been a total of 632 motor vehicle crashes. 33 of them, or 5.2%, have had alcohol or drugs as a factor. 86 of these crashes, or 13.6%, had speed as a factor.
In 2012 there were 644 Speeding Citations and 150 Seat Belt Citations issued by our office. There were also 51 DUI Citations and 110 citations issued for other alcohol violations.
In 2013 there were 737 Speeding Citations and 169 Seat Belt Citations issued by our office. There were also 27 DUI Citations and 44 citations issued for other alcohol violations.
In 2014 there were 645 Speeding Citations and 142 Seat Belt citations issued by our office. There were also 19 DUI citations and 37 citations issued for other alcohol violations.

Brief Project Summary

In 2016, it is our objective to reduce crashes in Davison County from 182 in 2013 to 180 in 2016, which represents a 1% decrease. We will also work to decrease our 2013 fatality rate, which was 2. Both fatalities occurred in the same crash.
Our administrative objective is to increase our focus on the enforcement of speeding laws, as Davison County is in the list of top 10 counties in South Dakota for Speed Related Crashes. In the year 2014 we enforced 645 speeding violations and 142 seat belt violations. If this application is approved we will enforce 16 more violations, to include 13 more speeding violations and 3 more seat belt violations in 2016.
The Davison County Sheriff's Office will reduce crashes by 1% by increasing enforcement by 1%. According to the 2014 statistics, this increase in enforcement will represent 661 speeding citations and 145 seat belt violations in 2016.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Madison Police Department **LE16-Madison Police Department-SSB-00019**

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: LE16-Madison Police Department-SSB-00019

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-19

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$4,800.00	$0	$4,800.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$5,760.00	$0	$5,760.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,560.00**	**$0**	**$10,560.00**		
Federal Funds	$10,560.00	$0	$10,560.00		
State & Local Match	$2,640.00	$0	$2,640.00		
TOTAL FEDERAL + MATCH	**$13,200.00**	**$0**	**$13,200.00**		

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:

a. Our citizens have become complacent and tend to disregard the posted speed limits
b. Our citizens are still driving without safety restraints
c. Our citizens are still showing unsafe driving habits (texting, talking on phone, etc.)
d. Speed, alcohol, and other factors are contributing to motor vehicle collisions and unsafe driving
e. 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

Our college students are young and are often pre occupied when driving. This leads to not paying attention to speed signs, traffic, or wearing seatbelts. Although a fatal accident is rare with the city limits of Madison, some fatalities have occurred in our community and nearby.

Speeding Citations (2009-2014, respectively): 306, 174, 206, 136, 96, 83
Traffic Accidents (2009-2014, respectively): 202, 210, 200, 190, 188, 187
Traffic Warnings (2009-2014, respectively): 1492, 987, 978, 985, 809, 830
Seatbelt Citations (2009-2014, respectively): 84, 37, 50, 56, 37, 61

As shown by the table, our community does indeed face the highlighted problems addressed by this grant. Looking at the numbers, speeding citations were very high in 2009 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 believe that this can be attributed our increased patrols and enforcement actions made possible by this grant, as well as public service announcements on our Facebook page.

Our records show the seatbelt citations have been increasing since 2010, with the highest number being 60 since 2010. Although a significant amount of people have started to wear seatbelts, I feel the numbers for seatbelt citations are still fairly low and could be increased by this funding. A majority of this overtime will be worked in the daylight hours. This makes it easier for officers to see people who may not be wearing their seatbelts. Through this program, the Madison Police Department will try to continue to reduce the number of crashes, as well as reduce the numbers of people speeding, driving distracted, driving under the influence, and not wear safety restraints.

Brief Project Summary

1.) Reduce serious injury traffic crashes

A.) Reduce the number of injury crashes by 9 from 18 in base year 2013 by increased speed and seatbelt enforcement and high visibility patrols.

2.) Reduce speed violations
A.) Reduce speeding violations in the City of Madison by increasing speeding citation numbers by 80 from 83 in base year 2014

3.) Increase seatbelt and child seat usage
A.) Increase seatbelt and child seat usage by increasing the amount of seatbelt and child restraint citations issued by 20 from 61 in base year 2014.

4.) Increase the number of observed seatbelts
A.) Increase number of people observed wearing seatbelts by increasing patrols at busy traffic times.

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 160 hours of enforcement time. This time multiplied by 2 citations per hour equals 320 citations. We will participate in all highway safety mobilizations, place speed boards in problems areas within the city, conduct 2 highly publicized safety belt enforcement campaigns, and produce at least 2 recorded safety messages for radio broadcast.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Marshall County Sheriff's Office **LE16-Marshall County Sheriff's Office-SSB-00098**

Highway Safety Plan Project Summary

HSP Project Organization:	Marshall County Sheriff's Office
HSP Project Title:	FFY2016 Speed
Project Manager Name:	Deputy Lucas Nordquist
Phone:	(605) 448-5181
Application Name:	LE16-Marshall County Sheriff's Office-SSB-00098
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-98

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,000.00	$0	$10,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,000.00**	**$0**	**$10,000.00**		
Federal Funds	$10,000.00	$0	$10,000.00		
State & Local Match	$2,000.00	$0	$2,000.00		
TOTAL FEDERAL + MATCH	**$12,000.00**	**$0**	**$12,000.00**		

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.

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.
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. There is a need for 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 traffic enforcement around these areas to insure the safety of drivers and pedestrians alike.
With the warm weather conditions, communities in Marshall County take part in town celebrations and street dances. Britton holds its annual Harvest Days festival every August. Veblen holds its annual Summer Bash in August as well. The towns of Eden, Lake City, and Langford also have street dances throughout the summer and there is a need for additional traffic enforcement during these times in these areas.

Brief Project Summary

Reduce the number of people involved in injury accidents in Marshall County by 2 from 4 in base year 2014. 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.
Increase presence in school zones, monitoring seatbelt use in drivers and occupants under the age of 18.
During speed/traffic enforcement, issue at least one seatbelt/child restraint citation for every two hours of federal overtime worked.
During speed overtime, we will try to issue at least one speed citation for every three hours of federal overtime worked.
Increase saturation patrols in Marshall County from 13 in base year 2014 to 15. This includes dances and gatherings in towns, New Years celebrations, and Prom formals in Britton and Langford.
We will continue to keep number of failure to yield accidents at zero from base year 2014, for base year 2015, by saturating high-accident intersection areas and issue citations and written warnings for non-compliance.
These objectives will be monitored by keeping track on a monthly basis of accidents and traffic warnings and citations. These figures will be compared to 2014 data to see that there is a reduction in accidents and increase in warnings and citations. We will also continue to report to Highway Safety webpage and accident records on a monthly basis.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Oglala Sioux Tribe Department Of Public Safety **LE16-OSTDPS-SSB-00089**

Highway Safety Plan Project Summary

HSP Project Organization: Oglala Sioux Tribe Department of Public Safety

HSP Project Title: Collaboration - saves lives

Project Manager Name: Kenneth Franks

Phone: (605) 867-5141

Application Name: LE16-OSTDPS-SSB-00089

Major Performance Measure:
C2 -Reduce the number of serious injuries in traffic crashes
C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions
C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-89

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,679.49	$0	$15,679.49	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$2,000.00	$0	$2,000.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$8,000.00	$0	$8,000.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$25,679.49**	**$0**	**$25,679.49**		
Federal Funds	$25,679.49	$0	$25,679.49		
State & Local Match	$6,419.87	$0	$6,419.87		
TOTAL FEDERAL + MATCH	**$32,099.36**	**$0**	**$32,099.36**		

Problem Identification:

The population of the Oglala Sioux Tribe has a current seat belt usage rate far below the State of South Dakota and even further below the National Average. While the Oglala Sioux Tribe Department of Public Safety has worked diligently and collaboratively with the Indian Health Service,State of South Dakota Highway Safety, Bureau of Indian Affairs Highway Safety, local elders,and community members to reduce the number of motor

vehicle crash fatalities, increase the seat belt usage and increase the child safety seat usage rate.
This has proven to be an effective, multi-year strategy, with multiple partnerships, referred to as the Sacred Cargo Coalition.
The seat belt usage rate, when the Sacred Cargo Coalition began was at a staggering 5%. This was documented from a seat belt survey completed in the village of Pine Ridge. Our motor vehicle crashes statistics were as dismal as seat belt usage. In 2009 we were as high as 23 motor vehicle fatalities. The majority, 99% of the fatalities, were due to being thrown from the vehicle. Today after countless hours of education, information, enforcement, including saturation and participation in mobilizations our seat belt usage is at 52.5%. (DPS/IHS seat belt survey 2014) This is a significant positive increase, but still behind the states rate of 68.9%. (South Dakota Seatbelt Observational Survey) And further behind than the national average of 87%. (NHTSA 2013 survey)
Our car seat usage rate has gone from 5% in 2009-2010 to 52% in 2013. (DPS-TIPCAP survey results) We have distributed over 2,000 car seats and also provided countless hours of training on proper installation and tons of hours on information to reach this astounding rate. We have had nearly 360 live births, annually, at the local hospital. This reflects that we can distribute nearly one car seat a day and still not meet the demand. We are also providing the on-going training to ensure that our highway safety officers are re-certified in child safety seat installation and have the ability to distribute. Every day you can come into contact with a car that has multiple children in it, all riding unsecured and unsafe. In 2014 we only distributed 63 child restraint tickets, but we are unable to put a number on the amount of lives that were saved due to proper restraint. We need to continue to address this, car seat restraint use, until we achieve a much higher rate and have zero fatalities related to unrestrained children in motor vehicle crashes.
Speed and unrestrained related traffic violations continue at a very high rate. We have, in 2014 statistics a total Speeding is a significant problem on our roads with a total of 3,268 speeding violations cited. These numbers reflect the amount of continued education, information, enforcement and continued collaboration that needs to take place in order to continue to achieve better statistics.

Brief Project Summary

Our objectives are to reduce traffic fatalities by 50% from the FY 2013, 2014, and half of 2015 average number of 4 to 2 in FY 2016, to reduce traffic injuries by 10% from the 2014 number of 53 to 48 by the end of Fiscal Year 2016, to reduce by 50% from the average of 2013, 2014 and the first half of 2015 number of 4 to 2 by the end of FY2016, to increase the seat belt use by 7% from the 2014 rate of 43% to 50% by the end of FY 2016, to increase citations by 20% from the 2014 amount of 807 to 968 by the end of FY 2016, and to increase speed citations by 25% from the 2014 year amount of 3,268 to 4,085 by the end of FY 2016.
We will Increase enforcement through saturation patrols that will be designed to be visible during our most active, high populous activities, such as Wacipis (pow-wows) in the various districts. We will actively participate in national and state mobilizations, conduct no less than 12 check points and/or saturation patrols, we will have continuous presentations to the communities and schools, and utilize the speed trailer during all of the events. We will conduct presentations in the schools, communities, early childhood programs and guardians on seat belt usage and proper use and installation of child safety restraints. Presentations will include the roll over simulator and driving simulator. We will conduct no less than 6 educational presentations. We will provide continued training for guardians on correct use and installation of child safety seats.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Scotland PD **LE16-Scotland PD-SSB-00107**

Highway Safety Plan Project Summary

HSP Project Organization: Scotland Police Department

HSP Project Title: 2016 Highway Safety Project

Project Manager Name: Kirk W. McCormick

Phone: (605) 583-4485

Application Name: LE16-Scotland PD-SSB-00107

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-01-07

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,652.00	$0	$1,652.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$1,652.00**	**$0**	**$1,652.00**		
Federal Funds	$1,652.00	$0	$1,652.00		
State & Local Match	$413.00	$0	$413.00		
TOTAL FEDERAL + MATCH	**$2,065.00**	**$0**	**$2,065.00**		

Problem Identification:

The population of the City of Scotland is 891. Highway 25 runs through Scotland and is the road in front of the public school complex and public library. These buildings by their nature draw adults and children to them. Highway 25 is a 65mph highway that slows to 30mph as it passes through Scotland for about 1 mile. The City of Scotland has a moving radar unit which is beneficial but the design requires the patrol vehicle to be parked normally along the side of the road which makes the vehicle plainly visible to traffic.
I started as the Scotland Chief of Police on May 1, 2015 and will start entering traffic data online which has been a shortfall of this department in the past so hard statistical data is lacking. Since I arrived at Scotland my

presence has caused traffic to slow down. I base this on comments from school employees and citizens that have noticed vehicles are traveling slower. While working speed enforcement I have been able to watch people slow from a few miles per hour over the speed limit to a few miles under the speed limit when they see the patrol vehicle. I have also watched them hold their speeds right at or just under the speed limit. I have over 20 years in law enforcement and know these driving behaviors are only because the drivers saw the patrol vehicle. The speed measurement device requested in the grant would allow the Scotland Police Department to monitor speeds from positions that will be less obvious.
A goal of this project is to Start active enforcement of speed violations by the Scotland Police Department. Goal: 60 traffic stops for speed violations during FFY 2016.
An additional benefit will be that the Scotland Police Department will be able to get a more accurate picture of the speeds people drive when an officer is not visible.
Scotland has been fortunate to have not had any fatal vehicle or pedestrian crashes in the recent past and I would like to do whatever we can to keep that record.
This ties directly to one of the project goals - Keep pedestrian fatalities at zero.
On May 21, 2015 I conducted a survey of seat belt usage by front seat occupants of vehicles traveling on or across Hwy 25 inside the Scotland City Limits. 36% of the front seat occupants were wearing seat belts. 2013 NHTSA data shows an average 68.7% seat belt usage in South Dakota. This survey led to two of the goals for this project.

Two of the goals for this project are to Start active enforcement of seat belt laws by the Scotland Police Department. Goal: 12 seat belt citations during FFY 2016 and to Increase seat belt usage from the current level of 36% to 41%.

Brief Project Summary

Our objectives are to keep pedestrian fatalities at zero, increase seat belt usage from the current level of 36% to 41%, issue 12 seat belt citations during FFY 2016, achieve 60 traffic stops for speed violations during FFY 2016.
We are going to achieve the above objectives through routine patrol with use of request lidar, saturation patrols, participation in national traffic safety campaigns and education efforts. Education efforts will be through the local paper.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: South Dakota Sate University **LE16-SDSU*-SSB-00027**

Highway Safety Plan Project Summary

HSP Project Organization:	South Dakota State University
HSP Project Title:	Highway Safety Program
Project Manager Name:	Brandon Schultz
Phone:	(605) 688-5117
Application Name:	LE16-SDSU*-SSB-00027
Major Performance Measure:	C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-27

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$6,044.39	$0	$6,044.39	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$2,085.31	$0	$2,085.31	Section 402	20.600
SUBTOTAL CATEGORIES	**$8,129.70**	**$0**	**$8,129.70**		
Federal Funds	$8,129.70	$0	$8,129.70		
State & Local Match	$1,625.94	$0	$1,625.94		
TOTAL FEDERAL + MATCH	**$9,755.64**	**$0**	**$9,755.64**		

Problem Identification:

SDSU Police Department needs additional manpower hours dedicated to enforcing hazardous traffic violations such as speeding and the occupant protection of seat belt use, to make up for officers taken off the road for increases in call response and to work special events. It is in part the mission of the SDSU Police Department to reduce the number of motor vehicle crashes, injuries and fatalities and minimize the human and economic loss on the city and county roadways, state highways and interstate that surround the South Dakota State University.

The SDSU Police Department has a great concern for speed and other hazardous moving violations especially due to the increase in traffic and growing population our area. The SDSU landscape has changed in recent years. Construction of new buildings has changed our roadways. We now have less drivable road surface in the interior of our campus which has led to an increase in traffic congestion on the surrounding roadways. Also, the SDSU campus houses some of the youngest (age 17-24) and least experienced drivers in a demographically small area.

Young drivers in South Dakota (under age 25) represent 15.5 of total licensed drivers and yet they account for 51.9 of those drivers involved in speeding fatalities and injury crashes. These young drivers are involved in more crashes than any other age group. (SD Department of Highway Safety - Office of Accident Records 2012)

Brookings County is #8 of the top 10 counties list for Rural Fatal and Injury crashes in South Dakota. In 2012, 543 crashes were reported in Brookings County, with a total economic value of $3,190,094. (Department of Public Safety, Accident Records)

In FF2011, we did see a drop in overall class 2 traffic contacts and enforcement than the two previous fiscal years. However, at that time drug related contacts increased more than 147 . In FY2012 the SDSU Police made 211 drug related arrests, an increase 4 times the amount in FFY11. While the impact on the driving community is obvious, the average drug related arrest takes officers off the road for an average of 2.5 hours to process the arrest, this includes execution of search warrants and turnover at the detention center. Again, this leaves the roadways less enforced, re-enforcing the need for more manpower to enforce speed, seat belts and other
hazardous moving violations.

Brief Project Summary

We will address occupant protection by increasing citations from an average of 3 to 8 per month. We will strive to meet our goal of reducing injuries and fatalities by increasing speed enforcement form an average of 23 to 33 citations. Our last goal is to address occupant protection by addressing drivers who fail to use safety belts and to increase seat belt enforcement. We plan to increase citations by an average of 5 per month. We also plan to increase the observed occupant protection by increasing warnings to include safety belt use by passengers.

We will accomplish these objectives by participating in all the major Federal campaigns. We will have a minimum of 8 high visibility law enforcement activities, such as saturation patrols and safety checks. We will educate the public about highway safety issues and have dedicated an officer to public awareness issues and organize an average 2 education presentations or more a month. We will also utilized earned media outlets such as the SDSU Student radio station and the student newspaper, the Collegian, to educate on speeding and occupant protection.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sturgis Police Department **LE16-Sturgis Police Department-SSB-00079**

Highway Safety Plan Project Summary

HSP Project Organization:	Sturgis Police Department
HSP Project Title:	Enforcement and Equipment funding
Project Manager Name:	Geody VanDewater
Phone:	(605) 347-5070
Application Name:	LE16-Sturgis Police Department-SSB-00079
Major Performance Measure:	C1 -Reduce the number of traffic fatalities C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-79

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,192.00	$0	$3,192.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,192.00**	**$0**	**$3,192.00**		
Federal Funds	$3,192.00	$0	$3,192.00		
State & Local Match	$798.00	$0	$798.00		
TOTAL FEDERAL + MATCH	**$3,990.00**	**$0**	**$3,990.00**		

Problem Identification:

The 2014 State Reportable Motor Vehicle Crash Summary for the City of Sturgis reports a total of 66 reportable accidents in 2014 in Sturgis. 42%were injury accidents, with 28 reportable. The report shows several driver contributing circumstances were speeding, distracted driving, and failing to yield as major causes of the majority of the accidents. According to 2012 Department of Public Safety Driver Survey, drivers

tend to lack the knowledge of the law's finer points and speeding was identified as the most problematic area. Data from recent years, such as 2012 South Dakota Seatbelt Survey report, estimates that 71.6% of drivers and front seat passengers utilize a seatbelt. The likelihood of Speeding, Distracted Driving, and Failure to Yield related traffic accidents increase because of speeding and lack of knowledge of the law, which clearly shows the need for effective enforcement and education. A staggering 92% of respondents to the 2012 DPS Driver Survey reported to have never been given a citation for seatbelt violations. By increasing the public awareness and enforcement in these problematic areas and speaking about the benefits and laws of utilizing seatbelts, it is feasible to believe that the remaining 28.4% of unrestrained occupants will increase seatbelt use on a regular basis. By increasing seatbelt use, it is highly probable that injury accidents in Sturgis will decrease. (There was no 2013 Driver Survey conducted)
Aggressive and Distracted Driving such as speeding and tailgating is a common occurrence in Sturgis, especially involving young motor vehicle operators en route to and from the Sturgis Brown High School east of Sturgis. The major roadways used to and from the High School are Highways 34, 14A and Interstate 90. Saturation patrols have worked in the past to help reduce that type of driving behavior. Radar equipment is needed to utilize effective enforcement of the 45mph posted speed limit in front of the High School; the median speed for that area is over 60mph. Proactive traffic enforcement making drivers on the highway aware of the posted speed limit of 45mph may help reduce

Brief Project Summary

To reduce the number of traffic fatalities by stepping up and maintaining enforcement of unrestrained drivers at 83 citations/ written warnings. Maintain seatbelt and child restraint citations and/or written warnings at 83 citations/written warnings during the grant period. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding at 419. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding At 419.
We will accomplish our objectives by conducting at least four (4) high visibility saturation patrol campaigns focusing on the speeding and seatbelt violations in the Sturgis/Meade County area during the grant period. Develop at least one (1) traffic safety presentation for high school age students during the grant period. The presentation will address seatbelt use, careless driving, under 18 motorcycle helmet laws, move over law, and avoiding distractions such as talking or texting on a cellular phone while driving. Utilize local media for press releases regarding the use of seatbelts/child restraints. Utilize printed brochures advising drivers of the benefits and laws on the use of seatbelt/child restraints.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Summerset Police Department **LE16-Summerset Police Department-SSB-00072**

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:	LE16-Summerset Police Department-SSB-00072
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-72

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,544.32	$0	$3,544.32	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,278.00	$0	$3,278.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,822.32**	**$0**	**$6,822.32**		
Federal Funds	$6,822.32	$0	$6,822.32		
State & Local Match	$1,706.08	$0	$1,706.08		
TOTAL FEDERAL + MATCH	**$8,528.40**	**$0**	**$8,528.40**		

Problem Identification:

The City of Summerset is a smaller community of approximately 2130 citizens, according to the Meade County administration. This indicates an increase over the accepted previous population of 1814 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. There has been an increase in speeding and other traffic violations in the past years. This can be attributed to being located between Rapid City and Sturgis, with Interstate 90 and Sturgis Road as the main routes of travel. In 2014, officers issued 1036 citations and warnings. The Summerset officers also issued 32 citations and warnings for

seatbelt violations in 2014.
A composite review of the years 2010 through 2014 demonstrates that Summerset Police Department issued a total of 2667 citations and written warnings for traffic enforcement, within the geographic area of responsibility. Additionally, there were 23 speed related crashes within the Summerset City limits, between the time frame of January 01, 2011 through the month of December 31, 2014.
During the period of 01/01/2012 to 12/31/2014, there were 183 total traffic crashes within the geographic boundaries of Summerset. The previous data collected shows there were 135 crashes within the geographic boundaries. This includes Sturgis Road between Peaceful Pines Road to Elk Creek Road and Interstate 90 between mile markers 46 and 52. This indicates an increase of 39 percent for accidents.
The prior years' indications of 43 crashes involved speed-over safe and aggressive driving fell to the level of 32 total traffic collisions for this category. Of the 183 crashes detailed, there were 53 which resulted in injuries, up from the 35 injury accidents compiled from the prior research. However, during 2014, there was 1 fatal accident recorded in this area of interest that was attributed to alcohol usage.
The traffic count for Sturgis Road, between mile marker 52 and mile marker 48, are as follows:
Year 2011 - 7353 cars daily, Year 2012 – 7767 cars daily. Year 2013 – 7853 cars daily and Year 2014 - 7980 cars daily. These numbers were taken from the State of South Dakota Department of Transportation traffic counts conducted during those periods.

Brief Project Summary

Our objectives are to reduce the number of traffic crashes caused by aggressive driving and speeding by 20% or from 33 to 26, a reduction of 7 crashes and to increase seatbelt and child restraint use by increasing our seatbelt/child restraint enforcement by 30%, or from 44 last year to 57 per year.
We will conduct or participate in a minimum of 1 checkpoint per month, in addition to the National Mobilizations conducted. We will conduct weekly saturation patrols in high traffic areas to reduce the number of aggressive and non-belted driver's and children. These saturation patrols will be done in two hour blocks, twice weekly resulting in four hours of overtime for each officer assigned. During any given month, the first and third week's saturation patrols will focus on speed and aggressive driving. We will utilize our speed trailer in high traffic areas of the city. This will be used to reduce and prevent speed related crashes.

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:	Highway Safety Program-Seatbelts
Project Manager Name:	Eric Majeres
Phone:	(605) 444-6301
Application Name:	CG16-VOA-D-SSB-00004
Major Performance Measure	C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
Project No:	2016-00-04

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$29,000.00	$0	$29,000.00	Section 402	20.600
Travel	$6,426.00	$0	$6,426.00	Section 402	20.600
Contractual Services	$47,190.00	$0	$47,190.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$25,140.00	$0	$25,140.00	Section 402	20.600
Indirect Costs	$12,930.00	$0	$12,930.00	Section 402	20.600
SUBTOTAL CATEGORIES	**$120,686.00**	**$0**	**$120,686.00**		
Federal Funds	$120,686.00	$0	$120,686.00		
State & Local Match	$24,141.00	$0	$24,141.00		
TOTAL FEDERAL + MATCH	**$144,827.00**	**$0**	**$144,827.00**		

Problem Identification

For the past 18 years, front seat occupants have been required to be fastened by a safety belt system and yet the use rate in South Dakota remains well below the national average. Without the assistance of a primary seat belt law, usage rates remain an issue for the state and so, emphasis on the need for education and awareness efforts is critical. Nationwide seat belt use was 87% in 2013, as measured by the National Highway Traffic Safety Administration's National Occupant Protection Use Survey (NOPUS). South Dakota seat belt use was observed at 68.7% in 2013 and has been consistently below the national average.

Rural driving presents specific hazards as related to roadway surfaces, limited law enforcement, tendencies to overdrive conditions, and failure to properly use occupant protection devices. Altogether rural roads and

highways account for 96% of the 82,321 total roadway miles across the state. Non-interstate rural roads accounted for 75.2% of fatal crashes in 2013. Increasing seat belt use in rural areas (for all populations) is a priority. The lack of seat belts and deficiencies in a comprehensive Driver Education program contribute, in part, to the likelihood of these crashes.

Brief Project Summary

Initiate and support traffic safety efforts to increase statewide seat belt use from 68.9% to 71.0% FFY2016. Conduct at least 2 statewide occupant protection awareness efforts in at least 40 new communities in FFY2016.

The Volunteers of America, Dakotas' Highway Safety Program provides materials and resources compiled from a variety of local resources as well as national websites to support campaigns addressing occupant protection. From these resources, campaign awareness materials are developed and disseminated to community safety advocates and other community stakeholders. Awareness materials include "ready-to-use" tools such as posters, press release and letters to the editor, brochures, incentives, community-based activities and school-based activities.

Positively influencing driver behavior in South Dakota's population centers (Sioux Falls & Rapid City) will require continued and sustained relationship building with local stakeholders. For this effort, the Highway Safety Program will partner with local safety advocates to assist with sustaining community involvement and execute specific occupant protection awareness campaigns. The Highway Safety Program will contract for project assistance with the South Dakota Emergency Medical Services for Children (SDEMSC) office located in Sioux Falls and Volunteers of America, Northern Rockies (VOA-NR) in Rapid City. Highway Safety Program staff have experience in the traffic safety arena along with access to community contacts.

Tools and knowledge acquired by the Highway Safety Program staff attendance at regional and national conferences/summits are used to assist local traffic safety efforts. Successful partnership with local stakeholders depends on the level of technical assistance provided by the Highway Safety Program for their grassroots efforts. To increase the level of assistance, funding is requested (outlined in the budget summary) to attend the annual Lifesavers Conference and other regional (pre-approved) transportation safety presentations for continuing education/training purposes. Insight gained will be implemented into assisting grassroots awareness efforts with community traffic safety advocates. Money is also requested to attend in-state training, conferences, and meetings associated with occupant protection.

Seat belt safety is the primary topic of awareness campaign efforts conducted in November (Thanksgiving Holiday) and May (May Mobilization). Outreach is accomplished through grassroots safety groups (community, law enforcement and school-based) and statewide organizations.

The Highway Safety Program Coordinator will also serve as the Southeast SD Law Enforcement Liaison (SE LEL) for the SD Office of Highway Safety. This role will be added into monthly activities but complements planned outreach efforts to involve law enforcement in awareness campaigns. Services provided include technical assistance with funding applications, oversight of funded activities, and monitoring progress reports of funded agencies. Services will be provided by face-to-face meetings and electronic communication.

Evidence Based: Yes

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

FY2016 PROJCTS BY CORE PERFORMANCE AREA

TAB A1

Impaired Driving Citations

Law Enforcement Application 2016

Organization: Alcester Police Department **LE16-Alcester Police Department-IMP-00043**

Highway Safety Plan Project Summary

HSP Project Organization:	Alcester Police Department
HSP Project Title:	Alcester police Department Safety Grant
Project Manager Name:	Ryan Knutson
Phone:	(605) 934-2481
Application Name:	LE16-Alcester Police Department-IMP-00043
Major Performance Measure:	C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above A1 -Impaired Driving Citations
Project No:	2016-00-43

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,600.00	$0	$1,600.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$1,600.00**	**$0**	**$1,600.00**		
Federal Funds	$1,600.00	$0	$1,600.00		
State & Local Match	$1,600.00	$0	$1,600.00		
TOTAL FEDERAL + MATCH	**$3,200.00**	**$0**	**$3,200.00**		

Problem Identification:

The mission of the Alcester Police Department is to reduce the number of alcohol related incidents and alcohol related crashes and to reduce the economical and emotional loss resulting from such incidents,
In 2014, The City of Alcester had a total of 3 alcohol related incidents from DUI to underage alcohol related incidents. We had a total of 14 vehicle crashes with one of the crashes involving an alcohol related incident just outside of Alcester. Alcester is in Union County and is one of 9 South Dakota Counties which rural fatal and injury crashes represents more than 2% of all crashes in the County. Union County had a total of 34 DWI's and 33 other alcohol related incidents. Alcohol related incidents still remain an issue in Union County with SD Hwy 11 passing through as a major traveled way.
The City of Alcester in 2014 had a resident population of 801.

Brief Project Summary

To reduce the number of people killed or injured in alcohol involved traffic crashes in Union County by 5 from 9 in base year 2014. The Alcester PD will help assist the Sheriff's Office or Highway Patrol with 1 DUI checkpoint in the Alcester area in 2015. The Alcester Police Department will accomplish our goals by increasing our routine patrols, public awareness and education, media announcements and participation in the four mobilization times during FY year along with more saturation patrols. Purchasing an in-car video camera will help aid in our efforts to reduce the number of people killed or injured in alcohol involved traffic crashes.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Belle Fourche Police Department **LE16-Belle Fourche Police Department-IMP-00091**

Highway Safety Plan Project Summary

HSP Project Organization:	Belle Fourche Police Dept
HSP Project Title:	Highway Safety Grant
Project Manager Name:	Jamie Dinkel
Phone:	(605) 892-4240
Application Name:	LE16-Belle Fourche Police Department-IMP-00091
Major Performance Measure:	C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above A1 -Impaired Driving Citations
Project No:	2016-00-91

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$9,000.00	$0	$9,000.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,500.00	$0	$3,500.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$12,500.00**	**$0**	**$12,500.00**		
Federal Funds	$12,500.00	$0	$12,500.00		
State & Local Match	$12,500.00	$0	$12,500.00		
TOTAL FEDERAL + MATCH	**$25,000.00**	**$0**	**$25,000.00**		

Problem Identification:

According to a study by the University of Albany, the arrest per capita for the state of South Dakota is .07%. Belle Fourche per capita DUI arrests is nearly 2% of out population being arrested for DUI. In 2014 the Belle Fourche Police department made 54 DUI arrests and 57 other alcohol related crashes. In 2012-2014 there were 11 alcohol related crashes, 1 fatal crash and 2 injury crashes.

Brief Project Summary

To reduce the number of DUI arrests and or alcohol related arrests from 73 in 2014 to less then 68 over the next reporting year and to decrease the number of alcohol related crashes from 11 in 2012-2014 to 7 in

2016. We will accomplish these objectives by participating in the mobilization conducted through the grant period by conducting/participating in a minimum of 1 checkpoint within Butte County and participate in the mobilization conducted through the grant period by conducting at least 7 saturation patrols in addition to the checkpoint.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Bon Homme County Sheriff **LE16-Bon Homme County Sheriff-IMP-00088**

Highway Safety Plan Project Summary

HSP Project Organization: Bon Homme County Sheriff

HSP Project Title: BH County Highway Safety Alcohol Enforcement

Project Manager Name: Preston Crissey

Phone: (605) 589-3942

Application Name: LE16-Bon Homme County Sheriff-IMP-00088

Major Performance Measure: C2 -Reduce the number of serious injuries in traffic crashes
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 No: 2016-00-88

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$2,828.00	$0	$2,828.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$250.00	$0	$250.00	Section 154	20.607
Equipment	$1,950.00	$0	$1,950.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,028.00**	**$0**	**$5,028.00**		
Federal Funds	$5,028.00	$0	$5,028.00		
State & Local Match	$5,028.00	$0	$5,028.00		
TOTAL FEDERAL + MATCH	**$10,056.00**	**$0**	**$10,056.00**		

Problem Identification:

Bon Homme County has a residential population of approximately 7,070 people. Major state highways that run through Bon Homme County are South Dakota Highways 25, 37, 46, 50 and 52. All these state highways produces a lot of important traffic ranging from locals going to and from work to also having the South Dakota State Prison located in our county.
In the FY of 2013 Bon Homme County had a total of 69 total crashes. Of these crashes, 6 were fatalities. Since then Bon Homme County in FY 2014 has had a total of 73 crashes but only 1 fatal crash. Now in the start of FY 2015 we have a total of 70 crashes with only 1 fatality. We believe enforcing DUI saturation's that many residents don't drive drunk.

DUI enforcement from from FY 2013 resulted in 11 DUI's. In FY 2014 we stepped up DUI enforcement making 13 DUI arrests. That is a 23% increase from FY 2013. In FY 2015 we have been using DUI overtime saturation patrols to look for more drunk drivers. To date we have already 8 DUI's. We will continue to use our federal overtime this summer to keep enforcing DUI's in Bon Homme County.
This year Bon Homme County will continue to strive to make DUI arrests and make the county a safer place. In FY 2013 we had 22 injury crashes. With our step up in enforcement we have decreased that number in FY 2014 to 18. That is a decrease of 18% in injury crashes.

Brief Project Summary

We would like to reduce fatal crashes from 1 in FFY2014 to 0 in FFY 2016. We would like to reduce injury accidents from 18 in FFY2014 to 10 in FFY2016. With extra DUI saturation's we would like to increase enforcement by 15% from 13 in FFY2014 to 15 in FFY2015.
We will participate in the 3 major mobilizations. We will provide South Dakota Highway Safety with an enforcement plan for each of the mobilizations. In addition we will provide Highway Safety with mobilization reports. We will participate in at least 8 total saturation patrols. 4 will be in the 3 major mobilizations patrols and the other 4 will be held during random times throughout the fiscal year.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Box Elder Police Department **LE16-Box Elder Police Department-IMP-00095**

Highway Safety Plan Project Summary

HSP Project Organization:	Box Elder Police Department
HSP Project Title:	Box Elder FFY2015 OHS Grant (Alc)
Project Manager Name:	Chris Misselt
Phone:	(605) 923-1401
Application Name:	LE16-Box Elder Police Department-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 A1 -Impaired Driving Citations
Project No:	2016-00-95

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$6,363.00	$0	$6,363.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$8,750.00	$0	$8,750.00	Section 154	20.607
Other Direct Costs	$13,950.00	$0	$13,950.00	Section 154	20.607
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$29,063.00**	**$0**	**$29,063.00**		
Federal Funds	$29,063.00	$0	$29,063.00		
State & Local Match	$29,063.00	$0	$29,063.00		
TOTAL FEDERAL + MATCH	**$58,126.00**	**$0**	**$58,126.00**		

Problem Identification:

The Box Elder Police Department serves a residential population of approximately ~10,000 people in a ~35 square mile area. Neighboring Box Elder on the northern boundary is Ellsworth AFB. On the western boundary is the city of Rapid City, population ~67,000. Roadways within the city of Box Elder are utilized by a high daily volume of local, commuter, and transient traffic originating in the city and the surrounding area. Additionally throughout the year, Pennington County hosts about three million visitors to the area in tourism and special events. Portions of that visitor flow travel either through or within Box Elder to local or area events. Continuing growth within the city has complicated traffic enforcement and safety efforts. New home construction, annexation of territory, and business development has increased traffic violations and enforcement demand. Department staffing has not grown in proportion to city growth and development.

Law Enforcement Application 2016

Organization: Box Elder Police Department **LE16-Box Elder Police Department-IMP-00095**

Highway Safety Plan Project Summary

The residential and commuting traffic associated with Ellsworth AFB presents unique public safety and particularly traffic safety issues. According to the 28th Bomb Wing 2011 Economic Impact Analysis, there are 3530 active duty service members assigned to the base. They have a total of 4406 dependent family members. The base employs an additional 1539 civilians, contractors, and vendors. Education and enforcement efforts have an enduring effect on those 1539 civilians due to their continuing, long term presence in the area. However, the 7936 military members and dependents are assigned to the base for only a comparatively short period of time, and a portion of them are reassigned and replaced annually. This requires the department to sustain its levels of educational and enforcement programming for a comparatively longer period of time. Support from the Office of Highway Safety (OHS) is critical in this regard.
According to local data for FFY2014, the last full year of data that is available, Box Elder officers took 53 enforcement actions for DUI, a decrease of 30 from FFY2013. 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 2014, the last full year for which data is available, the City of Box Elder had 76 state reportable crashes. In those 76 crashes, there were 41 injuries of various types to occupants, 1 fatality, and $449,710 in property damage. Alcohol was a factor in 5. For comparison, in CY2013 there were 58 state reportable crashes, 28 injuries, 1 fatality, and $405.910 in property damage. Alcohol was a factor in 2.

Brief Project Summary

To reduce the total number of impaired drivers on Box Elder roadways and to increase the total number of enforcement actions for DUI in FFY2016 by 3% over FFY2013, an additional 2 violations, for a total of 55. We will accomplish these objectives by participating in all OHS/NHTSA impaired driver mobilizations during the grant period. 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 / Tri-County Drug and Alcohol Program at Douglas High School and other districts as invited. We will distribute traffic safety promotional material at annual special events, such as the Ellsworth AFB airshow/open-house, Box Elder Bash, and National Night Out.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Brookings County Sheriffs Office **LE16-Brookings County Sheriffs Office-IMP-00051**

Highway Safety Plan Project Summary

HSP Project Organization: Brookings County Sheriffs Office

HSP Project Title: Brookings County Traffic Enforcement.

Project Manager Name: Sheriff Martin Stanwick

Phone: (605) 696-8300

Application Name: LE16-Brookings County Sheriffs Office-IMP-00051

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 No: 2016-00-51

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$15,000.00**	**$0**	**$15,000.00**		
Federal Funds	$15,000.00	$0	$15,000.00		
State & Local Match	$15,000.00	$0	$15,000.00		
TOTAL FEDERAL + MATCH	**$30,000.00**	**$0**	**$30,000.00**		

Problem Identification:

In 2013 licensed South Dakota drivers under 25 years of age represent 15.3% of the total licensed drivers, but account for 28.6% of the drinking drivers in fatal and injury crashes. 58.3% of the drinking drivers are under 35 years of age but represent only 32.2% of all licensed drivers (Source: SD Department of Public Safety Office of Accident Records 2013 crash data report page 41).). Brookings County is no exception and faces those same problems, as we are one of the top 12 counties in South Dakota that accounted for 56% of rural fatal and injury crashes and 74.7% of all fatal and injury crashes. (Source: SD Department of Public Safety Accident Records 2013 crash data report page 32).
In 2013 there were a total of 186 people convicted of DWI, 489 people were also convicted of underage consumption, and 12 people were arrested for underage driving with .02 or more in Brookings County

(Source: Brookings County States Attorney's Office).
In 2013 in Brookings County there were a total of 577 crashes and of those 152 people were injured & 7 killed. Of those 39 were alcohol related causing 17 injuries. (Source: SD Department of Public Safety Office of Accident Records).
We have several lakes including Oak Lake, Lake Sinai, Lake Goldsmith, Oak Wood lakes, Lake Hendricks, Brush Lake, Lake Campbell and Lake Poinsett, which are problem areas for underage drinking, and with the underage drinking comes the potential for vehicle crashes.
Brookings County has the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell, that has special events that bring in large numbers of people and increase the need for traffic enforcement to keep these communities safe. 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, and several of these students live in rural areas where we have had problems with underage drinking parties, and drivers leaving these parties driving under the influence. There is also a problem around the Brookings area during HOBO days in the fall in regards to underage drinking, & DUI's. During the spring months we see an increased amount of underage drinking because of Proms, SDSU & High School Graduations, along with St. Patrick's Days events. During the summer months we see an increased amount of drinking and driving, & underage drinking issues around the lakes and county roads on the weekends and holiday weekends. With these issues comes the potential for more vehicle crashes.
Brookings County also has several establishments that either sell off sale or on sale alcohol. There has been a problem in the past of these establishments selling alcohol to minors. We have attempted to do compliance checks but have had problems doing more than 3 per year because of lack of funds to perform these needed checks. We believe if we were able to do more compliance checks it would help reduce the availability of people underage 21 gaining access to the alcohol, which should also help reduce alcohol related traffic accidents in Brookings County.
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 7:00 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. (Source South Dakota Department of Public Safety Accident Records).

Brief Project Summary

Brookings County is one of the top 12 counties in South Dakota for rural fatal & injury related crashes in 2013. The objectives of the department will be to reduce the total number of traffic crashes in our department from 277 in federal fiscal year 2014 to 271 in federal fiscal year 2016, which is a 2% reduction.
We will obtain this objective thru extra patrol in Brookings County including the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell. It would allow us to have extra deputies on the streets, county roads, and state highways enforcing underage consumption, and DUI's. It would also allow us to have extra officers out to assist the SDHP and the City of Brookings with the conduction of sobriety check points.
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 2016, 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 367 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, and possibly be a deterrent to underage drinking.
I have also looked at the data from federal fiscal year 2014, which began on October, 2013 thru September, 2014, which shows that we issued 222 citations during that time period for DUI, underage consumption, and narcotics violations (source: Brookings county Sheriff's Office). I believe this shows that we are a very active and busy department in the area of traffic safety and enforcement, not only thru the use of federal funds but also using our own local funds to combat these problems.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: BrookingsPD **LE16-BrookingsPD-IMP-00040**

Highway Safety Plan Project Summary

HSP Project Organization:	Brookings Police Department
HSP Project Title:	Highway Safety Program
Project Manager Name:	Lt. Joey Collins
Phone:	(605) 696-5312
Application Name:	LE16-BrookingsPD-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 C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes A1 -Impaired Driving Citations
Project No:	2016-00-40

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$4,478.00	$0	$4,478.00	Section 164AL	20.608
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,900.00	$0	$3,900.00	Section 164AL	20.608
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$8,378.00**	**$0**	**$8,378.00**		
Federal Funds	$8,378.00	$0	$8,378.00		
State & Local Match	$10,708.00	$0	$10,708.00		
TOTAL FEDERAL + MATCH	**$19,086.00**	**$0**	**$19,086.00**		

Problem Identification:

The City of Brookings operates with the council-manager form of government adopted by a city charter in 1999. Brookings is a community of 22,943. (City-Data, 2013). Located in Brookings is South Dakota State University, which is a Division I - AA University with Full-time students at approximately 10,392. Population in 2013: 22,943 (99% urban, 1% rural). Population change since 2000: +24.0% (City-Data, 2013). Median resident age is 23.5.

Brookings is known for "Hobo Day", the homecoming celebration for South Dakota State University. It is billed as "The Biggest One-Day Event in the Dakotas" and the events associated with Hobo Day brings thousands of

people to our community. One common way that individuals celebrate this massive event is to gain access to alcohol at the many parties hosted throughout the city. These parties can be particularly problematic because of the number of underage drinkers involved and the large quantity of alcohol consumed. Reports of alcohol poisoning, traffic crashes, property damage, community disturbance, violence and sexual assault commonly result from these parties. Consumption of alcohol by underage youth at high school and college parties present difficult law enforcement challenges.

The Brookings Police Department attempts to combat these massive parties and the calls for service related to the homecoming festivities by increasing our manpower. Our department typically requires 50-60 overtime hours from officers regularly scheduled off. (These hours do not include the extra communication operators scheduled, nor the extra hours our criminal investigative division contribute.)

The additional officers aid patrol officers already on the schedule with saturation patrols and party patrols to deter alcohol offenses and traffic crashes.

In addition to Hobo Weekend, Brookings sees a similar enforcement pattern with the annual "Pub Crawl" or "Pub Parade" 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 and impaired driving arrests.

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.

In addition, we will also be looking to purchase two new Alco-Sensor FST's (PBT's) and two new in car camera's to replace antiquated equipment and administer efficient and effective breath tests during traffic stops and party patrols.

Brief Project Summary

Our first objective is to reduce the number of people serious injured in traffic crashes in Brookings by 5% from 39 in base year 2014. We will also provide enforcement for events & throughout the year by increasing patrols with objective of dedicating 160 hours combined federal and local to DUI enforcement and raise arrests by 25% from 2014 level of 123 to 154 and conduct alcohol compliance checks 4 times a year with 2-3 hrs at a time (2 officers will require an average total of 24 hrs) to ensure alcohol is not being sold to underage consumers/drivers.

We will accomplish these objectives by conducting saturation patrols, participating in required national mobilizations, increasing DUI and alcohol enforcement activities during special events, conducting alcohol compliance checks, and participating in area sobriety checkpoints in partnership with the South Dakota Highway Patrol during the grant period.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Butte County Sheriff **LE16-Butte County Sheriff-IMP-00080**

Highway Safety Plan Project Summary

HSP Project Organization: BUTTE COUNTY SHERIFF OFFICE

HSP Project Title: HIGHWAY SAFETY GRANT FFY 2016

Project Manager Name: Gary Brunner

Phone: (605) 892-3324

Application Name: LE16-Butte County Sheriff-IMP-00080

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 No: 2016-00-80

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,500.00	$0	$3,500.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$1,000.00	$0	$1,000.00	Section 154	20.607
Equipment	$1,750.00	$0	$1,750.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,250.00**	**$0**	**$6,250.00**		
Federal Funds	$6,250.00	$0	$6,250.00		
State & Local Match	$6,250.00	$0	$6,250.00		
TOTAL FEDERAL + MATCH	**$12,500.00**	**$0**	**$12,500.00**		

Problem Identification:

Butte County is a county located in the northwestern part of the state. Butte County is mostly an agriculture community. Butte County has approximately 2500 square miles. According to the recent census Butte County has a population of just over 10,000 people. Just over half the population lives in the city of Belle Fourche. Belle Fourche is also the county seat. The rest of the population lives on farms and ranches and smaller communities. The recent census revealed Butte County has a growing population. This population is growing to smaller subdivisions just outside of city limits. Butte County is having to continually deal with increased traffic from workers working in the oil fields in our neighboring county (Harding Co) and North Dakota. This increased traffic is on US Highway 85 which goes through the city of Belle Fourche, SD Highway 79 which goes through the city of Newell and US Highway 212 which goes west to east through our county. Butte County has a

significant number of the population travel to other areas for their employment. Butte County is seeing an increase in the number of older drivers. The Butte County Sheriff Office has the Sheriff and 4 Deputies. The office also utilizes the help of 14 reserve Deputies. Butte County provides law enforcement for the county and the communities of Newell, Nisland, Vale, Castle Rock, Hoover, and Fruitdale. The Butte County Sheriff Office also works with and assists the Belle Fourche Police Department.
Our office is committed to doing what we can to decrease accidents in our county. We do this through public education, news media, Law enforcement and working with assisting other agencies in our county. (Highway Patrol, Belle Fourche Police Department, the Game Fish Department, and the BLM Law enforcement agent. We take part in all the National mobilizations. We attend educational fairs, health fairs, and other events where we can educate the public on the emotional and monetary lose accidents cause our county and state.
Our office continues to get driving complaints from the public concerning speed and drivers who appear to be impaired. Our office aggressively investigates these calls but many times there is too much distance between an officer and the area the complaint was generated from. We continue to get complaints of drivers using secondary roads to get home after the bars have closed.
In the last three reported years by the South Dakota Department of public Safety, Butte County had a total of 42 driver impaired accidents. 2011-13, 2012-19, 2013-10. Accidents caused by driver impairment are a concern of every one. Law enforcement will do every thing it can to get the impaired driver off the road.

Brief Project Summary

We will use Highway safety grant dollars to help reduce the driver impaired accidents by 15% when the three year reported average is 14 for a reduction of 2 driver impaired accidents. The Sheriff's Office will use grant dollars to increase DUI enforcement by 10% or 2 more arrests when the three year reported average by the South Dakota Department of Public safety (2012,2013,2014) is 20 arrests for DUI.
We perform the following activities to increase the number of impaired drivers taken off the road; participate in all the mobilizations Highway Safety has implemented, run both paid advertising and public service announcements and perform 3 additional saturation's during the 2016 FFY. We will use opportunities we have to provide public education concerning the serious results from driving impaired. We will work with the Highway Patrol and the Belle Fourche Police Department with sobriety check points. We will conduct 4 saturations or sobriety check points during the mobilization and an additional 4 during the grant period.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Canton Police Department **LE16-Canton PD-IMP-00083**

Highway Safety Plan Project Summary

HSP Project Organization:	Canton Police Department
HSP Project Title:	Canton Police Department - Highway Safety
Project Manager Name:	David A. Jacobs
Phone:	(605) 987-5612
Application Name:	LE16-Canton PD-IMP-00083
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes 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 No:	2016-00-83

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,216.44	$0	$1,216.44	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$1,216.44**	**$0**	**$1,216.44**		
Federal Funds	$1,216.44	$0	$1,216.44		
State & Local Match	$1,216.44	$0	$1,216.44		
TOTAL FEDERAL + MATCH	**$2,432.88**	**$0**	**$2,432.88**		

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 2014, the Canton Police Department saw a 27% increase in DUI arrests compared to 2013.
During the first quarter of 2015, the Canton Police Department saw a 40% increase in DUI arrests compared to the first quarter of 2014.
This information is derived from the internal logs of activity for the department.

Brief Project Summary

Our objectives include maintaining zero fatal crashes within the City of Canton, reduce the number of crashes resulting in injuries by 20% from 5 in FFY2014 to 4 in FFY2016, and increase DUI arrests by 10% from 32 in FFY2014 to 35 in FFY2016.
To accomplish these objectives, the Canton Police Department will conduct at least 12 saturation events during Fiscal year 2016. The saturation patrols 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. We will also participate in the three National mobilizations.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Custer State Park **LE16-Custer State Park-IMP-00084**

Highway Safety Plan Project Summary

HSP Project Organization: Custer State Park

HSP Project Title: 2016 Highway Safety

Project Manager Name: Joe Bawdon

Phone: (605) 255-4515

Application Name: LE16-Custer State Park-IMP-00084

Major Performance Measure: C2 -Reduce the number of serious injuries in traffic crashes
C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
C7 -Reduce the number of motorcyclist fatalities
A1 -Impaired Driving Citations

Project No: 2016-00-84

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$23,400.00	$0	$23,400.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$38,400.00**	**$0**	**$38,400.00**		
Federal Funds	$38,400.00	$0	$38,400.00		
State & Local Match	$15,000.00	$0	$15,000.00		
TOTAL FEDERAL + MATCH	**$53,400.00**	**$0**	**$53,400.00**		

Problem Identification:

According to the Department of Public Safety, Highway Safety/Accident records of 2009 to 2014 (five years) we have had in Custer County 1,183 accidents. Of thee 1,183 accidents there were 312 injury accidents, 865 non-injury accidents, and 9 fatal accidents. In Custer State Park during an 8 day period over the Sturgis Rally we have had in in the same period of time 211 accidents. Of these accidents in Custer State Park there have been 116 injury accidents, 93 non-injury accidents, and 2 fatalities. Custer State Park averages during this period of time around 36,255 motorcycles going through the park. We know that the above information will be for the 2015 season but also see the rise for the 2016 season. Throughout the entire year within Custer State

Park we have on the average of 1,710,087 visitors. Throughout the South Dakota State Park system we have a yearly average of 6,443,390 visitors. Although statistics are not available for the other parks at this time we have had numerous accidents at all of the parks. Throughout the park system we have on the average of 12 or more underage alcohol arrests whether they be in an accident or in a camping area. We feel with the high volume of visitors within the park system that our accidents will be up for the year state wide. We also feel that alcohol violations for adults as well as juveniles will be up throughout the year. With the available grant funds that are available through the office of Highway Safety we will be able to provide extra patrol units throughout the entire state park system. South Dakota State Park's commitment to traffic safety will hopefully keep the motoring public slowed down to reduce accidents.

Brief Project Summary

Our objectives are to reduce alcohol involved traffic fatalities from 1 to 0 during the grant period, reduce serious traffic injuries by 3% from 22 in 2014 to 21 in 2016, reduce motorcycle fatalities from 1 to 0 during the grant period and increase impaired driver citations by 3% within all State Parks. Since 2010 we have had 15 and want to increase that number to 16.
Custer State Park and South Dakota State Park's wishes to reduce crashes in the Fiscal-Year 2016 by using monies to pay for extra patrol in all high-density areas. Our 2016 grant is to reduce crashes by 3% in all State Parks. In other State Parks since data has not been accumulated over the years we will go by this same standard. It is our intention to step up patrols in high density areas where accidents have occurred in the past. This will also be true in areas where impaired driving has been a factor in areas on the roadways within the park system. Utilizing data from the Department of Highway Safety and our park law enforcement this will hopefully reduce the amount of accidents by working these areas in the hours that they have occurred.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Flandreau Police Department **LE16-Flandreau PD-IMP-00093**

Highway Safety Plan Project Summary

HSP Project Organization:	Flandreau Police Department
HSP Project Title:	Alcohol Enforcement
Project Manager Name:	Chief Anthony Schrad
Phone:	(605) 997-3830
Application Name:	LE16-Flandreau PD-IMP-00093
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 No:	2016-00-93

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$13,195.00	$0	$13,195.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,000.00	$0	$3,000.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$16,195.00**	**$0**	**$16,195.00**		
Federal Funds	$16,195.00	$0	$16,195.00		
State & Local Match	$16,195.00	$0	$16,195.00		
TOTAL FEDERAL + MATCH	**$32,390.00**	**$0**	**$32,390.00**		

Problem Identification:

Within the jurisdiction of the Flandreau Police Department, there are five establishments that serve alcoholic beverages in a bar/pub atmosphere. Four of these businesses are centered here in the City of Flandreau whereas the fifth is the Royal River Casino located on tribal land within the City. These DUI overtime hours will help combat the excessive impaired driving resulting from the abundance of alcoholic beverage establishments and shortage of manpower limited to regular scheduling.

Brief Project Summary

The Flandreau Police Department is proactive in reducing the number of impaired drivers on our city

roadways. According to Department of Public Safety Reporting data, the Flandreau Police Department issued 45 DUI citations during the FFY14 grant period.
We fully understand that the concentrated efforts of law enforcement nationwide in the reduction of impaired drivers has increased public awareness. However, there are still more than an acceptable number of impaired drivers on our roadways. Therefore, if awarded the FFY16 DUI overtime grant, we believe we can increase the number of DUI citations by 20% resulting in 54 citations in total for our projected FFY16.
It is our plan to assign officers to work overtime for alcohol-related traffic enforcement. These patrol will focus on alcohol enforcement during peak impaired drivers hours extending from the supper period to conclude bar closing hours. We also plan to participate in the Mobilization Crackdowns, DUI checkpoints, and DUI saturation patrols throughout the year. We plan to conduct at minimum of 4 DUI checkpoints within our jurisdiction.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Huron Police Department **LE16-Huron Police Department-IMP-00038**

Highway Safety Plan Project Summary

HSP Project Organization:	City of Huron-Police Department
HSP Project Title:	Huron Traffic Safety Project
Project Manager Name:	Kevin Van Diepen
Phone:	(605) 353-8550
Application Name:	LE16-Huron Police Department-IMP-00038
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 No:	2016-00-38

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,968.00	$0	$10,968.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,968.00**	**$0**	**$10,968.00**		
Federal Funds	$10,968.00	$0	$10,968.00		
State & Local Match	$10,968.00	$0	$10,968.00		
TOTAL FEDERAL + MATCH	**$21,936.00**	**$0**	**$21,936.00**		

Problem Identification:

The City of Huron, SD is approx. 9 square miles and a current population over 12,500 citizens. There is a service population of more than 50,000 people served by the City of Huron. We have a Regional medical center, a regional airport and a regional jail facility. We are home to the SD State Fair and the Dakota State Fair Speedway. We have numerous manufacturing facilities and Dakota Provisions Turkey plant that employees near 800 people. We have a postal processing facility, federal building, numerous housing facilities, a large aquatic center, baseball, softball, soccer fields along with 3 golf courses.
We have a public and private high school, a public middle school, 3 public elementary schools and 2 private elementary schools.
We have a large influx of minority population that are new to our driving system in our country and our officers

are in contact with them for crashes, impaired driving and other violations on a regular basis.
The Huron Police Department currently has 26 full time officers and are training 5 reserves.
We have 4 front line patrol cars and 3 others for special assignments along with a K-9 unit and 2 swat vehicle.
In 2012 officers made 150 arrests for DUI, 187 in 2013, 111 in 2014 and 39 already in 2015.
Between 2012 and 2014 the department investigated 667 reportable and non reportable crashes on average, some involving impaired drivers.
Officers are required to respond to normal calls during their regular shifts, by using grant funds an officer could be dedicated to traffic safety operations which should raise DUI arrests 5 % and reduce traffic crashes by 36 crashes in 2015 grant year.

Brief Project Summary

Reduce the number of traffic crashes in the City of Huron from 562 in 2014 to 526 in 2015.
Increase DUI patrols, thus increasing enforcement action by 5%, from 149 in 2014 to 156 in 2015 as to reduce crashes caused by impaired drivers.
Participate in the check points or saturation patrols during the 4 required times and at least 4 and possible more during special events throughout the grant year in the City of Huron.
In 2012,2013 and 2014 there was an average DUI arrest of 149 per year. With a dedicated officer using grant funds and the goal of 5 % increase this should increase the arrests from 149 to 156 per year and thus make it safer for the operating public and help reduce the reported traffic crashes from 562 to 526 in the 2015 grant year.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Lincoln County Sheriff's Office **LE16-LCSO-IMP-00077**

Highway Safety Plan Project Summary

HSP Project Organization:	Lincoln County Sheriff's Office
HSP Project Title:	Crash Reduction Program
Project Manager Name:	Dennis Johnson
Phone:	(605) 764-5651
Application Name:	LE16-LCSO-IMP-00077
Major Performance Measure:	C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above A1 -Impaired Driving Citations
Project No:	2016-00-77

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,517.85	$0	$3,517.85	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,922.50	$0	$1,922.50	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,440.35**	**$0**	**$5,440.35**		
Federal Funds	$5,440.35	$0	$5,440.35		
State & Local Match	$5,440.35	$0	$5,440.35		
TOTAL FEDERAL + MATCH	**$10,880.70**	**$0**	**$10,880.70**		

Problem Identification:

Lincoln County is the third largest populated county in the state. The Sheriff's Office patrols 323.25 miles of roads including Interstate 29,three major state highways and numerous county and township roads. This isoften done with the use of two or three deputies on duty at any given time. Those deputies, along with their patrol and traffic enforcement duties, are responsible to handle any calls for service that may arise. Additionally, the Sheriff's Office currently contracts with the City of Harrisburg for law enforcement services. The Sheriff's Office provides 120 hours of patrol service per week plus all investigative activities. The City of Harrisburg's population is currently 4089 (2010 census), which is a 326.8% increase since 2000. As the population continues to increase, so does the amount of traffic on all roadways. During the three year period from 2011 - 2013, Lincoln County averaged 750 crashes per year. Of these, injury crashes averaged 198 (26% of total

crashes) per year during this period. Speed and alcohol impaired driving continue to contribute heavily to these figures. During the three year period, alcohol as a contributing factor in crashes averaged 47 per year.

Brief Project Summary

Reduce the number of people killed or injured in alcohol related traffic crashes in Lincoln County by 5% from an average of 47 in FFY 2011 - 2013 to 45 in FFY 2016. We will conduct saturation patrols to detect and remove impaired drivers from the roadways, concentrating in high traffic areas and during events where alcoholic beverages are regularly consumed. We will participate with the Highway Patrol in highly publicized sobriety checkpoints and other mandated mobilization patrols throughout the county. We will educate the public through the use of devices such as fatal vision goggles and media at schools and public events and conduct alcohol compliance checks of local business throughout the county in an effort to deny the sale of alcoholic beverages to underage persons.
Increase the number of impaired driving citations by 5% from an average of 116 during FFY 2012 - FFY 2014 to 122 in FFY 2016..

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Marshall County Sheriff's Office **LE16-Marshall County Sheriff's Office-IMP-00099**

Highway Safety Plan Project Summary

HSP Project Organization: Marshall County Sheriff's Office

HSP Project Title: FFY2016 DUI

Project Manager Name: Lucas Nordquist

Phone: (605) 448-5181

Application Name: LE16-Marshall County Sheriff's Office-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 No: 2016-00-99

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,500.00	$0	$1,500.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,500.00	$0	$1,500.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,000.00**	**$0**	**$3,000.00**		
Federal Funds	$3,000.00	$0	$3,000.00		
State & Local Match	$3,000.00	$0	$3,000.00		
TOTAL FEDERAL + MATCH	**$6,000.00**	**$0**	**$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.

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.
With the warm weather conditions, communities in Marshall County take part in town celebrations and street dances. Alcohol is consumed at such events. Britton holds its annual Harvest Days festival every August. Veblen holds its annual Summer Bash in August as well. The towns of Eden, Lake City, and Langford also have street dances throughout the summer and there is a need for additional DUI enforcement during these times in these areas.
Graduation time can be extremely dangerous with youth and impaired drivers. DUI enforcement will be peak at this time to ensure a safe end of the school year for area students and families.

Brief Project Summary

Maintain the same number of impaired drivers arrested in 2015 as base year 2014 (50 DUI's). This will be achieved by saturating high alcohol consumption areas such as street dances, town celebrations, and campgrounds.
While working DUI overtime, we will average one DUI per 10 hours of overtime worked.
Reduce the number of alcohol related injury crashes from three in base year 2014 to two in base 2015
Increase saturation patrols in Marshall County from 13 in base year 2014 to 15. This includes dances and gatherings in towns, New Years celebrations, and Prom formals in Britton and Langford.
Conducting two sobriety checkpoints in Marshall County throughout the year.
We will try to reduce the number of alcohol related accidents from three in base 2014 to two in base 2015.
These objectives will be monitored by keeping track on a monthly basis of DUI arrests and alcohol related arrests including underage consumption of alcohol and open alcohol containers in motor vehicles. These figures will be compared to 2014 data to see that there is an increase in alcohol related citations. We will also continue to report to Highway Safety webpage and accident records on a monthly basis.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Mobridge Police Department **LE16-Mobridge Police Department-IMP-00090**

Highway Safety Plan Project Summary

HSP Project Organization: Mobridge Police Dept

HSP Project Title: Mobridge Impaired Driving

Project Manager Name: Allen T Bohle

Phone: (605) 845-5000

Application Name: LE16-Mobridge Police Department-IMP-00090

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 No: 2016-00-90

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$517.50	$0	$517.50	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$517.50**	**$0**	**$517.50**		
Federal Funds	$517.50	$0	$517.50		
State & Local Match	$517.50	$0	$517.50		
TOTAL FEDERAL + MATCH	**$1,035.00**	**$0**	**$1,035.00**		

Problem Identification:

The Mobridge Police Department consists of 7 full time sworn Officers and 1 part time sworn Officers. Our department has 3 patrol vehicles and 2 bicycle units. When the department is full gear because of a special event, we must share PBTs
The following shows our statistics from the Highway Safety reporting form for the past 3 year period from 2012, 2013 and 2014 for the Mobridge Police Department:
The data below shows the hard work and dedication of the MPD Officers, combined with the previous Highway safety projects has had a tremendous impact on the Highway safety in the City of Mobridge.
DUI Arrests: 2012=22; 2013=43; 2014=40; 3 year AVG=35
Drug Citations: 2012=41; 2013=43; 2014=50; 3 year AVG=44.6

Accidents: 2012=89; 2013=124; 2014=50; 3 year AVG=87.6

Brief Project Summary

The Mobridge Police Department will reduce the number of Injury accidents in the city of Mobridge 2 in FY 2014 to 0 in FY 2016 and increase the number of DUI arrests from 40 in FY 2014 to 45 in FY 2016.
The Mobridge Police Department will participate in the Highway Safety mobilization by providing high visibility enforcement on at least four occasions during the national mobilizations and at least four additional high visibility enforcement events during the remainder of the year to increase the number of DUI citations and reduce traffic accidents caused by impaired style driving.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Pennington County Sheriff's Office **LE16-Penn CO SO-IMP-00014**

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:	LE16-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 No:	2016-00-14

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$7,256.48	$0	$7,256.48	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$13,457.50	$0	$13,457.50	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$20,713.98**	**$0**	**$20,713.98**		
Federal Funds	$20,713.98	$0	$20,713.98		
State & Local Match	$27,677.38	$0	$27,677.38		
TOTAL FEDERAL + MATCH	**$48,391.36**	**$0**	**$48,391.36**		

Problem Identification:

The Pennington County Sheriff's Office covers an area of 2,784 square miles. There are approximately 1900 miles of rural roadway non-interstate state roadways and Forest Service roads throughout Pennington County. Pennington County plays host to over 3 million visitors each year for special events, concerts, and various state tournaments. In the summer months, Pennington County is a popular destination for vacationers and Sturgis Rally participants.

According to statistics provided by the Office of Highway Safety, there were 17,462 traffic crashes in the State of South Dakota in FFY 2014. In the same year reporting period, Pennington County reported 2,442 crashes, which is 14% of the total crashes in South Dakota. There were 16 fatalities and 698 injury crashes in Pennington County during FFY 2014. Some of these crashes were a result of high risk drivers. Speed,

alcohol, drug impairment, DUR/DUS drivers, distracted driving and lack of seatbelt and helmet usage are factors associated with high risk drivers. During FFY 2014, there were 62 crashes in Pennington County where the driver had a BAC of .08 or higher. Pennington County Deputies made a total of 166 DUI arrests in FFY 2014. 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

To reduce the number of impaired drivers on Pennington County Roadways. This will be accomplished by aggressively targeting the impaired driver. We will increase the calculated average arrest rate of impaired drivers by 2% during FFY 2016. This amounts to arresting 233 impaired drivers during the grant period, which is 5 more DUI arrests compared to a calculated average of FFY 2015. To reduce the total number of crashes on Pennington County Roadways involving a driver with a BAC of .08 or higher by 5%. This would be a reduction of 3 alcohol related accidents in comparison with FFY 2014. There were a total of 62 crashes involving driver's with a BAC of .08 or higher during FFY 2014.
We will accomplish these objectives by making one DUI arrest or alcohol related arrest for every 10 hours of saturation patrol, participate in eight sobriety checkpoints conducted during the grant period and 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

Law Enforcement Application 2016

Organization: Rapid City Police Department **LE16-Rapid City Police Department-IMP-00046**

Highway Safety Plan Project Summary

HSP Project Organization: Rapid City Police Department

HSP Project Title: Drive Sober

Project Manager Name: Sgt. Scott Sitts

Phone: (605) 394-4117

Application Name: LE16-Rapid City Police Department-IMP-00046

Major Performance Measure: C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above
A1 -Impaired Driving Citations

Project No: 2016-00-46

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$2,972.64	$0	$2,972.64	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$40,250.00	$0	$40,250.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$43,222.64**	**$0**	**$43,222.64**		
Federal Funds	$43,222.64	$0	$43,222.64		
State & Local Match	$89,061.64	$0	$89,061.64		
TOTAL FEDERAL + MATCH	**$132,284.28**	**$0**	**$132,284.28**		

Problem Identification:

The City of Rapid City has a problem with intoxicated drivers. Over the past three years, the RCPD has made the following DUI arrests:
2012: 877 DUI arrests
2013: 889 DUI arrests
2014: 966 DUI arrests
As noted below, the City of Rapid City has a high amount of crashes, which result in injury.
2012 Total Crashes: 1457 / Speed related crashes: 127
2012 Injury Crashes: 455
2012 Fatal Crashes: 1

2012 Number of People Injured: 619
2013 Total Crashes: 1701 / Speed related crashes: 232
2013 Injury Crashes: 568
2013 Fatal Crashes: 3
2013 Number of People Injured: 789
2014 Total Crashes: 1665 / Speed related crashes 265
2014 Injury Crashes: 467
2014: Fatal Crashes: 2
2014 Number of People Injured: 611
As exhibited by the above DUI statistics, intoxicated drivers continue to be a persistent problem. It is also well known alcohol and intoxicated drivers are contributing factors in traffic crashes. (See below for further information)
2012: 97 alcohol related crashes with 54 people injured.
2013: 107 alcohol related crashes with 80 people injured and 2 killed.
2014: 96 alcohol related crashes with 58 people injured and 1 killed.

Brief Project Summary

Our objectives are to reduce the number of serious injuries in traffic crashes from a three year average of 673 per year to 639, this is a 5% reduction, and to increase the number of impaired driving arrests from a three year average of 910 per year to 956, this is a 5% increase. We will accomplish these objectives by conducting a minimum of 8 DUI saturations, participating in the National Enforcement Mobilizations, and by using the media to keep the public aware of highway safety issues, mobilizations, saturations, and our objective. We will also conduct four alcohol compliance checks of local bars, liquor stores, and convenience stores during the grant period and provide DUI detection and apprehension training to at least 50 Rapid City Police Officers.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sioux Falls Police Department **LE16-Sioux Falls Police Department-IMP-00008**

Highway Safety Plan Project Summary

HSP Project Organization:	SFPD
HSP Project Title:	Protecting the Motoring Public through Education, Enforcement, and Concentrating on the Alcohol Impaired Driver
Project Manager Name:	Sgt. Randy Brink
Phone:	(605) 978-6644
Application Name:	LE16-Sioux Falls Police Department-IMP-00008
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes 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 No:	2016-00-08

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$349,960.00	$0	$349,960.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$6,884.00	$0	$6,884.00	Section 154	20.607
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$356,844.00**	**$0**	**$356,844.00**		
Federal Funds	$356,844.00	$0	$356,844.00		
State & Local Match	$356,844.00	$0	$356,844.00		
TOTAL FEDERAL + MATCH	**$713,688.00**	**$0**	**$713,688.00**		

Problem Identification:

In the City of Sioux Falls we have seen that the alcohol-impaired driver can cause serious or fatal crashes. According to SDARS, from January 1st, 2012 through December 31st, 2014 there have been a total of 26 fatal crashes and 3369 injury crashes. Of the 26 fatal crashes 5 of them were alcohol related with 1 occurring in 2014. According to SDARS, Sioux Falls experienced a total of 760 alcohol related crashes between 1/1/12 and 12/31/14, 298 of which were injury crashes, and 24 involving pedestrians/pedal cyclists.
The total of number of alcohol related crashes within the City of Sioux Falls has been trending upward between 2012 to 2014. In 2012 there were 228 and that number rose to a three year high of 282 by 2014 with 102 being

an injury crash.
According to SFPD records between 2012 – 2014 the SFPD has arrested a total of 3565 individuals for driving while intoxicated with 2012 being the high year at 1387. In 2013 there were 1072 arrests and 1106 for 2014. In 2015 – 2016 our goal is to increase DWI arrests by 2%, or a total of 1128.There were also 14 arrests for zero tolerance in 2014.
According to the City of Sioux Falls Planning Department, the population of Sioux Falls has recently increased to 169,800 in 2015 from 2014's total of 165,800. The City of Sioux Falls GIS Department reports that the square mileage of Sioux Falls has also increased to a total of 75.6 in 2015. Sioux Falls currently has 2,921.73 lane miles (parking and driving) of roadway. According to the City Park's Department we also currently maintain 75 developed parks along with a total of 27.95 miles of bike trails (19.13 loop miles and 8.82 spur miles). According to the Park's Department a total of 1,668,106 people utilized the parks in 2014.
Sioux Falls has the busiest streets and intersections in the State of South Dakota given that it is the population center of the state and it is still growing. The majority of Sioux Falls lies within two counties, Minnehaha County and Lincoln County. Minnehaha County and Lincoln County make up the 2nd Court Circuit in the State of South Dakota. In reviewing the data from the UJS the 2nd Circuit has filed the most DUI cases in the State of South Dakota, the Sioux Falls Police Department has been an integral part of those filings while enforcing the DUI laws. Given that the City of Sioux Falls continues to grow in population and size more cars will be operating on the roadways and in the parks. Enforcement efforts of our traffic laws will be paramount in attempting to stabilize or reduce the number of injury and fatal crashes involving the alcohol impaired driver.
During the first 3 months of 2015, our department has arrested 272 DWI's and 4 zero tolerance violations. According to our department records there have been 327 (City and State combined) injury involved crashes in Sioux Falls. Given the ongoing enforcement efforts in these areas we would like to continue our efforts to suppress these dangerous drivers, thereby lowering the amount of serious and/or fatal alcohol involved crashes.

Brief Project Summary

C5 REDUCE THE NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYLCE OPERATOR WITH A BAC OF .08 OR ABOVE.
Objective: Reduce alcohol-related crash fatalities from 1 to 0 in FFY2016.
C2 REDUCE THE NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES.
Objective: Reduce or maintain the number of alcohol-related injury crashes reported in 2014 at a total of 102 for FFY2016.
A1: INCREASE DWI ARRESTS
Objective: Increase DWI arrests from 1106 in 2014 to 1128 in FFY2016.
Increase Teen Awareness on Repercussions of Driving While Impaired.
We hope to maintain the awareness of teen drivers of the dangers of driving while impaired through police presentations. We have seen in Sioux Falls that alcohol and drugs can contribute to crashes and can lead to serious crashes and fatalities. According to SDARS from 2012-2014 there were a total of 1,502 state reportable crashes in the Sioux Falls in which the driver was under the age 18. The numbers are trending upward each year with the recent high of 539 in 2014.
In 2015-2016 our goal is to give twelve – 2 hour presentations focused on driver education to teens that are enrolled in Teen Court. Teen Court is primarily used for first time offender teens that have been caught consuming alcohol or drugs. The presentations focus on past serious crash investigations and the number of

people that were affected by them, which includes: the victims, families, friends, first responders, and witnesses.
These presentations cover the causes of crashes, such as the alcohol and drug impaired driver. The presentations also discuss the juvenile's future and the repercussions of their actions should they continue in their errant ways. We truly believe that by reaching the younger drivers, we can reduce the number of serious injuries and fatalities in the future, as well as laying the foundation for safer driving for future generations. By conducting these presentations our goal is to reach 120 students.
Increase Awareness on Repercussions of Driving While Impaired through Public Awareness Advertising.
During 2015-2016 we would like to increase the awareness on the repercussions of driving while impaired. The Sioux Falls Police Department would utilize electronic and static billboards periodically during the year to include national mobilization periods such as the December Holiday and Labor Day mobilization. The billboards would be placed in a conspicuous, high traffic location and would share with the drivers the cost and consequences of a dui arrest. The billboards would also be utilized to raise the public's awareness of police efforts in combating the alcohol impaired driver. The subject matter for these billboards will be thought up from the various Traffic/Support services officers within the department.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: South Dakota Sate University **LE16-SDSU*-IMP-00031**

Highway Safety Plan Project Summary

HSP Project Organization:	South Dakota State University
HSP Project Title:	Highway Safety Program
Project Manager Name:	Brandon Schultz
Phone:	(605) 688-5117
Application Name:	LE16-SDSU*-IMP-00031
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 No:	2016-00-31

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$4,313.34	$0	$4,313.34	Section 164AL	20.608
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,207.50	$0	$1,207.50	Section 164AL	20.608
Other Direct Costs	$0	$0	$0		
Indirect Costs	$1,904.69	$0	$1,904.69	Section 164AL	20.608
SUBTOTAL CATEGORIES	**$7,425.53**	**$0**	**$7,425.53**		
Federal Funds	$7,425.53	$0	$7,425.53		
State & Local Match	$7,425.53	$0	$7,425.53		
TOTAL FEDERAL + MATCH	**$14,851.06**	**$0**	**$14,851.06**		

Problem Identification:

SDSU Police Department needs additional manpower hours dedicated to enforcing hazardous traffic violations such as alcohol impaired driver's, to make up for officers taken off the road for increases in call response and to work special events. It is in part the mission of the SDSU Police Department to reduce the number of motor vehicle crashes, injuries and fatalities and minimize the human and economic loss on the city and county roadways, state highways and interstate that surround the South Dakota State University.
The SDSU Police Department has a great concern for impaired driver's especially due to the increase in traffic and growing population our area. The SDSU landscape has changed in recent years. Construction of new buildings has changed our roadways. We now have less drivable road surface in the interior of our campus which has led to an increase in traffic congestion on the surrounding roadways. Also, the SDSU campus

houses some of the youngest (age 17-24) and least experienced drivers in a demographically small area. Young drivers in South Dakota (under age 25) represent 15.5% of total licensed drivers and yet they account for
37% of those drivers involved in drinking fatal and injury crashes. These young drivers are involved in more crashes than any other age group. (SD Department of Highway Safety - Office of Accident Records 2012)
Brookings County is #8 of the top 10 counties list for Rural Fatal and Injury crashes in South Dakota. In 2012, 543 crashes were reported in Brookings County, with a total economic value of $3,190,094. (Department of Public Safety, Accident Records)
As expected a concern is impaired drivers. In 2004 our officers wrote 19 DWI citations and 10 Zero Tolerance citations. In FFY 2010 our officers wrote 56 DWI and 11 Zero Tolerance citations. (Highway Safety Traffic Safety Reporting)
In FF2011, we did see a drop in overall class 2 traffic contacts and enforcement than the two previous fiscal years. However, at that time drug related contacts increased more than 147% . In FY2012 the SDSU Police made 211 drug related arrests, an increase 4 times the amount in FFYII. While the impact on the driving community is obvious, the average drug related arrest takes officers off the road for an average of2.5 hours to process the arrest This includes execution of search warrants and turnover at the detention center. Again, this leaves the roadways less enforced, re-enforcing the need for more manpower to enforce DUI, Speed and other
hazardous moving violations.
This is a part of a nationwide problem to combat impaired driving and alcohol related problems on college campuses. Nationwide studies show 1,400 Alcohol-Related Unintentional Injury Deaths (1,100 Traffic), 2.1 million college students drove under the influence and 500,000 were Injured. (NIAAA Studies).

Brief Project Summary

As expected a concern is impaired drivers. In 2004 our officers wrote 19 DWI citations and 10 Zero Tolerance citations. In FFY 2010 our officers wrote 56 DWI and 11 Zero Tolerance citations (131% increase). Since 2010 our efforts through education, enforcement and university lead programming that provide safe ride options have played a role in decreased impaired driving in the Brookings Area. Impaired driving enforcement remains a priority with 45 DUI and impaired underage driving arrests in FY14. (Highway Safety Traffic Safety Reporting) We will also set a goal to increase our overall alcohol enforcement and impaired driving citations by 5%. (Overall enforcement increase goal 319 to 335 and impaired driving citations goal 46 to 48 DWI and Zero Tolerance.)
SDSU Police Department will participate in all the major Federal campaigns. We will have a minimum of 8 high visibility law enforcement activities, such as saturation patrols and sobriety/safety checks. We will educate the public about highway safety issues we will increase our public education. We have dedicated an officer to public awareness issues and organize an average 2 education presentations or more a month. We will also utilized earned media outlets such as KSD] 90.7 the SDSU Student radio station and the student newspaper, the Collegian, to educate on impaired driving) underage drinking and occupant protection.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sturgis Police Department **LE16-Sturgis Police Department-IMP-00078**

Highway Safety Plan Project Summary

HSP Project Organization:	Sturgis Police Department
HSP Project Title:	Enforcement and Equipment funding
Project Manager Name:	Geody VanDewater
Phone:	(605) 347-5070
Application Name:	LE16-Sturgis Police Department-IMP-00078
Major Performance Measure:	C1 -Reduce the number of traffic fatalities 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 No:	2016-00-78

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,440.00	$0	$2,440.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$2,440.00**	**$0**	**$2,440.00**		
Federal Funds	$2,440.00	$0	$2,440.00		
State & Local Match	$2,440.00	$0	$2,440.00		
TOTAL FEDERAL + MATCH	**$4,880.00**	**$0**	**$4,880.00**		

Problem Identification:

In 2014, there were 2 reportable accidents that occurred with alcohol being a factor according to the 2014 State Reportable Motor Vehicle Crash Summary. This concludes that .3% of the 66 reportable accidents in 2014 were alcohol related. There is a rather large number of liquor establishment's for a small town, which increases the availability of alcohol for motorcycle operators and minors. Major events such as the Sturgis Motorcycle Rally, Sturgis Mustang Rally, Sturgis Camaro Rally, street dances, rodeo's and liquor establishment hosted events increase the potential for juvenile drinking infractions and DUI violations. To date there are 12 package (off-sale) establishments, 26 retail (on-off sale) establishments, with the majority being malt beverage locations. This large number of licenses increases the availability of alcohol, making it readily available thus

increasing the likelihood of juvenile consumption and impaired driving while operating a motor vehicle or motorcycle. The 2012 DPS Driver Survey shows 7.8% of people surveyed had been arrested for operating a motor vehicle while intoxicated or under the influence of drugs. Enforcement in our community needs to focus on this 7.8% by continually conducting DUI checkpoints, saturation patrols, compliance checks and decreasing alcohol related accidents and fatalities.

Brief Project Summary

Maintain the number of arrests involving impaired drivers in the Sturgis/Meade County area of 191 DUI arrests during the grant period. From 2013 to 2014 Sturgis Police Department maintained DUI arrests from 194 DUI arrest in 2013 to 191 DUI arrests in 2013 (194 DUI arrests were made in 2013; 191 DUI arrest were made in 2014; source: 2013 & 2014 Sturgis Police Department Annual Report. We will also maintain enforcement of impaired driving citations/arrests at 191.
We will accomplish these objectives by conducting a minimum of four sobriety/saturation checkpoints in the Sturgis/Meade County area during mobilizations units within the grant period. The public will be made aware of the checkpoints by utilizing ongoing Public Service Announcements with local media.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Summerset Police Department **LE16-Summerset Police Department-IMP-00064**

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:	LE16-Summerset Police Department-IMP-00064
Major Performance Measure:	C5 -Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above A1 -Impaired Driving Citations
Project No:	2016-00-64

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$4,431.00	$0	$4,431.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$4,431.00**	**$0**	**$4,431.00**		
Federal Funds	$4,431.00	$0	$4,431.00		
State & Local Match	$4,431.00	$0	$4,431.00		
TOTAL FEDERAL + MATCH	**$8,862.00**	**$0**	**$8,862.00**		

Problem Identification:

The City of Summerset is a smaller community of approximately 2130 citizens, according to the Meade County administration. This indicates an increase over the accepted previous population of 1814 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 2014, officers issued 1036 citations and warnings.

A composite review of the years 2010 through 2014 demonstrates that Summerset Police Department issued a total of 2667 citations and written warnings for traffic enforcement, within the geographic area of responsibility.

During the period of 01/01/2012 to 12/31/2014, there were 183 total traffic crashes within the geographic

boundaries of Summerset. The previous data collected shows there were 135 crashes within the geographic boundaries. This includes Sturgis Road between Peaceful Pines Road to Elk Creek Road and Interstate 90 between mile markers 46 and 52. This indicates an increase of 39 percent for accidents.
The 183 total crashes included 8 alcohol crashes, which is 1 more than the previous years' recordings. Of the 183 crashes detailed, there were 53 which resulted in injuries, up from the 35 injury accidents compiled from the prior research. However, during 2014, there was 1 fatal accident recorded in this area of interest that was attributed to alcohol usage.
The traffic count for Sturgis Road, between mile marker 52 and mile marker 48, are as follows:
Year 2011 - 7353 cars daily, Year 2012 – 7767 cars daily, Year 2013 – 7853 cars daily and Year 2014 - 7980 cars daily. These numbers were taken from the State of South Dakota Department of Transportation traffic counts conducted during those periods.

Brief Project Summary

Our objectives are to reduce the number of alcohol involved fatal crashes from 1 to 0 or a reduction of 100% and decrease the number of impaired drivers on the highway by increasing the number of impaired driving citations by 30%; or 11 to 14 per year.
We will conduct or participate in a minimum of 1 checkpoint per month, in addition to the National Mobilizations conducted. We will conduct weekly saturation patrols in high traffic areas to reduce the number of impaired drivers. These saturation patrols will be done in two hour blocks, twice weekly resulting in four hours of overtime for each officer assigned. The second and fourth week's saturation patrols will focus on alcohol related driving enforcement.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Turner County Sheriff's Office **LE16-TurnerSO-IMP-00068**

Highway Safety Plan Project Summary

HSP Project Organization:	Turner County Sheriff's Office
HSP Project Title:	Safe Driving 2016
Project Manager Name:	Byron Nogelmeier
Phone:	(605) 297-3225
Application Name:	LE16-TurnerSO-IMP-00068
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes 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 No:	2016-00-68

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,200.00	$0	$3,200.00	Section 154	20.607
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,200.00**	**$0**	**$3,200.00**		
Federal Funds	$3,200.00	$0	$3,200.00		
State & Local Match	$3,200.00	$0	$3,200.00		
TOTAL FEDERAL + MATCH	**$6,400.00**	**$0**	**$6,400.00**		

Problem Identification:

According to our local records, we responded to 12 injury accidents and 1 fatal accident, in 2013. In 2013, the one fatal accidents claimed the life of one male driver. In 2014, we responded to 2 fatal accident and 25 injury accidents. In 2014 the 2 fatal accidents claimed the lives of two male drivers, and one female passenger. One of the fatal accidents in 2014, was due to a medical condition.
For an unknown reason, our injury accidents have doubled. There are many factors in each accidents. As a part of our grant campaign, we want to start to enforce impaired driving citations, in effort to decease the likelihood of an injury or fatal accident in 2016.

Brief Project Summary

Our objectives are to maintain zero traffic fatalities, to decrease our injury accidents from 25 in FFY2014, down to 15 in FFY2016, and to increase our DUI arrests from 14 in FFY2014, to 18 in FFY2016.
Our activities regarding this grant fiscal year, include our deputies increasing their awareness and enforcement. In our department we typically only have one deputy responding to all calls within our 618 square miles. We plan on conducting zero tolerance policies in our high traffic and problem areas. We also have a speed board we will place around the county to help motorists be more aware of speed limits in the area. We will increase our DUI and impaired enforcement during the fiscal year. We will have our officers increase there DUI efforts during the time we see increased impaired drivers, in effort to reduce the likelihood that driver's are aware we are strictly enforcing it.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Vermillion Police Department **LE16-Vermillion Police Department-IMP-00097**

Highway Safety Plan Project Summary

HSP Project Organization:	Vermillion Police Department
HSP Project Title:	Alcohol Enforcement
Project Manager Name:	Sergeant Ryan Hough
Phone:	(605) 677-7070
Application Name:	LE16-Vermillion Police Department-IMP-00097
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 No:	2016-00-97

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,534.95	$0	$1,534.95	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$1,534.95**	**$0**	**$1,534.95**		
Federal Funds	$1,534.95	$0	$1,534.95		
State & Local Match	$1,534.95	$0	$1,534.95		
TOTAL FEDERAL + MATCH	**$3,069.90**	**$0**	**$3,069.90**		

Problem Identification:

The City of Vermillion has a population of 10,571 as of the 2010 census and is the home of the University of South Dakota. The university student body increases the Vermillion's population while school is in session. The university also hosts many sporting, cultural, and academic events during the year which brings in people to the city. US Highway 50 runs through and around Vermillion with both a business route and a bypass. During the school year, a Community Safe Ride program runs free of charge from 9pm until 3am on Thursday, Friday, and Saturday nights. The program does not run during the summer months.
The Vermillion Police Department (VPD) employs 19 sworn positions of which 14 are assigned to uniform patrol. 74 DWI arrests were made by the Vermillion Police Department in 2014.

Brief Project Summary

The objectives of this project will be to increase the number of DWI arrests by 1 more than the year previous, reduce the number of injury crashes from 16 in FY2014 to 13 in FY 2016 and to increase DWI arrests from 74 in FFY2014 to 80 in FFY2016. Thru this grant, we will continue to decrease the number of impaired drivers on the road. Our focus is to use the grant overtime funds to conduct saturation patrols.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Yankton Police Department **LE16-Yankton Police Department-IMP-00081**

Highway Safety Plan Project Summary

HSP Project Organization: Yankton Police Department

HSP Project Title: Highway Safety

Project Manager Name: LT Mike Burgeson

Phone: (605) 668-5210

Application Name: LE16-Yankton Police Department-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
A1 -Impaired Driving Citations

Project No: 2016-00-81

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$6,400.00	$0	$6,400.00	Section 154	20.607
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,400.00**	**$0**	**$6,400.00**		
Federal Funds	$6,400.00	$0	$6,400.00		
State & Local Match	$6,400.00	$0	$6,400.00		
TOTAL FEDERAL + MATCH	**$12,800.00**	**$0**	**$12,800.00**		

Problem Identification:

The Yankton Police Department monitors two state highways and several city streets. The Yankton Police Department received 298 driving complaints in 2014. In 2014, the Yankton Police Department issued 154 DUI/Impaired driving citations/arrests. 156 alcohol citations and 500 narcotic citations/arrests. This information was obtained from the Yankton Police Department internal records.

Brief Project Summary

The Yankton Police Department's objective is to reduce the potential for lethality on our roadway by maintaining 0 traffic fatalities in FY 2016 and by increasing DUI/Impaired arrests by 10% from 157 in FY2015 to 169 in FY

2016.
The Yankton Police Department will participate in a total of 8 high visibility law enforcement activities during the evaluated time period, 4 during the NHTSA's major mobilizations and 4 during the rest of the year. 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, SD HWY Patrol) holes 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.

Evidence Based: Yes

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

FY2016 PROJCTS BY CORE PERFORMANCE AREA

TAB A2

Occupant Protection Citations

Law Enforcement Application 2016

Organization: Alcester Police Department **LE16-Alcester Police Department-SSB-00013**

Highway Safety Plan Project Summary

HSP Project Organization:	Alcester Police Department
HSP Project Title:	Alcester Police Department Safety Grant
Project Manager Name:	Ryan Knutson
Phone:	(605) 934-2481
Application Name:	LE16-Alcester Police Department-SSB-00013
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-13

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,748.80	$0	$1,748.80	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,120.64	$0	$2,120.64	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,869.44**	**$0**	**$3,869.44**		
Federal Funds	$3,869.44	$0	$3,869.44		
State & Local Match	$967.36	$0	$967.36		
TOTAL FEDERAL + MATCH	**$4,836.80**	**$0**	**$4,836.80**		

Problem Identification:

The mission of the Alcester Police Department is to reduce the number of speed related vehicle crashes and to reduce the economical and emotional loss resulting from such incidents.
In 2014, the City of Alcester had a total of 107 traffic stops involving speed. we had a total of 24 vehicle crashes. The number of vehicle crashes and speed related encounters were up slightly from 2013. Union County is one of 9 South Dakota counties which rural fatal and injury crashes represent more than 2 % of all the crashes in Union County. Speeding remains an issue in the City of Alcester as we have one state highway which passes through our community, South Dakota Highway 11. Most of the speed and vehicle crashes

occurred during the daytime when traffic is of higher volume.
The City of Alcester in 2014 had a resident population of 801.

Brief Project Summary

The Alcester PD would help reduce the number of traffic fatalities in the Alcester area by 2 from 2 in base year 2013 . The Alcester Police Department would help increase seatbelt awareness by conducting 2 traffic safety checkpoints in 2015. The Alcester PD will assure that all occupants inside the vehicles are wearing seatbelts and increase written tickets and warnings from 10 to 15. The Alcester PD would increase speed related patrols and increase written citations and warnings by 10% in 2015 from 107 to 118 contacts.
The Alcester Police Department will accomplish our goals by using the requested radar unit and increasing our routine patrols, public awareness and education, media announcements and participation in the four national mobilization times during the FY year along with more saturation patrols, media announcements and assist our local sheriff's department with checkpoints.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Brookings County Sheriffs Office **LE16-Brookings County Sheriffs Office-SSB-00030**

Highway Safety Plan Project Summary

HSP Project Organization:	Brookings County Sheriffs Office
HSP Project Title:	Brookings County Traffic Enforcement.
Project Manager Name:	Sheriff Martin Stanwick
Phone:	(605) 696-8300
Application Name:	LE16-Brookings County Sheriffs Office-SSB-00030
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-30

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$7,000.00	$0	$7,000.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$22,000.00**	**$0**	**$22,000.00**		
Federal Funds	$22,000.00	$0	$22,000.00		
State & Local Match	$5,240.00	$0	$5,240.00		
TOTAL FEDERAL + MATCH	**$27,240.00**	**$0**	**$27,240.00**		

Problem Identification:

In 2013 licensed South Dakota drivers under 25 years of age represent 15.3% of the total licensed drivers, but account for 47.1% of the speeding drivers in fatal and injury crashes. 70.3% of the speeding drivers in fatal and injury crashes are under 35 years of age but represent only 32.2% of all licensed drivers (Source: SD Department of Public Safety Office of Accident Records 2013 crash data report page 41). Brookings County is no exception and faces those same problems, as we are one of the top 12 counties in South Dakota that accounted for 56% of rural fatal and injury crashes and 74.7% of all fatal and injury crashes. (Source: SD Department of Public Safety Accident Records 2013 crash data report page 32).
In 2013 in Brookings County there were a total of 577 crashes and of those 152 people were injured & 7

killed. Of those 105 accidents speed or overdriving the road conditions was a factor, which caused 27 injuries and 1 fatality. (Source: SD Department of Public Safety Office of Accident Records).
Brookings County has the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell, that has special events that bring in large numbers of people and increase the need for traffic enforcement to keep these communities safe. 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. During the spring months we see an increased amount of traffic because of Proms, SDSU & High School Graduations, along with St. Patrick's Days events. During the summer months we see an increased amount of speeding issues around the lakes and county roads on the weekends and holiday weekends. During the fall and winter with HOBO days, SDSU Graduation and events come more speeding issues. With these issues comes the potential for more vehicle 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 2013 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 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 7:00 PM. It also shows in the morning hours from 7:00 AM to 9:00 AM. (Source South Dakota Department of Public Safety Accident Records).

Brief Project Summary

Brookings County is one of the top 12 counties in South Dakota for rural fatal & injury related crashes in 2013 (Source: SD Department of Public Safety Accident records).
The objectives of the department will be to reduce the total number of traffic crashes in our department from 277 in federal fiscal year 2014 to 271 in federal fiscal year 2016, which is a 2% reduction.
We will obtain this objective thru extra patrol in Brookings County including the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell. It would allow us to have extra deputies on the streets, county roads, and state highways enforcing seatbelt, & speeding issues.
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 2016, this would add an extra 275 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.
If these funds are granted it would allow us to have approximately 367 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 speeding and not using seatbelts and child restraint seats. The use of the request solar power speed display signs would greatly reduce the potential of harm to the public in these areas. We have identified these areas as being a problem area with speeding by using our stealth radar to obtain data.

I have also looked at the data from federal fiscal year 2014, which began on October, 2013 thru September, 2014, which shows that we issued 3,515 citations and warning tickets during that time period (source: Brookings county Sheriffs Office). I believe this shows that we are a very active and busy department in the area of traffic safety and enforcement, not only thru the use of federal funds but also using our own local funds to combat these problems.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: BrookingsPD **LE16-BrookingsPD-SSB-00026**

Highway Safety Plan Project Summary

HSP Project Organization:	Brookings Police Department
HSP Project Title:	Highway Safety Program
Project Manager Name:	Lieutenant Joey Collins
Phone:	(605) 692-2113
Application Name:	LE16-BrookingsPD-SSB-00026
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-26

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$6,889.60	$0	$6,889.60	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$360.00	$0	$360.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$7,249.60**	**$0**	**$7,249.60**		
Federal Funds	$7,249.60	$0	$7,249.60		
State & Local Match	$1,812.40	$0	$1,812.40		
TOTAL FEDERAL + MATCH	**$9,062.00**	**$0**	**$9,062.00**		

Problem Identification:

The City of Brookings operates with the council-manager form of government adopted by a city charter in 1999. Brookings is a community of 22,943. (City-Data, 2013). Located in Brookings is South Dakota State University, which is a Division I - AA University with Full-time students at approximately 10,392. Brookings population in 2013: 22,943 (99% urban, 1% rural). Population change since 2000: +24.0% (City-Data, 2013). Median resident age is 23.5.
Speed Violations continue to be an area of enforcement concern for the Brookings Police Department. According to our department records, in 2014, the police department issued 503 speeding citations and

investigated 539 accidents. This is an improvement from 2013. In 2013, the Brookings Police Department issued 229 speeding citations and investigated 716 accidents.
The increase in speed enforcement is attributed to becoming closer to full staffing. Accidents are down in Brookings with a total difference of 177.
Motor vehicle crashes are a leading cause of death during the first three decades of Americans' lives. Increasing the proper use of age- and size-appropriate car seats, booster seats, and seat belts is an important way to prevent crash-related injuries and deaths.
By wearing seat belts and properly buckling children into age- and size-appropriate car seats and booster seats, people can reduce
the risk of serious injury and death in a crash by half.
Although most drivers in the United States follow these safety measures on every trip, there are still millions who don't.
The National Average for seat belt use is 86% of people use seatbelts. The number of people that use seat belts in South Dakota are much lower at 67%. Obviously, education and enforcement are lacking in South Dakota. The CDC has a number of strategies to assist in educating people and ways of enforcing the law. (CDC, 2015)
In 2014, the Brookings Police Department has issued 50 citations for individuals not wearing their seat belts. Additionally, the Brookings Police Department had issued 15 warning for individuals not wearing seatbelts. We more than doubled our citation numbers for seat belt citations from the previous year by making a more concerted enforcement effort.
The Brookings Police Department is purchasing two new digital in-car recording systems to ensure that officers working speed enforcement have their traffic stops recorded.

Brief Project Summary

The Brookings Police Department will dedicate 240 hours combined federal and local to Speed Enforcement and raise citations by 20% from 2014 level of 377 to 452 in 2016. The Brookings Police Department will improve seatbelt compliance by increasing occupant protection citations for Brookings by 5% by September 30, 2016 from 46 citations in 2014 to 51. The Brookings Police Department will purchase 300 lanyards promoting seat belt usage to be given to children at our three Safety Town sessions and conduct a safety checkpoint in 2016. The Brookings Police Department will work to reduce the number of serious injuries in traffic crashes by improving seatbelt compliance 2% from 92.6% (2015) to 94.6% by comparing safety checkpoint statistics. These objectives will be accomplished by conducting safety seat belt checkpoints and participating in required national mobilizations.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Butte County Sheriff **LE16-Butte County Sheriff-SSB-00056**

Highway Safety Plan Project Summary

HSP Project Organization: BUTTE COUNTY SHERIFF OFFICE

HSP Project Title: HIGHWAY SAFETY GRANT FFY 2016

Project Manager Name: Gary Brunner

Phone: (605) 892-3324

Application Name: LE16-Butte County Sheriff-SSB-00056

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-56

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$5,000.00	$0	$5,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$1,500.00	$0	$1,500.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,500.00**	**$0**	**$6,500.00**		
Federal Funds	$6,500.00	$0	$6,500.00		
State & Local Match	$1,300.00	$0	$1,300.00		
TOTAL FEDERAL + MATCH	**$7,800.00**	**$0**	**$7,800.00**		

Problem Identification:

Butte County is a county located in the northwestern part of the state. Butte County is mostly an agriculture community. Butte County has approximately 2500 square miles. According to the recent census Butte County has a population of just over 10,000 people. Just over half the population lives in the city of Belle Fourche. Belle Fourche is also the county seat. The rest of the population lives on farms and ranches and smaller communities. The recent census revealed Butte County has a growing population. This population is growing to smaller subdivisions just outside of city limits. Butte County is having to continually deal with increased traffic from workers working in the oil fields in our neighboring county (Harding Co) and North Dakota. This increased

traffic is on US Highway 85 which goes through the city of Belle Fourche, SD Highway 79 which goes through the city of Newell and US Highway 212 which goes west to east through our county. Butte County has a significant number of the population travel to other areas for their employment. Butte County is seeing an increase in the number of older drivers. The Butte County Sheriff Office has the Sheriff and 4 Deputies. The office also utilizes the help of 14 reserve Deputies. Butte County provides law enforcement for the county and the communities of Newell, Nisland, Vale, Castle Rock, Hoover, and Fruitdale. The Butte County Sheriff Office also works with and assists the Belle Fourche Police Department.
Our office is committed to doing what we can by being proactive to decrease accidents in our county. We do this through public education, news media, Law enforcement and working with assisting other agencies in our county. (Highway Patrol, Belle Fourche Police Department, the Game Fish Department, and the BLM Law enforcement agent. We take part in all the National mobilizations. We attend educational fairs, health fairs, and other events where we can educate the public on the emotional and monetary lose accidents cause our county and state.

Injury related accidents are a problem in Butte County. In a three year period 2011,2012,2013 according to the accidents statistics for Butte County, South Dakota there 92 injury related accidents or an average of 30 injury related accidents a year.
Seat Belt compliance is at 90% which is above the state average however we continue to see seat belt use as a reason for serious injury accidents. The one fatality in Butte County so far in FY 2015 was a young passenger thrown from his vehicle because he was not wearing a sea tbelt.

Brief Project Summary

Our office wants to reduce the number of serious accidents by 5% or 2 injuries when the 3 year average is 30 according to the statistics provided by the South Dakota Department of Public Safety Crash summaries. Our office wants to increase the percentage of seat belt compliance by all passenger in the motor vehicle. Our goal is to go from a three year average of 90 percent to a goal of 93 percent. We will work to increase the number of seatbelt citations by 5% or 2 more citations when the three year average is 37 seat belt citations. increase speed citations by 5% or 21 contacts when the three year average is 436 contacts per fiscal years 2012,2013,2014.
Our office will aggressively patrol roads in Butte County. We will enforce speed limits and the use of seat belts by all passengers.
We will use purchased advertisements through print and radio media. We will also use public service announcements to remind the public to buckle up and drive at a reasonable rate of speed while taking road conditions into consideration. We will participate in all the mobilizations. We will have at least one speed/seat belt saturation patrol each month for a total of 12 speed/seat belt saturations. If winter months make this impossible we will conduct more in better weather. We will also conduct saturations when other agencies in the county are conducting them. We will attend any public fairs or education programs we are invited to. We will assist other agencies when they conduct safety and sobriety check points. We will move the speed trailer to locations of concern or during an event causing increased traffic. We will conduct polls by patrol officers and during the education fairs to monitor the percent of seat belt compliance.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Lake County Sheriff's Office **LE16-Lake County Sheriff's Office-SSB-00028**

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:	LE16-Lake County Sheriff's Office-SSB-00028
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-28

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$4,800.00	$0	$4,800.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$4,800.00**	**$0**	**$4,800.00**		
Federal Funds	$4,800.00	$0	$4,800.00		
State & Local Match	$1,200.00	$0	$1,200.00		
TOTAL FEDERAL + MATCH	**$6,000.00**	**$0**	**$6,000.00**		

Problem Identification:

The Lake County Sheriff's Office is requesting funds in order to purchase two new radar systems for patrol cars. Currently, two of the patrol cars at our office are equipped with radar systems that are over 10 years old. Those two radars are not reliable and need to be replaced. Our office is comprised of 6 sworn law enforcement officers (1 Sheriff, 1 Chief Deputy, 1 School Resource Officer, 1 K9 Handler, and 2 Patrol Deputies).
Speed tends to play a major factor in accidents in our area. Currently, two of our patrol cars are equipped with radar systems that are over 10 years old. Updating these radar systems would improve our office's ability to enforce speed laws and in turn lower speed related accidents. While enforcing speed violations, law enforcement officers will also be able to enforce occupant protection violations.
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

Our objectives are to reduce fatality accidents from 2 in 2013 to 1 in 2016, to increase seat belt violations from 3 in 2014 to 30 in 2016, and to increase speeding violations from 275 in 2014 to 300 in 2016. We will accomplish these objectives by increased enforcement 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

Law Enforcement Application 2016

Organization: Madison Police Department **LE16-Madison Police Department-SSB-00019**

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: LE16-Madison Police Department-SSB-00019

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-19

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$4,800.00	$0	$4,800.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$5,760.00	$0	$5,760.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,560.00**	**$0**	**$10,560.00**		
Federal Funds	$10,560.00	$0	$10,560.00		
State & Local Match	$2,640.00	$0	$2,640.00		
TOTAL FEDERAL + MATCH	**$13,200.00**	**$0**	**$13,200.00**		

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:

a. Our citizens have become complacent and tend to disregard the posted speed limits
b. Our citizens are still driving without safety restraints
c. Our citizens are still showing unsafe driving habits (texting, talking on phone, etc.)
d. Speed, alcohol, and other factors are contributing to motor vehicle collisions and unsafe driving
e. 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

Our college students are young and are often pre occupied when driving. This leads to not paying attention to speed signs, traffic, or wearing seatbelts. Although a fatal accident is rare with the city limits of Madison, some fatalities have occurred in our community and nearby.

Speeding Citations (2009-2014, respectively): 306, 174, 206, 136, 96, 83
Traffic Accidents (2009-2014, respectively): 202, 210, 200, 190, 188, 187
Traffic Warnings (2009-2014, respectively): 1492, 987, 978, 985, 809, 830
Seatbelt Citations (2009-2014, respectively): 84, 37, 50, 56, 37, 61

As shown by the table, our community does indeed face the highlighted problems addressed by this grant. Looking at the numbers, speeding citations were very high in 2009 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 believe that this can be attributed our increased patrols and enforcement actions made possible by this grant, as well as public service announcements on our Facebook page.

Our records show the seatbelt citations have been increasing since 2010, with the highest number being 60 since 2010. Although a significant amount of people have started to wear seatbelts, I feel the numbers for seatbelt citations are still fairly low and could be increased by this funding. A majority of this overtime will be worked in the daylight hours. This makes it easier for officers to see people who may not be wearing their seatbelts. Through this program, the Madison Police Department will try to continue to reduce the number of crashes, as well as reduce the numbers of people speeding, driving distracted, driving under the influence, and not wear safety restraints.

Brief Project Summary

1.) Reduce serious injury traffic crashes

A.) Reduce the number of injury crashes by 9 from 18 in base year 2013 by increased speed and seatbelt enforcement and high visibility patrols.

2.) Reduce speed violations
A.) Reduce speeding violations in the City of Madison by increasing speeding citation numbers by 80 from 83 in base year 2014

3.) Increase seatbelt and child seat usage
A.) Increase seatbelt and child seat usage by increasing the amount of seatbelt and child restraint citations issued by 20 from 61 in base year 2014.

4.) Increase the number of observed seatbelts
A.) Increase number of people observed wearing seatbelts by increasing patrols at busy traffic times.

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 160 hours of enforcement time. This time multiplied by 2 citations per hour equals 320 citations. We will participate in all highway safety mobilizations, place speed boards in problems areas within the city, conduct 2 highly publicized safety belt enforcement campaigns, and produce at least 2 recorded safety messages for radio broadcast.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Marshall County Sheriff's Office **LE16-Marshall County Sheriff's Office-SSB-00098**

Highway Safety Plan Project Summary

HSP Project Organization: Marshall County Sheriff's Office

HSP Project Title: FFY2016 Speed

Project Manager Name: Deputy Lucas Nordquist

Phone: (605) 448-5181

Application Name: LE16-Marshall County Sheriff's Office-SSB-00098

Major Performance Measure:
C2 -Reduce the number of serious injuries in traffic crashes
C6 -Reduce the number of speeding-related fatalities
C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-98

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,000.00	$0	$10,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,000.00**	**$0**	**$10,000.00**		
Federal Funds	$10,000.00	$0	$10,000.00		
State & Local Match	$2,000.00	$0	$2,000.00		
TOTAL FEDERAL + MATCH	**$12,000.00**	**$0**	**$12,000.00**		

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.

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.
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. There is a need for 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 traffic enforcement around these areas to insure the safety of drivers and pedestrians alike.
With the warm weather conditions, communities in Marshall County take part in town celebrations and street dances. Britton holds its annual Harvest Days festival every August. Veblen holds its annual Summer Bash in August as well. The towns of Eden, Lake City, and Langford also have street dances throughout the summer and there is a need for additional traffic enforcement during these times in these areas.

Brief Project Summary

Reduce the number of people involved in injury accidents in Marshall County by 2 from 4 in base year 2014. 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.
Increase presence in school zones, monitoring seatbelt use in drivers and occupants under the age of 18.
During speed/traffic enforcement, issue at least one seatbelt/child restraint citation for every two hours of federal overtime worked.
During speed overtime, we will try to issue at least one speed citation for every three hours of federal overtime worked.
Increase saturation patrols in Marshall County from 13 in base year 2014 to 15. This includes dances and gatherings in towns, New Years celebrations, and Prom formals in Britton and Langford.
We will continue to keep number of failure to yield accidents at zero from base year 2014, for base year 2015, by saturating high-accident intersection areas and issue citations and written warnings for non-compliance.
These objectives will be monitored by keeping track on a monthly basis of accidents and traffic warnings and citations. These figures will be compared to 2014 data to see that there is a reduction in accidents and increase in warnings and citations. We will also continue to report to Highway Safety webpage and accident records on a monthly basis.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: North Sioux City Police Department **LE16-NSCPD-SSB-00005**

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: LE16-NSCPD-SSB-00005

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-05

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,807.50	$0	$10,807.50	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,807.50**	**$0**	**$10,807.50**		
Federal Funds	$10,807.50	$0	$10,807.50		
State & Local Match	$2,161.50	$0	$2,161.50		
TOTAL FEDERAL + MATCH	**$12,969.00**	**$0**	**$12,969.00**		

Problem Identification:

The mission of the North Sioux City Police Department (NSCPD) is to reduce the number of motor vehicle crashes, along with the economic and emotional loss from traffic crashes. In FY (Fiscal Year) 2014 NSC had 59 total crashes. Of those, 1 was an injury crash with no fatality. There were a total of 70 speeding citations and want to lower the speeding in the area.

Brief Project Summary

Our Department has an overall goal of reducing the number of traffic crashes in the Federal Fiscal of 2016. To meet this goal we will increase our speed and seat belt enforcement efforts, conduct at least 3 mobilizations,

using education materials and media methods to educate the community throughout the year, and conduct two public campaigns on public broadcast.
In FY 2014 we issued 70 citations for speeding enforcement. Our goal is to increase out speeding citations by 20% from the 70 we had last year. Our goal is to reduce our injuries from 1 to 0 (zero) by continuing to enforce speeding and seat belt violations. Our goal is to get 30 seat belt violations for the 2015 fiscal year. Our goal is to increase out speeding citations by 20% from the 70 we had last year.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Oglala Sioux Tribe Department Of Public Safety **LE16-OSTDPS-SSB-00089**

Highway Safety Plan Project Summary

HSP Project Organization: Oglala Sioux Tribe Department of Public Safety

HSP Project Title: Collaboration - saves lives

Project Manager Name: Kenneth Franks

Phone: (605) 867-5141

Application Name: LE16-OSTDPS-SSB-00089

Major Performance Measure:
C2 -Reduce the number of serious injuries in traffic crashes
C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions
C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-89

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,679.49	$0	$15,679.49	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$2,000.00	$0	$2,000.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$8,000.00	$0	$8,000.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$25,679.49**	**$0**	**$25,679.49**		
Federal Funds	$25,679.49	$0	$25,679.49		
State & Local Match	$6,419.87	$0	$6,419.87		
TOTAL FEDERAL + MATCH	**$32,099.36**	**$0**	**$32,099.36**		

Problem Identification:

The population of the Oglala Sioux Tribe has a current seat belt usage rate far below the State of South Dakota and even further below the National Average. While the Oglala Sioux Tribe Department of Public Safety has worked diligently and collaboratively with the Indian Health Service,State of South Dakota Highway Safety, Bureau of Indian Affairs Highway Safety, local elders,and community members to reduce the number of motor

vehicle crash fatalities, increase the seat belt usage and increase the child safety seat usage rate.
This has proven to be an effective, multi-year strategy, with multiple partnerships, referred to as the Sacred Cargo Coalition.
The seat belt usage rate, when the Sacred Cargo Coalition began was at a staggering 5%. This was documented from a seat belt survey completed in the village of Pine Ridge. Our motor vehicle crashes statistics were as dismal as seat belt usage. In 2009 we were as high as 23 motor vehicle fatalities. The majority, 99% of the fatalities, were due to being thrown from the vehicle. Today after countless hours of education, information, enforcement, including saturation and participation in mobilizations our seat belt usage is at 52.5%. (DPS/IHS seat belt survey 2014) This is a significant positive increase, but still behind the states rate of 68.9%. (South Dakota Seatbelt Observational Survey) And further behind than the national average of 87%. (NHTSA 2013 survey)
Our car seat usage rate has gone from 5% in 2009-2010 to 52% in 2013. (DPS-TIPCAP survey results) We have distributed over 2,000 car seats and also provided countless hours of training on proper installation and tons of hours on information to reach this astounding rate. We have had nearly 360 live births, annually, at the local hospital. This reflects that we can distribute nearly one car seat a day and still not meet the demand. We are also providing the on-going training to ensure that our highway safety officers are re-certified in child safety seat installation and have the ability to distribute. Every day you can come into contact with a car that has multiple children in it, all riding unsecured and unsafe. In 2014 we only distributed 63 child restraint tickets, but we are unable to put a number on the amount of lives that were saved due to proper restraint. We need to continue to address this, car seat restraint use, until we achieve a much higher rate and have zero fatalities related to unrestrained children in motor vehicle crashes.
Speed and unrestrained related traffic violations continue at a very high rate. We have, in 2014 statistics a total Speeding is a significant problem on our roads with a total of 3,268 speeding violations cited. These numbers reflect the amount of continued education, information, enforcement and continued collaboration that needs to take place in order to continue to achieve better statistics.

Brief Project Summary

Our objectives are to reduce traffic fatalities by 50% from the FY 2013, 2014, and half of 2015 average number of 4 to 2 in FY 2016, to reduce traffic injuries by 10% from the 2014 number of 53 to 48 by the end of Fiscal Year 2016, to reduce by 50% from the average of 2013, 2014 and the first half of 2015 number of 4 to 2 by the end of FY2016, to increase the seat belt use by 7% from the 2014 rate of 43% to 50% by the end of FY 2016, to increase citations by 20% from the 2014 amount of 807 to 968 by the end of FY 2016, and to increase speed citations by 25% from the 2014 year amount of 3,268 to 4,085 by the end of FY 2016.
We will Increase enforcement through saturation patrols that will be designed to be visible during our most active, high populous activities, such as Wacipis (pow-wows) in the various districts. We will actively participate in national and state mobilizations, conduct no less than 12 check points and/or saturation patrols, we will have continuous presentations to the communities and schools, and utilize the speed trailer during all of the events. We will conduct presentations in the schools, communities, early childhood programs and guardians on seat belt usage and proper use and installation of child safety restraints. Presentations will include the roll over simulator and driving simulator. We will conduct no less than 6 educational presentations. We will provide continued training for guardians on correct use and installation of child safety seats.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Rapid City Police Department **LE16-Rapid City Police Department-SSB-00044**

Highway Safety Plan Project Summary

HSP Project Organization:	Rapid City Police Department
HSP Project Title:	Highway Safety
Project Manager Name:	Sgt. Scott Sitts
Phone:	(605) 394-4117
Application Name:	LE16-Rapid City Police Department-SSB-00044
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-44

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,809.28	$0	$3,809.28	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$12,128.00	$0	$12,128.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$15,937.28**	**$0**	**$15,937.28**		
Federal Funds	$15,937.28	$0	$15,937.28		
State & Local Match	$3,984.32	$0	$3,984.32		
TOTAL FEDERAL + MATCH	**$19,921.60**	**$0**	**$19,921.60**		

Problem Identification:

On an annual basis, the City of Rapid City has a high number of injury and fatal crashes. A large majority of these injury and fatal crashes are related to speed and the failure to use safety belts.
2012 Total Crashes: 1457 / Speed related crashes: 127
2012 Injury Crashes: 455
2012 Fatal Crashes: 1
2012 Number of People Injured: 619
2013 Total Crashes: 1701 / Speed related crashes: 232
2013 Injury Crashes: 568
2013 Fatal Crashes: 3

2013 Number of People Injured: 789
2014 Total Crashes: 1665 / Speed related crashes 265
2014 Injury Crashes: 467
2014: Fatal Crashes: 2
2014 Number of People Injured: 611

Brief Project Summary

Our objectives are to reduce the number of injuries in traffic crashes from a three year average of 673 per year to 639, this is a 5% reduction, to increase the total amount of occupant protection citations from a three year average of 123 per year to 147, this is a 20% increase, and to increase the total amount of speeding citations from a three year average of 1169 per year to 1285, this is a 10% increase. We will accomplish these objectives by conducting at least 12 seatbelt, child restraint, and speeding saturations during the grant period, participating in the National Enforcement Mobilizations throughout 2015/2016, and using the media to keep the public aware of Highway Safety issues, mobilizations, and our objective. We will also conduct publicized speed and seatbelt campaigns in Rapid City with the use of the media, set up a speed board/trailer each week at a selected high crash and speed location, and conduct at least 12 speed and seatbelt campaigns in Rapid City.

Evidence Based: Yes

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

Highway Safety Plan Project Summary

HSP Project Organization: Scotland Police Department

HSP Project Title: 2016 Highway Safety Project

Project Manager Name: Kirk W. McCormick

Phone: (605) 583-4485

Application Name: LE16-Scotland PD-SSB-00107

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-01-07

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,652.00	$0	$1,652.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$1,652.00**	**$0**	**$1,652.00**		
Federal Funds	$1,652.00	$0	$1,652.00		
State & Local Match	$413.00	$0	$413.00		
TOTAL FEDERAL + MATCH	**$2,065.00**	**$0**	**$2,065.00**		

Problem Identification:

The population of the City of Scotland is 891. Highway 25 runs through Scotland and is the road in front of the public school complex and public library. These buildings by their nature draw adults and children to them. Highway 25 is a 65mph highway that slows to 30mph as it passes through Scotland for about 1 mile. The City of Scotland has a moving radar unit which is beneficial but the design requires the patrol vehicle to be parked normally along the side of the road which makes the vehicle plainly visible to traffic.
I started as the Scotland Chief of Police on May 1, 2015 and will start entering traffic data online which has been a shortfall of this department in the past so hard statistical data is lacking. Since I arrived at Scotland my

presence has caused traffic to slow down. I base this on comments from school employees and citizens that have noticed vehicles are traveling slower. While working speed enforcement I have been able to watch people slow from a few miles per hour over the speed limit to a few miles under the speed limit when they see the patrol vehicle. I have also watched them hold their speeds right at or just under the speed limit. I have over 20 years in law enforcement and know these driving behaviors are only because the drivers saw the patrol vehicle. The speed measurement device requested in the grant would allow the Scotland Police Department to monitor speeds from positions that will be less obvious.
A goal of this project is to Start active enforcement of speed violations by the Scotland Police Department. Goal: 60 traffic stops for speed violations during FFY 2016.
An additional benefit will be that the Scotland Police Department will be able to get a more accurate picture of the speeds people drive when an officer is not visible.
Scotland has been fortunate to have not had any fatal vehicle or pedestrian crashes in the recent past and I would like to do whatever we can to keep that record.
This ties directly to one of the project goals - Keep pedestrian fatalities at zero.
On May 21, 2015 I conducted a survey of seat belt usage by front seat occupants of vehicles traveling on or across Hwy 25 inside the Scotland City Limits. 36% of the front seat occupants were wearing seat belts. 2013 NHTSA data shows an average 68.7% seat belt usage in South Dakota. This survey led to two of the goals for this project.

Two of the goals for this project are to Start active enforcement of seat belt laws by the Scotland Police Department. Goal: 12 seat belt citations during FFY 2016 and to Increase seat belt usage from the current level of 36% to 41%.

Brief Project Summary

Our objectives are to keep pedestrian fatalities at zero, increase seat belt usage from the current level of 36% to 41%, issue 12 seat belt citations during FFY 2016, achieve 60 traffic stops for speed violations during FFY 2016.
We are going to achieve the above objectives through routine patrol with use of request lidar, saturation patrols, participation in national traffic safety campaigns and education efforts. Education efforts will be through the local paper.

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

HSP Project Title: Highway Safety Program

Project Manager Name: Brandon Schultz

Phone: (605) 688-5117

Application Name: LE16-SDSU*-SSB-00027

Major Performance Measure: C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-27

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$6,044.39	$0	$6,044.39	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$2,085.31	$0	$2,085.31	Section 402	20.600
SUBTOTAL CATEGORIES	**$8,129.70**	**$0**	**$8,129.70**		
Federal Funds	$8,129.70	$0	$8,129.70		
State & Local Match	$1,625.94	$0	$1,625.94		
TOTAL FEDERAL + MATCH	**$9,755.64**	**$0**	**$9,755.64**		

Problem Identification:

SDSU Police Department needs additional manpower hours dedicated to enforcing hazardous traffic violations such as speeding and the occupant protection of seat belt use, to make up for officers taken off the road for increases in call response and to work special events. It is in part the mission of the SDSU Police Department to reduce the number of motor vehicle crashes, injuries and fatalities and minimize the human and economic loss on the city and county roadways, state highways and interstate that surround the South Dakota State University.

The SDSU Police Department has a great concern for speed and other hazardous moving violations especially due to the increase in traffic and growing population our area. The SDSU landscape has changed in recent years. Construction of new buildings has changed our roadways. We now have less drivable road surface in the interior of our campus which has led to an increase in traffic congestion on the surrounding roadways. Also, the SDSU campus houses some of the youngest (age 17-24) and least experienced drivers in a demographically small area.

Young drivers in South Dakota (under age 25) represent 15.5 of total licensed drivers and yet they account for 51.9 of those drivers involved in speeding fatalities and injury crashes. These young drivers are involved in more crashes than any other age group. (SD Department of Highway Safety - Office of Accident Records 2012)

Brookings County is #8 of the top 10 counties list for Rural Fatal and Injury crashes in South Dakota. In 2012, 543 crashes were reported in Brookings County, with a total economic value of $3,190,094. (Department of Public Safety, Accident Records)

In FF2011, we did see a drop in overall class 2 traffic contacts and enforcement than the two previous fiscal years. However, at that time drug related contacts increased more than 147 . In FY2012 the SDSU Police made 211 drug related arrests, an increase 4 times the amount in FFY11. While the impact on the driving community is obvious, the average drug related arrest takes officers off the road for an average of 2.5 hours to process the arrest, this includes execution of search warrants and turnover at the detention center. Again, this leaves the roadways less enforced, re-enforcing the need for more manpower to enforce speed, seat belts and other
hazardous moving violations.

Brief Project Summary

We will address occupant protection by increasing citations from an average of 3 to 8 per month. We will strive to meet our goal of reducing injuries and fatalities by increasing speed enforcement form an average of 23 to 33 citations. Our last goal is to address occupant protection by addressing drivers who fail to use safety belts and to increase seat belt enforcement. We plan to increase citations by an average of 5 per month. We also plan to increase the observed occupant protection by increasing warnings to include safety belt use by passengers.

We will accomplish these objectives by participating in all the major Federal campaigns. We will have a minimum of 8 high visibility law enforcement activities, such as saturation patrols and safety checks. We will educate the public about highway safety issues and have dedicated an officer to public awareness issues and organize an average 2 education presentations or more a month. We will also utilized earned media outlets such as the SDSU Student radio station and the student newspaper, the Collegian, to educate on speeding and occupant protection.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Stanley County Sheriff's Office **LE16-Stanley CO SO-SSB-00029**

Highway Safety Plan Project Summary

HSP Project Organization: Stanley County Sheriffs Office

HSP Project Title: Slow Down

Project Manager Name: Deputy Dustin Baxter

Phone: (605) 223-7792

Application Name: LE16-Stanley CO SO-SSB-00029

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-29

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,100.00	$0	$15,100.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$15,100.00**	**$0**	**$15,100.00**		
Federal Funds	$15,100.00	$0	$15,100.00		
State & Local Match	$3,020.00	$0	$3,020.00		
TOTAL FEDERAL + MATCH	**$18,120.00**	**$0**	**$18,120.00**		

Problem Identification:

Stanley County is located in central South Dakota. The population of Stanley County is approximately 3,000 or more people and covers 1,521 square miles which includes part of the Lower Brule Indian Reservation. The Stanley County Sheriff's Office has four (4) full time uniformed officers, One (2) part time officer and the Sheriff with a total of six (7) .This law enforcement agencies is the only one in the county besides the BIA Police in Lower Brule. The Stanley County Law Enforcement has six (6) marked patrol units.
The major town's included in the county are, Fort Pierre and Hayes. There are four major highways that go through the county, US Highway 83 (a four lane highway which runs through a school zone), US Highway 14 and 34, SD Highway 1806 both north and south, and SD Highway 63.
US Highway 83 is a major highway which links not only Fort Pierre to Interstate 90, but also the South Dakota's

capital of 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 through traffic to the state capital of Pierre which is located just over the Missouri River Bridge. US Highway 83 is a major artery from the Interstate to the Capital. We have seen an increase in speed on US Highway 83 due to the increase in the speed limit on the interstate. With the rural highways, there is a continuous problem with speeding in rural and urban areas.

Traffic Crash Data from the Highway Safety reporting system indicates that there was a decrease in total accidents. The Federal Fiscal Year Data in 2013 showed a total of 135 traffic crashes. We had a total of 128 traffic crashes in the Federal Fiscal Year Data 2014 grant. We had one fatality in 2012 it was related to impaired driving as well as no seat belt and speed. This fatality was within the city limits of Fort Pierre on a gravel city street. During the Federal Fiscal Year Data 2014 grant time frame we had a total of 735 speed contacts, and 12 contacts for seatbelt.

As traffic enforcement is increased, in conjunction with the use of the speed signs, we have identified problem areas within Stanley County related to speeding. This data shows a problem in the city limits and outlying areas of the city Fort Pierre. In addition the Federal Fiscal Year Data 2014 grant time frame we had a total of 735 speed contacts. Of those 122 were stopped for speeding over the Missouri River Bridge, 222 speeding stops were on Hwy 14 – 34 from the intersection of Hwy 83 to the County line. A total of 214 stops for speed were made on Hwy 83 in town, while 84 stops for speed were on Hwy 83 south of town. The remaining 93 stops for speed were in other location within the county and city. We have also noticed a slight decrees in commercial vehicle traffic both light truck and heavy truck to the oil fields in North Dakota. The use of the speed sign on Hwy 83 at the south edge of town has lead to positive feedback from the public. Based off of the use of the speed sign placed on Hwy 83 at the south edge of town, we have noticed a change in local traffic driving habits.

Several events occur on a regular basis in the area. The South Dakota sanctioned horse races in spring, the Casey Tibbs Ride of Champs in June, The famous three day Fourth of July Rodeo (Rodeo, Fireworks, Parade, and Celebration.), the 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 and vehicle traffic. The population of the area doubles in size during these events.

During the summer, fall and early spring there is an increase in fishermen, campers and tourists to the area which adds to the problems of speed enforcement, DUI enforcement and also underage drinking.

Brief Project Summary

Our first objective is to decrease the number of serious injury traffic crashes from 4 in 2013 to 3 in 2016. We will do this by taking part in Freshman impact, hold the crash math event where we spend the day working traffic crashes and showing them the dangers of speeding and the importance of seatbelt usage, conduct 4 safety check points targeting vehicle safety, and conduct safety talks at the high school for homecomming addressing the dangers of speeding and the importance of seatblet usage.

We will increase seatbelt usage in Stanley County by increasing citations from 7 citations in 2014 grant year to 14 in the 2016 grant year and decrease the number speeders in Stanley County by increasing citations from 258 citations in 2014 grant year to 275 in the 2016 grant year. We will conduct 4 safety check points targeting vehicle safety and seat belt usage, take part in the national seat belt usage campaigns, conduct 2 saturation patrols targeting seat belt usage.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sturgis Police Department **LE16-Sturgis Police Department-SSB-00079**

Highway Safety Plan Project Summary

HSP Project Organization:	Sturgis Police Department
HSP Project Title:	Enforcement and Equipment funding
Project Manager Name:	Geody VanDewater
Phone:	(605) 347-5070
Application Name:	LE16-Sturgis Police Department-SSB-00079
Major Performance Measure:	C1 -Reduce the number of traffic fatalities C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-79

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,192.00	$0	$3,192.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,192.00**	**$0**	**$3,192.00**		
Federal Funds	$3,192.00	$0	$3,192.00		
State & Local Match	$798.00	$0	$798.00		
TOTAL FEDERAL + MATCH	**$3,990.00**	**$0**	**$3,990.00**		

Problem Identification:

The 2014 State Reportable Motor Vehicle Crash Summary for the City of Sturgis reports a total of 66 reportable accidents in 2014 in Sturgis. 42%were injury accidents, with 28 reportable. The report shows several driver contributing circumstances were speeding, distracted driving, and failing to yield as major causes of the majority of the accidents. According to 2012 Department of Public Safety Driver Survey, drivers

tend to lack the knowledge of the law's finer points and speeding was identified as the most problematic area. Data from recent years, such as 2012 South Dakota Seatbelt Survey report, estimates that 71.6% of drivers and front seat passengers utilize a seatbelt. The likelihood of Speeding, Distracted Driving, and Failure to Yield related traffic accidents increase because of speeding and lack of knowledge of the law, which clearly shows the need for effective enforcement and education. A staggering 92% of respondents to the 2012 DPS Driver Survey reported to have never been given a citation for seatbelt violations. By increasing the public awareness and enforcement in these problematic areas and speaking about the benefits and laws of utilizing seatbelts, it is feasible to believe that the remaining 28.4% of unrestrained occupants will increase seatbelt use on a regular basis. By increasing seatbelt use, it is highly probable that injury accidents in Sturgis will decrease. (There was no 2013 Driver Survey conducted)
Aggressive and Distracted Driving such as speeding and tailgating is a common occurrence in Sturgis, especially involving young motor vehicle operators en route to and from the Sturgis Brown High School east of Sturgis. The major roadways used to and from the High School are Highways 34, 14A and Interstate 90. Saturation patrols have worked in the past to help reduce that type of driving behavior. Radar equipment is needed to utilize effective enforcement of the 45mph posted speed limit in front of the High School; the median speed for that area is over 60mph. Proactive traffic enforcement making drivers on the highway aware of the posted speed limit of 45mph may help reduce

Brief Project Summary

To reduce the number of traffic fatalities by stepping up and maintaining enforcement of unrestrained drivers at 83 citations/ written warnings. Maintain seatbelt and child restraint citations and/or written warnings at 83 citations/written warnings during the grant period. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding at 419. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding At 419.
We will accomplish our objectives by conducting at least four (4) high visibility saturation patrol campaigns focusing on the speeding and seatbelt violations in the Sturgis/Meade County area during the grant period. Develop at least one (1) traffic safety presentation for high school age students during the grant period. The presentation will address seatbelt use, careless driving, under 18 motorcycle helmet laws, move over law, and avoiding distractions such as talking or texting on a cellular phone while driving. Utilize local media for press releases regarding the use of seatbelts/child restraints. Utilize printed brochures advising drivers of the benefits and laws on the use of seatbelt/child restraints.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Summerset Police Department **LE16-Summerset Police Department-SSB-00072**

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:	LE16-Summerset Police Department-SSB-00072
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-72

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,544.32	$0	$3,544.32	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,278.00	$0	$3,278.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,822.32**	**$0**	**$6,822.32**		
Federal Funds	$6,822.32	$0	$6,822.32		
State & Local Match	$1,706.08	$0	$1,706.08		
TOTAL FEDERAL + MATCH	**$8,528.40**	**$0**	**$8,528.40**		

Problem Identification:

The City of Summerset is a smaller community of approximately 2130 citizens, according to the Meade County administration. This indicates an increase over the accepted previous population of 1814 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. There has been an increase in speeding and other traffic violations in the past years. This can be attributed to being located between Rapid City and Sturgis, with Interstate 90 and Sturgis Road as the main routes of travel. In 2014, officers issued 1036 citations and warnings. The Summerset officers also issued 32 citations and warnings for

seatbelt violations in 2014.
A composite review of the years 2010 through 2014 demonstrates that Summerset Police Department issued a total of 2667 citations and written warnings for traffic enforcement, within the geographic area of responsibility. Additionally, there were 23 speed related crashes within the Summerset City limits, between the time frame of January 01, 2011 through the month of December 31, 2014.
During the period of 01/01/2012 to 12/31/2014, there were 183 total traffic crashes within the geographic boundaries of Summerset. The previous data collected shows there were 135 crashes within the geographic boundaries. This includes Sturgis Road between Peaceful Pines Road to Elk Creek Road and Interstate 90 between mile markers 46 and 52. This indicates an increase of 39 percent for accidents.
The prior years' indications of 43 crashes involved speed-over safe and aggressive driving fell to the level of 32 total traffic collisions for this category. Of the 183 crashes detailed, there were 53 which resulted in injuries, up from the 35 injury accidents compiled from the prior research. However, during 2014, there was 1 fatal accident recorded in this area of interest that was attributed to alcohol usage.
The traffic count for Sturgis Road, between mile marker 52 and mile marker 48, are as follows:
Year 2011 - 7353 cars daily, Year 2012 – 7767 cars daily. Year 2013 – 7853 cars daily and Year 2014 - 7980 cars daily. These numbers were taken from the State of South Dakota Department of Transportation traffic counts conducted during those periods.

Brief Project Summary

Our objectives are to reduce the number of traffic crashes caused by aggressive driving and speeding by 20% or from 33 to 26, a reduction of 7 crashes and to increase seatbelt and child restraint use by increasing our seatbelt/child restraint enforcement by 30%, or from 44 last year to 57 per year.
We will conduct or participate in a minimum of 1 checkpoint per month, in addition to the National Mobilizations conducted. We will conduct weekly saturation patrols in high traffic areas to reduce the number of aggressive and non-belted driver's and children. These saturation patrols will be done in two hour blocks, twice weekly resulting in four hours of overtime for each officer assigned. During any given month, the first and third week's saturation patrols will focus on speed and aggressive driving. We will utilize our speed trailer in high traffic areas of the city. This will be used to reduce and prevent speed related crashes.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Union County Sheriff's Office **LE16-Union Co So-SSB-00048**

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:	Jon Feller
Phone:	(605) 356-2679
Application Name:	LE16-Union Co So-SSB-00048
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-48

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,840.00	$0	$3,840.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$14,861.20	$0	$14,861.20	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$18,701.20**	**$0**	**$18,701.20**		
Federal Funds	$18,701.20	$0	$18,701.20		
State & Local Match	$4,483.30	$0	$4,483.30		
TOTAL FEDERAL + MATCH	**$23,184.50**	**$0**	**$23,184.50**		

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 2013 , Union County had a total of 145 crashes. While the total number of crashes dramatically decreased from 2012, the number of fatalities remained nearly the same from 5 in 2012 to 4 in 2013. Union County had a a total of 38 injury crashes, with 50 persons injured. Union County is one of 9 South Dakota counties which rural fatal and injury crashes represent more than 2% of all the crashes in the county. Speeding remains an issue in Union County. Union County had a decrease from 40 to 29 crashes where speed was a factor. Most of the overall crashes occurred between the hours of 2pm and Midnight. (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

Our objectives are to decrease the number of traffic fatalities from 3 in 2013 to 1 in 2016 and to decrease the number of traffic injuries from 50 in 2013 to 40 in 2016. We will increase seatbelt citations by 30% from 36 citations and 5 warnings in FFY14 to 48 citations and 7 warnings in FFY16 and increase speed citations by 10% from 309 citations and 710 warnings in FFY14 to 340 citations and 791 warnings in FFY16.
The Union County Sheriff's Office will accomplish our goals by increasing our routine patrols, saturations, checkpoints, public awareness, four media announcements, and participation in the for national mobilization times during the FY year along with four more saturations/checkpoints. If approved, the Union County Sheriff's Office would also utilize the requested speed measurement signs to better provide the public with instant information regarding traffic speed, as well as provide our agency with valuable data regarding driving statistics. If granted, the Union County Sheriff's Office would also incorporate a lidar speed measurement device to assist in the enforcement of speeding violations in areas which are difficult for conventional radar to be successfully used. 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

Law Enforcement Application 2016

Organization: Vermillion Police Department **LE16-Vermillion Police Department-SSB-00063**

Highway Safety Plan Project Summary

HSP Project Organization:	Vermillion Police Department
HSP Project Title:	Northern Traffic Safety
Project Manager Name:	Sergeant Ryan Hough
Phone:	(605) 677-7070
Application Name:	LE16-Vermillion Police Department-SSB-00063
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-63

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,001.68	$0	$3,001.68	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,331.16	$0	$2,331.16	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,332.84**	**$0**	**$5,332.84**		
Federal Funds	$5,332.84	$0	$5,332.84		
State & Local Match	$1,333.21	$0	$1,333.21		
TOTAL FEDERAL + MATCH	**$6,666.05**	**$0**	**$6,666.05**		

Problem Identification:

In the City of Vermillion are three streets that are located north of the center of town. They are marked as North Dakota, North University Street and North Plum Street. Each street runs north and south, and is adjacent to University of South Dakota athletic and or housing complexes. All three streets are designated and marked as 25 MPH zones, are not divided with a marked line, and do not have designated cross walk areas for pedestrians. The athletic facilities are also used by community athletic organizations for youth sporting events. As such, these three streets have seen an overall and gradual increase in both pedestrian and vehicular traffic. Given the overall layout of the road, traffic violations are a very common occurrence on all three roads.

Brief Project Summary

Will we increase the amount of traffic enforcement by Vermillion PD officers in the City of Vermillion, reduce the number of injury crashes from 16 in FY2014 to 13 in FY2016, increase speeding citations from 224 in FFY2014 to 250 in FFY2016, and increase the seat belt citations from 82 in FY2014 to 87 in FY2016.
The VPD will aim to achieve 15 hours per month of overtime traffic enforcement for Speed and Seatbelt enforcement in Vermillion during the grant. This will include high visibility campaigns and mobilizations to be scheduled once the grant is started. Through the purchase of the requested moveable radar device, we will be able to alert violators of their actual speed, in hopes that it will encourage them to slow down and monitor their driving more closely.

Evidence Based: Yes

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

FY2016 PROJCTS BY CORE PERFORMANCE AREA

TAB A3

Speed Citations

Law Enforcement Application 2016

Organization: Alcester Police Department **LE16-Alcester Police Department-SSB-00013**

Highway Safety Plan Project Summary

HSP Project Organization:	Alcester Police Department
HSP Project Title:	Alcester Police Department Safety Grant
Project Manager Name:	Ryan Knutson
Phone:	(605) 934-2481
Application Name:	LE16-Alcester Police Department-SSB-00013
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-13

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$1,748.80	$0	$1,748.80	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,120.64	$0	$2,120.64	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,869.44**	**$0**	**$3,869.44**		
Federal Funds	$3,869.44	$0	$3,869.44		
State & Local Match	$967.36	$0	$967.36		
TOTAL FEDERAL + MATCH	**$4,836.80**	**$0**	**$4,836.80**		

Problem Identification:

The mission of the Alcester Police Department is to reduce the number of speed related vehicle crashes and to reduce the economical and emotional loss resulting from such incidents.
In 2014, the City of Alcester had a total of 107 traffic stops involving speed. we had a total of 24 vehicle crashes. The number of vehicle crashes and speed related encounters were up slightly from 2013. Union County is one of 9 South Dakota counties which rural fatal and injury crashes represent more than 2 % of all the crashes in Union County. Speeding remains an issue in the City of Alcester as we have one state highway which passes through our community, South Dakota Highway 11. Most of the speed and vehicle crashes

occurred during the daytime when traffic is of higher volume.
The City of Alcester in 2014 had a resident population of 801.

Brief Project Summary

The Alcester PD would help reduce the number of traffic fatalities in the Alcester area by 2 from 2 in base year 2013 . The Alcester Police Department would help increase seatbelt awareness by conducting 2 traffic safety checkpoints in 2015. The Alcester PD will assure that all occupants inside the vehicles are wearing seatbelts and increase written tickets and warnings from 10 to 15. The Alcester PD would increase speed related patrols and increase written citations and warnings by 10% in 2015 from 107 to 118 contacts.
The Alcester Police Department will accomplish our goals by using the requested radar unit and increasing our routine patrols, public awareness and education, media announcements and participation in the four national mobilization times during the FY year along with more saturation patrols, media announcements and assist our local sheriff's department with checkpoints.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Aurora County sheriff **LE16-ACSO-SSB-00066**

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: LE16-ACSO-SSB-00066

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A3 -Speed Citations

Project No: 2016-00-66

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$7,054.19	$0	$7,054.19	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$7,054.19**	**$0**	**$7,054.19**		
Federal Funds	$7,054.19	$0	$7,054.19		
State & Local Match	$1,410.84	$0	$1,410.84		
TOTAL FEDERAL + MATCH	**$8,465.03**	**$0**	**$8,465.03**		

Problem Identification:

Aurora County is a rural county with a population of 2710 in 713 square miles and contains three organized municipalities. The perception is that because we are small towns and "local" people that speeding is acceptable and in some cases expected by the motoring public. As law enforcement officers we know that speed is a large factor in traffic accidents, whether non-injury or injury related.
As a small law enforcement agency we lack the manpower and as a result we often do not have staff to work speed enforcement. This grant will allow officers to work dedicated enforcement activities directed as traffic complaints, problem areas and speeding in our roadways.

Brief Project Summary

Law Enforcement Application 2016

Organization: Aurora County sheriff **LE16-ACSO-SSB-00066**

Highway Safety Plan Project Summary

Our objective is to reduce the occurrence of speed related crashes through increased visibility and increased speed enforcement from 17 in 2014 down to 15. We would increase our speed citations from 98 in 2014 to 125 in 2016.
Our plan is to conduct saturation patrols of troubled known areas on Hwy 281 that runs through city limits of Stickney, and 374th Ave North and South of White Lake. Another area will be our school zones and other roadways to enforce speed and hazardous traffic behaviors. Our monthly plan will be to have each officer spend 10 hours per month in our problem areas. Extra effort will be given during Sturgis Bike Rally, and local events which increase traffic.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Belle Fourche Police Department **LE16-Belle Fourche Police Department-SSB-00076**

Highway Safety Plan Project Summary

HSP Project Organization: BFPD

HSP Project Title: Highway Safety Program

Project Manager Name: Jamie Dinkel

Phone: (605) 892-4240

Application Name: LE16-Belle Fourche Police Department-SSB-00076

Major Performance Measure: C2 -Reduce the number of serious injuries in traffic crashes
C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A3 -Speed Citations

Project No: 2016-00-76

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$19,200.00	$0	$19,200.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$400.00	$0	$400.00	Section 402	20.600
Equipment	$2,720.00	$0	$2,720.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$22,320.00**	**$0**	**$22,320.00**		
Federal Funds	$22,320.00	$0	$22,320.00		
State & Local Match	$5,580.00	$0	$5,580.00		
TOTAL FEDERAL + MATCH	**$27,900.00**	**$0**	**$27,900.00**		

Problem Identification:

We have a problem with drivers not wearing seatbelts or making their children use restraints whether it be in car seats, boosters or regular seatbelts. According to an observational survey, 70% of motorists wear safety belts. In 2012 - 2014 there were 21 speed related crashes in Belle Fourche, 7 of which were not wearing safety belts.
Speed in Butte county continues to be a problem with previous speed studies showing the average speed to be about 3+ mph over the speed limit. Belle Fourche Police Department issued 407 speed related violations in 2014.

Brief Project Summary

To increase the number of seatbelts / child restraints citations from63 in 2014 to 70 in the grant period, to increase speed enforcement from 2014 statistics of written citations from approximately 267 to 300 in 2016 to reduce injury accidents from 13 in 2014 to 10 during grant period and keep fatal accidents at zero with in the city limits of Belle Fourche. We will accomplish these objectives by participating in the Freshman Impact for the 2015-2016 school year. This program promotes the importance of seatbelt usage. We will increase total seatbelt/child restraint citations and conduct at least 2 seatbelt saturation patrols during school let out.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Bon Homme County Sheriff **LE16-Bon Homme County Sheriff-SSB-00102**

Highway Safety Plan Project Summary

HSP Project Organization:	Bon Homme County Sheriff
HSP Project Title:	Bon Homme Safety and Speed and Seat Belt Enforcement
Project Manager Name:	Preston Crissey
Phone:	(605) 589-3942
Application Name:	LE16-Bon Homme County Sheriff-SSB-00102
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A3 -Speed Citations
Project No:	2016-01-02

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,326.25	$0	$3,326.25	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$250.00	$0	$250.00	Section 402	20.600
Equipment	$1,652.00	$0	$1,652.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,228.25**	**$0**	**$5,228.25**		
Federal Funds	$5,228.25	$0	$5,228.25		
State & Local Match	$1,311.30	$0	$1,311.30		
TOTAL FEDERAL + MATCH	**$6,539.55**	**$0**	**$6,539.55**		

Problem Identification:

Bon Homme County Sheriff's Office will reduce the number of crashes on it's highways. In FY 14 Bon Homme County seen a total of 73 total crashes, 18 were injury and 1 fatal. Accidents have increased by 4 accidents but have had a decrease of the number of injury accidents reduced by 5 fatal crashes in FY13. In FY15 we will continue to lower the injury crashes with speed enforcement and seat belt enforcement.

Brief Project Summary

We would like to reduce fatal crashes from 1 in FFY14 to 0 in FFY16, reduce injury crashes from 18 in FFY 14 to 20% less in FFY16 to 11, increase seat belt citations from 0 in FFY 14 to 20 citations in FFY 16, increase seat belt citations from 0 in FFY 14 to 20 in FFY 16 and increase speeding citations form 67 in FFY 14 to 10% more in FFY 16 to 74.
We will participate in the 3 major mobilizations. We will provide South Dakota Highway Safety with an enforcement plan for each of the mobilizations. We will participate in at least 8 total saturation patrols, 4 will be in the 3 major mobilization patrols and the other 4 will be held during random times throughout the year. We will use LIDAR to make saturation patrols more effective. With LIDAR we can individually choose vehicles while in clusters on the highways to determine individual speeds. Our Sheriff's Office is very active in the Bon Homme County Schools District. During classes we talk to the students about seat belt safety.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Brookings County Sheriffs Office **LE16-Brookings County Sheriffs Office-SSB-00030**

Highway Safety Plan Project Summary

HSP Project Organization:	Brookings County Sheriffs Office
HSP Project Title:	Brookings County Traffic Enforcement.
Project Manager Name:	Sheriff Martin Stanwick
Phone:	(605) 696-8300
Application Name:	LE16-Brookings County Sheriffs Office-SSB-00030
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-30

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,000.00	$0	$15,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$7,000.00	$0	$7,000.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$22,000.00**	**$0**	**$22,000.00**		
Federal Funds	$22,000.00	$0	$22,000.00		
State & Local Match	$5,240.00	$0	$5,240.00		
TOTAL FEDERAL + MATCH	**$27,240.00**	**$0**	**$27,240.00**		

Problem Identification:

In 2013 licensed South Dakota drivers under 25 years of age represent 15.3% of the total licensed drivers, but account for 47.1% of the speeding drivers in fatal and injury crashes. 70.3% of the speeding drivers in fatal and injury crashes are under 35 years of age but represent only 32.2% of all licensed drivers (Source: SD Department of Public Safety Office of Accident Records 2013 crash data report page 41). Brookings County is no exception and faces those same problems, as we are one of the top 12 counties in South Dakota that accounted for 56% of rural fatal and injury crashes and 74.7% of all fatal and injury crashes. (Source: SD Department of Public Safety Accident Records 2013 crash data report page 32).
In 2013 in Brookings County there were a total of 577 crashes and of those 152 people were injured & 7

killed. Of those 105 accidents speed or overdriving the road conditions was a factor, which caused 27 injuries and 1 fatality. (Source: SD Department of Public Safety Office of Accident Records).
Brookings County has the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell, that has special events that bring in large numbers of people and increase the need for traffic enforcement to keep these communities safe. 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. During the spring months we see an increased amount of traffic because of Proms, SDSU & High School Graduations, along with St. Patrick's Days events. During the summer months we see an increased amount of speeding issues around the lakes and county roads on the weekends and holiday weekends. During the fall and winter with HOBO days, SDSU Graduation and events come more speeding issues. With these issues comes the potential for more vehicle 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 2013 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 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 7:00 PM. It also shows in the morning hours from 7:00 AM to 9:00 AM. (Source South Dakota Department of Public Safety Accident Records).

Brief Project Summary

Brookings County is one of the top 12 counties in South Dakota for rural fatal & injury related crashes in 2013 (Source: SD Department of Public Safety Accident records).
The objectives of the department will be to reduce the total number of traffic crashes in our department from 277 in federal fiscal year 2014 to 271 in federal fiscal year 2016, which is a 2% reduction.
We will obtain this objective thru extra patrol in Brookings County including the cities of Brookings, Elkton, White, Aurora, Volga, Sinai, Bruce, and Bushnell. It would allow us to have extra deputies on the streets, county roads, and state highways enforcing seatbelt, & speeding issues.
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 2016, this would add an extra 275 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.
If these funds are granted it would allow us to have approximately 367 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 speeding and not using seatbelts and child restraint seats. The use of the request solar power speed display signs would greatly reduce the potential of harm to the public in these areas. We have identified these areas as being a problem area with speeding by using our stealth radar to obtain data.

I have also looked at the data from federal fiscal year 2014, which began on October, 2013 thru September, 2014, which shows that we issued 3,515 citations and warning tickets during that time period (source: Brookings county Sheriffs Office). I believe this shows that we are a very active and busy department in the area of traffic safety and enforcement, not only thru the use of federal funds but also using our own local funds to combat these problems.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: BrookingsPD **LE16-BrookingsPD-SSB-00026**

Highway Safety Plan Project Summary

HSP Project Organization:	Brookings Police Department
HSP Project Title:	Highway Safety Program
Project Manager Name:	Lieutenant Joey Collins
Phone:	(605) 692-2113
Application Name:	LE16-BrookingsPD-SSB-00026
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-26

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$6,889.60	$0	$6,889.60	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$360.00	$0	$360.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$7,249.60**	**$0**	**$7,249.60**		
Federal Funds	$7,249.60	$0	$7,249.60		
State & Local Match	$1,812.40	$0	$1,812.40		
TOTAL FEDERAL + MATCH	**$9,062.00**	**$0**	**$9,062.00**		

Problem Identification:

The City of Brookings operates with the council-manager form of government adopted by a city charter in 1999. Brookings is a community of 22,943. (City-Data, 2013). Located in Brookings is South Dakota State University, which is a Division I - AA University with Full-time students at approximately 10,392. Brookings population in 2013: 22,943 (99% urban, 1% rural). Population change since 2000: +24.0% (City-Data, 2013). Median resident age is 23.5.
Speed Violations continue to be an area of enforcement concern for the Brookings Police Department. According to our department records, in 2014, the police department issued 503 speeding citations and

investigated 539 accidents. This is an improvement from 2013. In 2013, the Brookings Police Department issued 229 speeding citations and investigated 716 accidents.
The increase in speed enforcement is attributed to becoming closer to full staffing. Accidents are down in Brookings with a total difference of 177.
Motor vehicle crashes are a leading cause of death during the first three decades of Americans' lives. Increasing the proper use of age- and size-appropriate car seats, booster seats, and seat belts is an important way to prevent crash-related injuries and deaths.
By wearing seat belts and properly buckling children into age- and size-appropriate car seats and booster seats, people can reduce
the risk of serious injury and death in a crash by half.
Although most drivers in the United States follow these safety measures on every trip, there are still millions who don't.
The National Average for seat belt use is 86% of people use seatbelts. The number of people that use seat belts in South Dakota are much lower at 67%. Obviously, education and enforcement are lacking in South Dakota. The CDC has a number of strategies to assist in educating people and ways of enforcing the law. (CDC, 2015)
In 2014, the Brookings Police Department has issued 50 citations for individuals not wearing their seat belts. Additionally, the Brookings Police Department had issued 15 warning for individuals not wearing seatbelts. We more than doubled our citation numbers for seat belt citations from the previous year by making a more concerted enforcement effort.
The Brookings Police Department is purchasing two new digital in-car recording systems to ensure that officers working speed enforcement have their traffic stops recorded.

Brief Project Summary

The Brookings Police Department will dedicate 240 hours combined federal and local to Speed Enforcement and raise citations by 20% from 2014 level of 377 to 452 in 2016. The Brookings Police Department will improve seatbelt compliance by increasing occupant protection citations for Brookings by 5% by September 30, 2016 from 46 citations in 2014 to 51. The Brookings Police Department will purchase 300 lanyards promoting seat belt usage to be given to children at our three Safety Town sessions and conduct a safety checkpoint in 2016. The Brookings Police Department will work to reduce the number of serious injuries in traffic crashes by improving seatbelt compliance 2% from 92.6% (2015) to 94.6% by comparing safety checkpoint statistics. These objectives will be accomplished by conducting safety seat belt checkpoints and participating in required national mobilizations.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Butte County Sheriff **LE16-Butte County Sheriff-SSB-00056**

Highway Safety Plan Project Summary

HSP Project Organization: BUTTE COUNTY SHERIFF OFFICE

HSP Project Title: HIGHWAY SAFETY GRANT FFY 2016

Project Manager Name: Gary Brunner

Phone: (605) 892-3324

Application Name: LE16-Butte County Sheriff-SSB-00056

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-56

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$5,000.00	$0	$5,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$1,500.00	$0	$1,500.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,500.00**	**$0**	**$6,500.00**		
Federal Funds	$6,500.00	$0	$6,500.00		
State & Local Match	$1,300.00	$0	$1,300.00		
TOTAL FEDERAL + MATCH	**$7,800.00**	**$0**	**$7,800.00**		

Problem Identification:

Butte County is a county located in the northwestern part of the state. Butte County is mostly an agriculture community. Butte County has approximately 2500 square miles. According to the recent census Butte County has a population of just over 10,000 people. Just over half the population lives in the city of Belle Fourche. Belle Fourche is also the county seat. The rest of the population lives on farms and ranches and smaller communities. The recent census revealed Butte County has a growing population. This population is growing to smaller subdivisions just outside of city limits. Butte County is having to continually deal with increased traffic from workers working in the oil fields in our neighboring county (Harding Co) and North Dakota. This increased

traffic is on US Highway 85 which goes through the city of Belle Fourche, SD Highway 79 which goes through the city of Newell and US Highway 212 which goes west to east through our county. Butte County has a significant number of the population travel to other areas for their employment. Butte County is seeing an increase in the number of older drivers. The Butte County Sheriff Office has the Sheriff and 4 Deputies. The office also utilizes the help of 14 reserve Deputies. Butte County provides law enforcement for the county and the communities of Newell, Nisland, Vale, Castle Rock, Hoover, and Fruitdale. The Butte County Sheriff Office also works with and assists the Belle Fourche Police Department.
Our office is committed to doing what we can by being proactive to decrease accidents in our county. We do this through public education, news media, Law enforcement and working with assisting other agencies in our county. (Highway Patrol, Belle Fourche Police Department, the Game Fish Department, and the BLM Law enforcement agent. We take part in all the National mobilizations. We attend educational fairs, health fairs, and other events where we can educate the public on the emotional and monetary lose accidents cause our county and state.

Injury related accidents are a problem in Butte County. In a three year period 2011,2012,2013 according to the accidents statistics for Butte County, South Dakota there 92 injury related accidents or an average of 30 injury related accidents a year.
Seat Belt compliance is at 90% which is above the state average however we continue to see seat belt use as a reason for serious injury accidents. The one fatality in Butte County so far in FY 2015 was a young passenger thrown from his vehicle because he was not wearing a sea tbelt.

Brief Project Summary

Our office wants to reduce the number of serious accidents by 5% or 2 injuries when the 3 year average is 30 according to the statistics provided by the South Dakota Department of Public Safety Crash summaries. Our office wants to increase the percentage of seat belt compliance by all passenger in the motor vehicle. Our goal is to go from a three year average of 90 percent to a goal of 93 percent. We will work to increase the number of seatbelt citations by 5% or 2 more citations when the three year average is 37 seat belt citations. increase speed citations by 5% or 21 contacts when the three year average is 436 contacts per fiscal years 2012,2013,2014.
Our office will aggressively patrol roads in Butte County. We will enforce speed limits and the use of seat belts by all passengers.
We will use purchased advertisements through print and radio media. We will also use public service announcements to remind the public to buckle up and drive at a reasonable rate of speed while taking road conditions into consideration. We will participate in all the mobilizations. We will have at least one speed/seat belt saturation patrol each month for a total of 12 speed/seat belt saturations. If winter months make this impossible we will conduct more in better weather. We will also conduct saturations when other agencies in the county are conducting them. We will attend any public fairs or education programs we are invited to. We will assist other agencies when they conduct safety and sobriety check points. We will move the speed trailer to locations of concern or during an event causing increased traffic. We will conduct polls by patrol officers and during the education fairs to monitor the percent of seat belt compliance.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Hamlin County Sheriff's Office **LE16-Hamlin County Sheriff's Office-SSB-00054**

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: LE16-Hamlin County Sheriff's Office-SSB-00054

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A3 -Speed Citations

Project No: 2016-00-54

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,235.20	$0	$15,235.20	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,599.20	$0	$1,599.20	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$16,834.40**	**$0**	**$16,834.40**		
Federal Funds	$16,834.40	$0	$16,834.40		
State & Local Match	$3,446.84	$0	$3,446.84		
TOTAL FEDERAL + MATCH	**$20,281.24**	**$0**	**$20,281.24**		

Problem Identification:

The Hamlin County Sheriff's Office has seen an increase in overall calls of services during the past few years which in turn causes the department to provide less traffic enforcement. Less traffic enforcement is starting to impact the county as the number of serious accidents has increased. In 2013, Hamlin County saw a 108% increase in serious (fatal and injury) accidents compared to 2012 with 23 and 2011 with 26. Speed related accidents were also on the rise in 2013 at 21 vs 2012 at 8. Besides accidents, the department has also received a 30.5% increase in traffic complaints for speeding, drunk driving, careless driving and other highway safety issues. The total amounts of complaints were 226 in 2014 compared to 157 in 2013 and 172 in 2012. The Hamlin County Sheriff's Office believes with the increase in serious accidents and traffic complaints the county has a speed issue within its borders.

Brief Project Summary

The department's objective is to be proactive against speeders with a request of 720 hours of federal funds and the county would match at 20 percent with a cap of 144 hours. The goal of this aggressive enforcement will hopefully help keep the county's serious accidents down, decrease the number of traffic complaints and educate the general public. We will work in areas with known problems and use accident, speed trailer and citation statistics to measure our performance.
The agency's objective is to have a 10 percent increase in speed citations from 321 to 353 during the FY2016 averaging about 1 citation for every 2 hours of enforcement. The department would like to reduce serious (injury or fatal) accidents from 48 to 44 or by 10 percent during the FY2016.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Hand County Sheriff's Office **LE16-Hand County Sheriff's Office-SSB-00087**

Highway Safety Plan Project Summary

HSP Project Organization:	Hand County Sheriff's Office
HSP Project Title:	HCSO2016HSG
Project Manager Name:	Sheriff DeBoer
Phone:	(605) 853-2408
Application Name:	LE16-Hand County Sheriff's Office-SSB-00087
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-87

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,521.71	$0	$10,521.71	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$250.00	$0	$250.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,771.71**	**$0**	**$10,771.71**		
Federal Funds	$10,771.71	$0	$10,771.71		
State & Local Match	$2,154.35	$0	$2,154.35		
TOTAL FEDERAL + MATCH	**$12,926.06**	**$0**	**$12,926.06**		

Problem Identification:

Hand County is a predominately rural county with only three organized municipalities within it's boundaries. The apparent perception is that because we lack population but have substantial geography that speeding is acceptable and in some cases expected by the motoring public. As law enforcement officers we know that speed is a large factor in traffic accidents, whether non-injury or injury related.
As a rural law enforcement agency we lack manpower and as a result we often do not have staff 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

Our objective is reduce the occurrence of speed related crashes through increased visibility and increased speed enforcement. In the years 2010 thru 2014 we had an increased speed / traffic enforcement effort issuing an average of 311.6 tickets (warning and summons) but we saw an increase in injury and fatal accidents from .6 fatalities a year to a 1.8. We want to return to one (1) or less a year and it appears that increased traffic enforcement produces that result. Our non-fatality injury accidents are at 9.3 for a ten year (through 2014) period but in the last five years has gone up to 11.8. We want to reduce that number to 7.
Our other objective is to actively detect speed violators and increase our average ticket number 78.5 (through 2014) to 111. These numbers do not reflect warning tickets.
Our plan is to conduct 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.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Huron Police Department **LE16-Huron Police Department-SSB-00060**

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: LE16-Huron Police Department-SSB-00060

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A3 -Speed Citations

Project No: 2016-00-60

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,656.00	$0	$3,656.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,656.00**	**$0**	**$3,656.00**		
Federal Funds	$3,656.00	$0	$3,656.00		
State & Local Match	$731.20	$0	$731.20		
TOTAL FEDERAL + MATCH	**$4,387.20**	**$0**	**$4,387.20**		

Problem Identification:

The City of Huron is approx. 9 square miles and has a current population of over 12,500 citizens. There is a service population of more than 50,000 people served by the City of Huron. We have a Regional medical center, a regional airport and a regional jail facility. We are home to the SD State Fair and the Dakota State Fair Speedway. We have numerous manufacturing facilities and Dakota Provisions Turkey Plant that employs near 800 people. We have a postal processing facility, federal building, numerous housing facilities, a large aquatic center, baseball, softball, soccer fields along with 3 golf courses.
We have a large influx of minority population that are new to our driving system in our country and our officers are in contact with them for crashes caused by speed, impairment and injuries from being un-seat belted.
From 2012-2014 there were 667 traffic crashes in the City of Huron. From 2012-2014 there were 848 speed citations and 259 warnings. So far in 2015 the department issued 71 speed citations and 96 speed

warnings. Seat belt citations have not been document very well but appears that with more contact that our enforcement would go up for this also.
With speed violations remaining at a high level, traffic crashes would also remain at a high level which should be reduced by using more enforcement hours dedicated to the problem areas. Being a department that requires officers to respond to calls during normal scheduled shifts, it would be beneficial for us to use grant funds to have an officer dedicated to just traffic safety which should reduce traffic crashes.

Brief Project Summary

Reduce the number of speeding violations, increase seat belt usage and reduce the number of traffic crashes both property and injury caused by speed and seat belt usage. This will be done by increasing patrol hours , doing saturation patrols and participating in national mobilizations at specific times and during special events in the City of Huron.
Reduce traffic crashes within the City of Huron from 562 in 2014 to 526 in 2015 by dedicated patrol for speeding violations.
Increase the number of speeding citations from 475 in 2014 to 535 citations in 2015 and also increase seat belt citations from 94 in 2014 to 214 citations in 2015.
All of the reductions and increases could be accomplished with the dedicating patrol hours funded by the grant monies which would provide more traffic safety for the public.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Lake County Sheriff's Office **LE16-Lake County Sheriff's Office-SSB-00028**

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:	LE16-Lake County Sheriff's Office-SSB-00028
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-28

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$4,800.00	$0	$4,800.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$4,800.00**	**$0**	**$4,800.00**		
Federal Funds	$4,800.00	$0	$4,800.00		
State & Local Match	$1,200.00	$0	$1,200.00		
TOTAL FEDERAL + MATCH	**$6,000.00**	**$0**	**$6,000.00**		

Problem Identification:

The Lake County Sheriff's Office is requesting funds in order to purchase two new radar systems for patrol cars. Currently, two of the patrol cars at our office are equipped with radar systems that are over 10 years old. Those two radars are not reliable and need to be replaced. Our office is comprised of 6 sworn law enforcement officers (1 Sheriff, 1 Chief Deputy, 1 School Resource Officer, 1 K9 Handler, and 2 Patrol Deputies).
Speed tends to play a major factor in accidents in our area. Currently, two of our patrol cars are equipped with radar systems that are over 10 years old. Updating these radar systems would improve our office's ability to enforce speed laws and in turn lower speed related accidents. While enforcing speed violations, law enforcement officers will also be able to enforce occupant protection violations.
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

Our objectives are to reduce fatality accidents from 2 in 2013 to 1 in 2016, to increase seat belt violations from 3 in 2014 to 30 in 2016, and to increase speeding violations from 275 in 2014 to 300 in 2016. We will accomplish these objectives by increased enforcement 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

Law Enforcement Application 2016

Organization: Lincoln County Sheriff's Office **LE16-LCSO-SSB-00053**

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:	LE16-LCSO-SSB-00053
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-53

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,703.00	$0	$3,703.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,880.00	$0	$2,880.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,583.00**	**$0**	**$6,583.00**		
Federal Funds	$6,583.00	$0	$6,583.00		
State & Local Match	$1,460.60	$0	$1,460.60		
TOTAL FEDERAL + MATCH	**$8,043.60**	**$0**	**$8,043.60**		

Problem Identification:

Lincoln County is the third largest populated county in the state. The Sheriff's Office patrols 323.25 miles of roads including Interstate 29, three major state highways and numerous county and township roads. This is often done with the use of two or three deputies on duty at any given time. Those deputies, along with their patrol and traffic enforcement duties, are responsible to handle any calls for service that may arise. Additionally, the Sheriff's Office currently contracts with the City of Harrisburg for law enforcement services. The Sheriff's Office provides 120 hours of patrol service per week plus all investigative activities. The City of Harrisburg's population is currently 4089 (2010 census), which is a 326.8% increase since 2000.
As the population continues to increase, so does the amount of traffic on all roadways. During the three year period from 2011 - 2013, Lincoln County averaged 750 crashes per year. Of these, injury crashes averaged 198 (26% of total crashes) per year during this period. Speed and alcohol impaired driving continue to

contribute heavily to these figures. During the three year period, speed as a contributing factor in crashes averaged 108 per year. Alcohol-related crashes averaged 47 per year during the same time frame. The speed related crashes show a slight decline from the prior three year period and the alcohol related crashes show a slight increase.

Brief Project Summary

To reduce the number of speed related injuries by 5% from 38 in FFY 2014 to 36 in FFY 2016. We will reduce traffic crashes, including those causing serious injury from speed, by conducting six (6) speed enforcement campaigns in identified problem areas and aggressively enforce speed limits on the highway system within Lincoln County. We would also increase the number of speed citations from an average of 467 during the four year period from FFY2011 - FFY2014 to 485 in base year 2016.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Madison Police Department **LE16-Madison Police Department-SSB-00019**

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: LE16-Madison Police Department-SSB-00019

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-19

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$4,800.00	$0	$4,800.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$5,760.00	$0	$5,760.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,560.00**	**$0**	**$10,560.00**		
Federal Funds	$10,560.00	$0	$10,560.00		
State & Local Match	$2,640.00	$0	$2,640.00		
TOTAL FEDERAL + MATCH	**$13,200.00**	**$0**	**$13,200.00**		

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:

a. Our citizens have become complacent and tend to disregard the posted speed limits
b. Our citizens are still driving without safety restraints
c. Our citizens are still showing unsafe driving habits (texting, talking on phone, etc.)
d. Speed, alcohol, and other factors are contributing to motor vehicle collisions and unsafe driving
e. 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

Our college students are young and are often pre occupied when driving. This leads to not paying attention to speed signs, traffic, or wearing seatbelts. Although a fatal accident is rare with the city limits of Madison, some fatalities have occurred in our community and nearby.

Speeding Citations (2009-2014, respectively): 306, 174, 206, 136, 96, 83
Traffic Accidents (2009-2014, respectively): 202, 210, 200, 190, 188, 187
Traffic Warnings (2009-2014, respectively): 1492, 987, 978, 985, 809, 830
Seatbelt Citations (2009-2014, respectively): 84, 37, 50, 56, 37, 61

As shown by the table, our community does indeed face the highlighted problems addressed by this grant. Looking at the numbers, speeding citations were very high in 2009 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 believe that this can be attributed our increased patrols and enforcement actions made possible by this grant, as well as public service announcements on our Facebook page.

Our records show the seatbelt citations have been increasing since 2010, with the highest number being 60 since 2010. Although a significant amount of people have started to wear seatbelts, I feel the numbers for seatbelt citations are still fairly low and could be increased by this funding. A majority of this overtime will be worked in the daylight hours. This makes it easier for officers to see people who may not be wearing their seatbelts. Through this program, the Madison Police Department will try to continue to reduce the number of crashes, as well as reduce the numbers of people speeding, driving distracted, driving under the influence, and not wear safety restraints.

Brief Project Summary

1.) Reduce serious injury traffic crashes

A.) Reduce the number of injury crashes by 9 from 18 in base year 2013 by increased speed and seatbelt enforcement and high visibility patrols.

2.) Reduce speed violations
A.) Reduce speeding violations in the City of Madison by increasing speeding citation numbers by 80 from 83 in base year 2014

3.) Increase seatbelt and child seat usage
A.) Increase seatbelt and child seat usage by increasing the amount of seatbelt and child restraint citations issued by 20 from 61 in base year 2014.

4.) Increase the number of observed seatbelts
A.) Increase number of people observed wearing seatbelts by increasing patrols at busy traffic times.

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 160 hours of enforcement time. This time multiplied by 2 citations per hour equals 320 citations. We will participate in all highway safety mobilizations, place speed boards in problems areas within the city, conduct 2 highly publicized safety belt enforcement campaigns, and produce at least 2 recorded safety messages for radio broadcast.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Marshall County Sheriff's Office **LE16-Marshall County Sheriff's Office-SSB-00098**

Highway Safety Plan Project Summary

HSP Project Organization: Marshall County Sheriff's Office

HSP Project Title: FFY2016 Speed

Project Manager Name: Deputy Lucas Nordquist

Phone: (605) 448-5181

Application Name: LE16-Marshall County Sheriff's Office-SSB-00098

Major Performance Measure:
C2 -Reduce the number of serious injuries in traffic crashes
C6 -Reduce the number of speeding-related fatalities
C9 -Reduce the number of drivers age 20 or younger involved in fatal crashes
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-98

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,000.00	$0	$10,000.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,000.00**	**$0**	**$10,000.00**		
Federal Funds	$10,000.00	$0	$10,000.00		
State & Local Match	$2,000.00	$0	$2,000.00		
TOTAL FEDERAL + MATCH	**$12,000.00**	**$0**	**$12,000.00**		

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.

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.
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. There is a need for 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 traffic enforcement around these areas to insure the safety of drivers and pedestrians alike.
With the warm weather conditions, communities in Marshall County take part in town celebrations and street dances. Britton holds its annual Harvest Days festival every August. Veblen holds its annual Summer Bash in August as well. The towns of Eden, Lake City, and Langford also have street dances throughout the summer and there is a need for additional traffic enforcement during these times in these areas.

Brief Project Summary

Reduce the number of people involved in injury accidents in Marshall County by 2 from 4 in base year 2014. 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.
Increase presence in school zones, monitoring seatbelt use in drivers and occupants under the age of 18.
During speed/traffic enforcement, issue at least one seatbelt/child restraint citation for every two hours of federal overtime worked.
During speed overtime, we will try to issue at least one speed citation for every three hours of federal overtime worked.
Increase saturation patrols in Marshall County from 13 in base year 2014 to 15. This includes dances and gatherings in towns, New Years celebrations, and Prom formals in Britton and Langford.
We will continue to keep number of failure to yield accidents at zero from base year 2014, for base year 2015, by saturating high-accident intersection areas and issue citations and written warnings for non-compliance.
These objectives will be monitored by keeping track on a monthly basis of accidents and traffic warnings and citations. These figures will be compared to 2014 data to see that there is a reduction in accidents and increase in warnings and citations. We will also continue to report to Highway Safety webpage and accident records on a monthly basis.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Mobridge Police Department **LE16-Mobridge Police Department-SSB-00062**

Highway Safety Plan Project Summary

HSP Project Organization: Mobridge Police Department

HSP Project Title: 2016 Speed Enforcemnt

Project Manager Name: Allen T Bohle

Phone: (605) 845-5000

Application Name: LE16-Mobridge Police Department-SSB-00062

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A3 -Speed Citations

Project No: 2016-00-62

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$5,473.50	$0	$5,473.50	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,228.00	$0	$3,228.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$8,701.50**	**$0**	**$8,701.50**		
Federal Funds	$8,701.50	$0	$8,701.50		
State & Local Match	$1,901.70	$0	$1,901.70		
TOTAL FEDERAL + MATCH	**$10,603.20**	**$0**	**$10,603.20**		

Problem Identification:

Highway 12 is a major highway that runs through Mobridge with several businesses and residents bordering it. In 2014 a Traffic light was removed from Highway 12 within the City limits of Mobridge, and additionally the traffic lights that remain within the city limits transfer to flashing yellow caution lights from 2300 hours till 0700 hours.
The MPD has observed an increase in speeding vehicles on Hwy 12 within the City Limits of Mobridge since the Traffic light has been removed. The MPD is patrolling diligently, however with the high crime rate and reduced number of Officers, EVERY option must be utilized.
The following shows our statistics from the Highway Safety reporting form for the past 3 year period from 2010, 2011 and 2012 for the Mobridge Police Department:
The data below will shows the hard work and dedication of the MPD Officers, combined with the previous

Law Enforcement Application 2016

Organization: Mobridge Police Department **LE16-Mobridge Police Department-SSB-00062**

Highway Safety Plan Project Summary

Highway safety projects has had a tremendous impact on the Highway safety in the City of Mobridge.
Speed Citations: 2012=25; 2013=68; 2014=73; 3 year AVG=55.3
Speed Warnings: 2012=126; 2013=106; 2014=218; 3 year AVG=150
Seat Belt Citations: 2012=2; 2013=32; 2014=85; 3 year AVG=39.6
Seat Belt Warnings: 2012=12; 2013=59; 2014=78; 3 year AVG=49.6
Accidents: 2012=89; 2013=124; 2014=50; 3 year AVG=87.6

Brief Project Summary

Reduce the number of Serious injuries in traffic crashes from 2 in FY 2014 to 0 in FY 2016 and Increase the number of Speed Citations from 73 in FY 2014 to 85 in FY 2016.
The Mobridge Police Department will participate in the Highway Safety mobilization by providing high visibility enforcement on at least four occasions during the national mobilizations and at least four additional high visibility enforcement events during the remainder of the year to increase the number of speed and DUI citations and reduce traffic accidents caused by speeding, impaired and exhibition style driving. We will increase our patrol hours during high traffic times and special events.
Utilizing the new Portable Radar Speed Boards and placing them in the highest problem areas. The speed boards reduce the speed of traffic instantly and also collect data for the MPD. Using the Data collected from the speed boards, the MPD will be able to utilize officers patrol time in the most efficient and effective methods possible.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: North Sioux City Police Department **LE16-NSCPD-SSB-00005**

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: LE16-NSCPD-SSB-00005

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-05

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$10,807.50	$0	$10,807.50	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$10,807.50**	**$0**	**$10,807.50**		
Federal Funds	$10,807.50	$0	$10,807.50		
State & Local Match	$2,161.50	$0	$2,161.50		
TOTAL FEDERAL + MATCH	**$12,969.00**	**$0**	**$12,969.00**		

Problem Identification:

The mission of the North Sioux City Police Department (NSCPD) is to reduce the number of motor vehicle crashes, along with the economic and emotional loss from traffic crashes. In FY (Fiscal Year) 2014 NSC had 59 total crashes. Of those, 1 was an injury crash with no fatality. There were a total of 70 speeding citations and want to lower the speeding in the area.

Brief Project Summary

Our Department has an overall goal of reducing the number of traffic crashes in the Federal Fiscal of 2016. To meet this goal we will increase our speed and seat belt enforcement efforts, conduct at least 3 mobilizations,

using education materials and media methods to educate the community throughout the year, and conduct two public campaigns on public broadcast.
In FY 2014 we issued 70 citations for speeding enforcement. Our goal is to increase out speeding citations by 20% from the 70 we had last year. Our goal is to reduce our injuries from 1 to 0 (zero) by continuing to enforce speeding and seat belt violations. Our goal is to get 30 seat belt violations for the 2015 fiscal year. Our goal is to increase out speeding citations by 20% from the 70 we had last year.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Oglala Sioux Tribe Department Of Public Safety **LE16-OSTDPS-SSB-00089**

Highway Safety Plan Project Summary

HSP Project Organization:	Oglala Sioux Tribe Department of Public Safety
HSP Project Title:	Collaboration - saves lives
Project Manager Name:	Kenneth Franks
Phone:	(605) 867-5141
Application Name:	LE16-OSTDPS-SSB-00089
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-89

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,679.49	$0	$15,679.49	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$2,000.00	$0	$2,000.00	Section 402	20.600
Equipment	$0	$0	$0		
Other Direct Costs	$8,000.00	$0	$8,000.00	Section 402	20.600
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$25,679.49**	**$0**	**$25,679.49**		
Federal Funds	$25,679.49	$0	$25,679.49		
State & Local Match	$6,419.87	$0	$6,419.87		
TOTAL FEDERAL + MATCH	**$32,099.36**	**$0**	**$32,099.36**		

Problem Identification:

The population of the Oglala Sioux Tribe has a current seat belt usage rate far below the State of South Dakota and even further below the National Average. While the Oglala Sioux Tribe Department of Public Safety has worked diligently and collaboratively with the Indian Health Service,State of South Dakota Highway Safety, Bureau of Indian Affairs Highway Safety, local elders,and community members to reduce the number of motor

vehicle crash fatalities, increase the seat belt usage and increase the child safety seat usage rate.
This has proven to be an effective, multi-year strategy, with multiple partnerships, referred to as the Sacred Cargo Coalition.
The seat belt usage rate, when the Sacred Cargo Coalition began was at a staggering 5%. This was documented from a seat belt survey completed in the village of Pine Ridge. Our motor vehicle crashes statistics were as dismal as seat belt usage. In 2009 we were as high as 23 motor vehicle fatalities. The majority, 99% of the fatalities, were due to being thrown from the vehicle. Today after countless hours of education, information, enforcement, including saturation and participation in mobilizations our seat belt usage is at 52.5%. (DPS/IHS seat belt survey 2014) This is a significant positive increase, but still behind the states rate of 68.9%. (South Dakota Seatbelt Observational Survey) And further behind than the national average of 87%. (NHTSA 2013 survey)
Our car seat usage rate has gone from 5% in 2009-2010 to 52% in 2013. (DPS-TIPCAP survey results) We have distributed over 2,000 car seats and also provided countless hours of training on proper installation and tons of hours on information to reach this astounding rate. We have had nearly 360 live births, annually, at the local hospital. This reflects that we can distribute nearly one car seat a day and still not meet the demand. We are also providing the on-going training to ensure that our highway safety officers are re-certified in child safety seat installation and have the ability to distribute. Every day you can come into contact with a car that has multiple children in it, all riding unsecured and unsafe. In 2014 we only distributed 63 child restraint tickets, but we are unable to put a number on the amount of lives that were saved due to proper restraint. We need to continue to address this, car seat restraint use, until we achieve a much higher rate and have zero fatalities related to unrestrained children in motor vehicle crashes.
Speed and unrestrained related traffic violations continue at a very high rate. We have, in 2014 statistics a total Speeding is a significant problem on our roads with a total of 3,268 speeding violations cited. These numbers reflect the amount of continued education, information, enforcement and continued collaboration that needs to take place in order to continue to achieve better statistics.

Brief Project Summary

Our objectives are to reduce traffic fatalities by 50% from the FY 2013, 2014, and half of 2015 average number of 4 to 2 in FY 2016, to reduce traffic injuries by 10% from the 2014 number of 53 to 48 by the end of Fiscal Year 2016, to reduce by 50% from the average of 2013, 2014 and the first half of 2015 number of 4 to 2 by the end of FY2016, to increase the seat belt use by 7% from the 2014 rate of 43% to 50% by the end of FY 2016, to increase citations by 20% from the 2014 amount of 807 to 968 by the end of FY 2016, and to increase speed citations by 25% from the 2014 year amount of 3,268 to 4,085 by the end of FY 2016.
We will Increase enforcement through saturation patrols that will be designed to be visible during our most active, high populous activities, such as Wacipis (pow-wows) in the various districts. We will actively participate in national and state mobilizations, conduct no less than 12 check points and/or saturation patrols, we will have continuous presentations to the communities and schools, and utilize the speed trailer during all of the events. We will conduct presentations in the schools, communities, early childhood programs and guardians on seat belt usage and proper use and installation of child safety restraints. Presentations will include the roll over simulator and driving simulator. We will conduct no less than 6 educational presentations. We will provide continued training for guardians on correct use and installation of child safety seats.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Pennington County Sheriff's Office **LE16-Penn CO SO-SSB-00018**

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:	LE16-Penn CO SO-SSB-00018
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-18

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$9,548.00	$0	$9,548.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$11,484.48	$0	$11,484.48	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$21,032.48**	**$0**	**$21,032.48**		
Federal Funds	$21,032.48	$0	$21,032.48		
State & Local Match	$13,753.00	$0	$13,753.00		
TOTAL FEDERAL + MATCH	**$34,785.48**	**$0**	**$34,785.48**		

Problem Identification:

The Pennington County Sheriff's Office covers an area of 2,784 square miles. There are approximately 1900 miles of rural roadway non-interstate state roadways and Forest Service roads throughout Pennington County. Pennington County plays host to over 3 million visitors each year for special events, concerts, and various state tournaments. In the summer months, Pennington County is a popular destination for vacationers and Sturgis Rally participants.

According to statistics provided by the Office of Highway Safety, there were 17,462 traffic crashes in the State of South Dakota in FFY 2014. In the same reporting period, Pennington County reported 2,442 crashes, which is 14% of the total crashes in South Dakota. There were 16 fatalities and 698 injury crashes in Pennington County during FFY 2014. Some of these crashes were a result of high risk drivers. Speed, alcohol, drug impairment, DUR/DUS drivers, distracted driving and lack of seatbelt and helmet usage are factors associated

with high risk drivers. During FFY 2014, Pennington County had 397 speed related crashes. Four of the speed related crashes resulted in fatalities. Pennington County Deputies issued 1,709 citations and written warnings in FFY 2014. 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

Our objectives are to reduce traffic fatalities in Pennington County to 15 during FFY 2016 compared to 16 traffic fatalities during FFY 2014 and to increase speed cites to 2081 during FFY 2016 compared to an average of 2040 speed cites during 2015. We will accomplish these objectives by making five traffic stops/contacts for every four hours of grant related speed and seatbelt enforcement time, conduct the Freshman Impact Alcohol and Drug Awareness Program in three school districts (Wall, Douglas, and Rapid City) which will reach over 360 students and 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

Law Enforcement Application 2016

Organization: pierre police **LE16-pierre police-SSB-00022**

Highway Safety Plan Project Summary

HSP Project Organization: PIERRE POLICE

HSP Project Title: SPEED OVERTIME

Project Manager Name: BRIAN HINES

Phone: (605) 773-7410

Application Name: LE16-pierre police-SSB-00022

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A3 -Speed Citations

Project No: 2016-00-22

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$12,202.32	$0	$12,202.32	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$12,202.32**	**$0**	**$12,202.32**		
Federal Funds	$12,202.32	$0	$12,202.32		
State & Local Match	$2,440.47	$0	$2,440.47		
TOTAL FEDERAL + MATCH	**$14,642.79**	**$0**	**$14,642.79**		

Problem Identification:

The problem is that the Pierre Police Department does not have any officers assigned to work traffic enforcement on a full time basis. The PPD asks that all of its patrol officers watch for traffic violations between calls for service whenever possible. On average the PPD handles 10,000 calls for service, these calls were then divided up amongst the (16) patrol officers leaving very little time for traffic enforcement during the regular course of duty.
In the past six years the PPD has secured Highway Safety Overtime Grants. Using this grants we have been able to deploy officers to work traffic enforcement. With this increased enforcement, the City of Pierre has noticed a dramatic decrease in State Reportable Accidents from a high of (239) in 2007 to a record low of (106) in 2013. The attached 2013 Sate Reportable Motor Vehicle Crashes Report for Pierre, shows a map that indicates the majority of the State Reportable accidents in Pierre were on one the three Highways that run

through the city (Hwy 14/Hwy 34/ Hwy 1804).

Brief Project Summary

The objective of this grant will be to use Federal Overtime to deploy police officers randomly throughout Federal fiscal year 2016 dedicated solely to work traffic speed enforcement, checkpoints within the City of Pierre. Officers will focus on speed and occupant protection enforcement primarily working in the high accident areas identified on the attached 2013 State Reportable Motor Vehicle Crashes Report.
Operational Objectives:
Reduce speed related crashes through speed enforcement by 5% from 20 in 2014 to 19 in 2016.
Increase speeding citations by 10% from 175 in 2014 to 193 in 2016.
Increase child restraint citations by 100% from 16 in 2014 to 32 in 2016.
Increase seat belt citations by 10% from 76 in 2014 to 84 in 2016.
Maintain record low State Reportable Motor Vehicle Crashes to less than 150 accidents in 2016.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Rapid City Police Department **LE16-Rapid City Police Department-SSB-00044**

Highway Safety Plan Project Summary

HSP Project Organization:	Rapid City Police Department
HSP Project Title:	Highway Safety
Project Manager Name:	Sgt. Scott Sitts
Phone:	(605) 394-4117
Application Name:	LE16-Rapid City Police Department-SSB-00044
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-44

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,809.28	$0	$3,809.28	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$12,128.00	$0	$12,128.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$15,937.28**	**$0**	**$15,937.28**		
Federal Funds	$15,937.28	$0	$15,937.28		
State & Local Match	$3,984.32	$0	$3,984.32		
TOTAL FEDERAL + MATCH	**$19,921.60**	**$0**	**$19,921.60**		

Problem Identification:

On an annual basis, the City of Rapid City has a high number of injury and fatal crashes. A large majority of these injury and fatal crashes are related to speed and the failure to use safety belts.
2012 Total Crashes: 1457 / Speed related crashes: 127
2012 Injury Crashes: 455
2012 Fatal Crashes: 1
2012 Number of People Injured: 619
2013 Total Crashes: 1701 / Speed related crashes: 232
2013 Injury Crashes: 568
2013 Fatal Crashes: 3

2013 Number of People Injured: 789
2014 Total Crashes: 1665 / Speed related crashes 265
2014 Injury Crashes: 467
2014: Fatal Crashes: 2
2014 Number of People Injured: 611

Brief Project Summary

Our objectives are to reduce the number of injuries in traffic crashes from a three year average of 673 per year to 639, this is a 5% reduction, to increase the total amount of occupant protection citations from a three year average of 123 per year to 147, this is a 20% increase, and to increase the total amount of speeding citations from a three year average of 1169 per year to 1285, this is a 10% increase. We will accomplish these objectives by conducting at least 12 seatbelt, child restraint, and speeding saturations during the grant period, participating in the National Enforcement Mobilizations throughout 2015/2016, and using the media to keep the public aware of Highway Safety issues, mobilizations, and our objective. We will also conduct publicized speed and seatbelt campaigns in Rapid City with the use of the media, set up a speed board/trailer each week at a selected high crash and speed location, and conduct at least 12 speed and seatbelt campaigns in Rapid City.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Scotland PD **LE16-Scotland PD-SSB-00107**

Highway Safety Plan Project Summary

HSP Project Organization:	Scotland Police Department
HSP Project Title:	2016 Highway Safety Project
Project Manager Name:	Kirk W. McCormick
Phone:	(605) 583-4485
Application Name:	LE16-Scotland PD-SSB-00107
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-01-07

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$1,652.00	$0	$1,652.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$1,652.00**	**$0**	**$1,652.00**		
Federal Funds	$1,652.00	$0	$1,652.00		
State & Local Match	$413.00	$0	$413.00		
TOTAL FEDERAL + MATCH	**$2,065.00**	**$0**	**$2,065.00**		

Problem Identification:

The population of the City of Scotland is 891. Highway 25 runs through Scotland and is the road in front of the public school complex and public library. These buildings by their nature draw adults and children to them. Highway 25 is a 65mph highway that slows to 30mph as it passes through Scotland for about 1 mile. The City of Scotland has a moving radar unit which is beneficial but the design requires the patrol vehicle to be parked normally along the side of the road which makes the vehicle plainly visible to traffic.
I started as the Scotland Chief of Police on May 1, 2015 and will start entering traffic data online which has been a shortfall of this department in the past so hard statistical data is lacking. Since I arrived at Scotland my

presence has caused traffic to slow down. I base this on comments from school employees and citizens that have noticed vehicles are traveling slower. While working speed enforcement I have been able to watch people slow from a few miles per hour over the speed limit to a few miles under the speed limit when they see the patrol vehicle. I have also watched them hold their speeds right at or just under the speed limit. I have over 20 years in law enforcement and know these driving behaviors are only because the drivers saw the patrol vehicle. The speed measurement device requested in the grant would allow the Scotland Police Department to monitor speeds from positions that will be less obvious.
A goal of this project is to Start active enforcement of speed violations by the Scotland Police Department. Goal: 60 traffic stops for speed violations during FFY 2016.
An additional benefit will be that the Scotland Police Department will be able to get a more accurate picture of the speeds people drive when an officer is not visible.
Scotland has been fortunate to have not had any fatal vehicle or pedestrian crashes in the recent past and I would like to do whatever we can to keep that record.
This ties directly to one of the project goals - Keep pedestrian fatalities at zero.
On May 21, 2015 I conducted a survey of seat belt usage by front seat occupants of vehicles traveling on or across Hwy 25 inside the Scotland City Limits. 36% of the front seat occupants were wearing seat belts. 2013 NHTSA data shows an average 68.7% seat belt usage in South Dakota. This survey led to two of the goals for this project.

Two of the goals for this project are to Start active enforcement of seat belt laws by the Scotland Police Department. Goal: 12 seat belt citations during FFY 2016 and to Increase seat belt usage from the current level of 36% to 41%.

Brief Project Summary

Our objectives are to keep pedestrian fatalities at zero, increase seat belt usage from the current level of 36% to 41%, issue 12 seat belt citations during FFY 2016, achieve 60 traffic stops for speed violations during FFY 2016.
We are going to achieve the above objectives through routine patrol with use of request lidar, saturation patrols, participation in national traffic safety campaigns and education efforts. Education efforts will be through the local paper.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sioux Falls Police Department **LE16-Sioux Falls Police Department-SSB-00067**

Highway Safety Plan Project Summary

HSP Project Organization: Sioux Falls Police Department

HSP Project Title: Slowing Sioux Falls Speeding

Project Manager Name: Sgt. Randy Brink

Phone: (605) 978-6644

Application Name: LE16-Sioux Falls Police Department-SSB-00067

Major Performance Measure: C2 -Reduce the number of serious injuries in traffic crashes
C6 -Reduce the number of speeding-related fatalities
A3 -Speed Citations

Project No: 2016-00-67

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$1,500.00	$0	$1,500.00	Section 402	20.600
Equipment	$11,984.00	$0	$11,984.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$13,484.00**	**$0**	**$13,484.00**		
Federal Funds	$13,484.00	$0	$13,484.00		
State & Local Match	$4,496.00	$0	$4,496.00		
TOTAL FEDERAL + MATCH	**$17,980.00**	**$0**	**$17,980.00**		

Problem Identification:

In the City of Sioux Falls we have seen that speeding, drag racing, distracted driving, and carelessness can cause serious or fatal crashes. According to SDARS, from January 1st, 2012 through December 31st, 2014 there have been a total of 26 fatal crashes and 3369 injury crashes. Of the 26 fatal crashes 5 of them were speed related. According to SDARS, Sioux Falls experienced a total of 987 speed related crashes between 1/1/12 and 12/31/14, 239 of which were injury crashes resulting in 329 people being injured.
The total number of speed related crashes within the City of Sioux Falls has been trending upward between 2012 to 2014. In 2012 there were 244 and that number rose to a three year high of 393 by 2014. Even with the recent numbers on the rise Sioux Falls has yet to experience a speed related fatality in 2015.
According to SFPD records between 2012 – 2014 the SFPD has issued a total of 20,397 citations for

speeding, 2,370 for careless driving, 301 for reckless driving, 480 for exhibition driving, and 72 for drag racing.

According to the City of Sioux Falls Planning Department, the population of Sioux Falls has recently increased to 169,800 in 2015 from 2014's total of 165,800. The City of Sioux Falls GIS Department reports that the square mileage of Sioux Falls has also increased to a total of 75.6 in 2015. Sioux Falls currently has 2,921.73 lane miles (parking and driving) of roadway. According to the City Park's Department we also currently maintain 75 developed parks along with a total of 27.95 miles of bike trails (19.13 loop miles and 8.82 spur miles). According to the Park's Department a total of 1,668,106 people utilized the parks in 2014.

Sioux Falls has the busiest streets and intersections in the State of South Dakota given that it is the population center of the state and it is still growing. Given that the City of Sioux Falls continues to grow in population and size more cars will be operating on the roadways and in the parks. Enforcement efforts of our traffic laws will be paramount in attempting to stabilize or reduce the number of injury and fatality crashes which involve speeding, carless, reckless, or distracted driver.

During the first 3 months of 2015, our department has issued 1,246 citations for speeding, 167 for careless driving, 38 for reckless driving, 41 for exhibition driving, and 4 for drag racing. According to SFPD records there have been 327 (City and State combined) injury involved crashes in Sioux Falls. Given the ongoing enforcement efforts in these areas we would like to continue our efforts to suppress these dangerous drivers, thereby lowering the amount of serious and/or fatal crashes.

Brief Project Summary

To reduce or maintain the number of speed related crashes reported in 2014 at a total of 393 for FFY2016. Our second objective is to maintain 2014's number of zero for speed related fatalities for FFY2016. We will increase speed citations from 5,096 in 2014 to 5,500 in FFY2016.

During the FFY 2016 these 16 officers will work their primary duties of traffic enforcement including detecting and apprehending the speeding motorist. To aid in the apprehension of the speeding motorist we would like to purchase 10 new hand held lidar units to assist in that mission. The lidars would be utilized in the officer's day to day activities as well as any OHS saturation that the officer works in FFY 2016. We will increase Awareness on Repercussions of Driving While Distracted through Public Awareness Advertising. During 2015-2016 we would like to increase the awareness of the repercussions of speeding related crashes, careless driving, and driving while distracted. The Sioux Falls Police Department would utilize electronic and static billboards periodically during the year to include national mobilization periods such as the December Holiday's, May's Click it or Ticket mobilization, and the Labor Day mobilization. The billboards would be placed in a conspicuous, high traffic location and would share with the drivers the cost and consequences of a speeding related citation, careless driving, and driving while distracted. The billboards would also be utilized to raise the public's awareness of police efforts in combating the speeding, careless, and distracted driver. The subject matter for these billboards will be thought up from the various Traffic/Support services officers within the department.

Evidence Based: Yes

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

Highway Safety Plan Project Summary

HSP Project Organization: South Dakota State University

HSP Project Title: Highway Safety Program

Project Manager Name: Brandon Schultz

Phone: (605) 688-5117

Application Name: LE16-SDSU*-SSB-00027

Major Performance Measure: C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions
B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-27

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$6,044.39	$0	$6,044.39	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$2,085.31	$0	$2,085.31	Section 402	20.600
SUBTOTAL CATEGORIES	**$8,129.70**	**$0**	**$8,129.70**		
Federal Funds	$8,129.70	$0	$8,129.70		
State & Local Match	$1,625.94	$0	$1,625.94		
TOTAL FEDERAL + MATCH	**$9,755.64**	**$0**	**$9,755.64**		

Problem Identification:

SDSU Police Department needs additional manpower hours dedicated to enforcing hazardous traffic violations such as speeding and the occupant protection of seat belt use, to make up for officers taken off the road for increases in call response and to work special events. It is in part the mission of the SDSU Police Department to reduce the number of motor vehicle crashes, injuries and fatalities and minimize the human and economic loss on the city and county roadways, state highways and interstate that surround the South Dakota State University.

The SDSU Police Department has a great concern for speed and other hazardous moving violations especially due to the increase in traffic and growing population our area. The SDSU landscape has changed in recent years. Construction of new buildings has changed our roadways. We now have less drivable road surface in the interior of our campus which has led to an increase in traffic congestion on the surrounding roadways. Also, the SDSU campus houses some of the youngest (age 17-24) and least experienced drivers in a demographically small area.

Young drivers in South Dakota (under age 25) represent 15.5 of total licensed drivers and yet they account for 51.9 of those drivers involved in speeding fatalities and injury crashes. These young drivers are involved in more crashes than any other age group. (SD Department of Highway Safety - Office of Accident Records 2012)

Brookings County is #8 of the top 10 counties list for Rural Fatal and Injury crashes in South Dakota. In 2012, 543 crashes were reported in Brookings County, with a total economic value of $3,190,094. (Department of Public Safety, Accident Records)

In FF2011, we did see a drop in overall class 2 traffic contacts and enforcement than the two previous fiscal years. However, at that time drug related contacts increased more than 147 . In FY2012 the SDSU Police made 211 drug related arrests, an increase 4 times the amount in FFY11. While the impact on the driving community is obvious, the average drug related arrest takes officers off the road for an average of 2.5 hours to process the arrest, this includes execution of search warrants and turnover at the detention center. Again, this leaves the roadways less enforced, re-enforcing the need for more manpower to enforce speed, seat belts and other
hazardous moving violations.

Brief Project Summary

We will address occupant protection by increasing citations from an average of 3 to 8 per month. We will strive to meet our goal of reducing injuries and fatalities by increasing speed enforcement form an average of 23 to 33 citations. Our last goal is to address occupant protection by addressing drivers who fail to use safety belts and to increase seat belt enforcement. We plan to increase citations by an average of 5 per month. We also plan to increase the observed occupant protection by increasing warnings to include safety belt use by passengers.

We will accomplish these objectives by participating in all the major Federal campaigns. We will have a minimum of 8 high visibility law enforcement activities, such as saturation patrols and safety checks. We will educate the public about highway safety issues and have dedicated an officer to public awareness issues and organize an average 2 education presentations or more a month. We will also utilized earned media outlets such as the SDSU Student radio station and the student newspaper, the Collegian, to educate on speeding and occupant protection.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Stanley County Sheriff's Office **LE16-Stanley CO SO-SSB-00029**

Highway Safety Plan Project Summary

HSP Project Organization: Stanley County Sheriffs Office

HSP Project Title: Slow Down

Project Manager Name: Deputy Dustin Baxter

Phone: (605) 223-7792

Application Name: LE16-Stanley CO SO-SSB-00029

Major Performance Measure: C6 -Reduce the number of speeding-related fatalities
A2 -Occupant Protection Citations
A3 -Speed Citations

Project No: 2016-00-29

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$15,100.00	$0	$15,100.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$15,100.00**	**$0**	**$15,100.00**		
Federal Funds	$15,100.00	$0	$15,100.00		
State & Local Match	$3,020.00	$0	$3,020.00		
TOTAL FEDERAL + MATCH	**$18,120.00**	**$0**	**$18,120.00**		

Problem Identification:

Stanley County is located in central South Dakota. The population of Stanley County is approximately 3,000 or more people and covers 1,521 square miles which includes part of the Lower Brule Indian Reservation. The Stanley County Sheriff's Office has four (4) full time uniformed officers, One (2) part time officer and the Sheriff with a total of six (7) .This law enforcement agencies is the only one in the county besides the BIA Police in Lower Brule. The Stanley County Law Enforcement has six (6) marked patrol units.
The major town's included in the county are, Fort Pierre and Hayes. There are four major highways that go through the county, US Highway 83 (a four lane highway which runs through a school zone), US Highway 14 and 34, SD Highway 1806 both north and south, and SD Highway 63.
US Highway 83 is a major highway which links not only Fort Pierre to Interstate 90, but also the South Dakota's

capital of 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 through traffic to the state capital of Pierre which is located just over the Missouri River Bridge. US Highway 83 is a major artery from the Interstate to the Capital. We have seen an increase in speed on US Highway 83 due to the increase in the speed limit on the interstate. With the rural highways, there is a continuous problem with speeding in rural and urban areas.

Traffic Crash Data from the Highway Safety reporting system indicates that there was a decrease in total accidents. The Federal Fiscal Year Data in 2013 showed a total of 135 traffic crashes. We had a total of 128 traffic crashes in the Federal Fiscal Year Data 2014 grant. We had one fatality in 2012 it was related to impaired driving as well as no seat belt and speed. This fatality was within the city limits of Fort Pierre on a gravel city street. During the Federal Fiscal Year Data 2014 grant time frame we had a total of 735 speed contacts, and 12 contacts for seatbelt.

As traffic enforcement is increased, in conjunction with the use of the speed signs, we have identified problem areas within Stanley County related to speeding. This data shows a problem in the city limits and outlying areas of the city Fort Pierre. In addition the Federal Fiscal Year Data 2014 grant time frame we had a total of 735 speed contacts. Of those 122 were stopped for speeding over the Missouri River Bridge, 222 speeding stops were on Hwy 14 – 34 from the intersection of Hwy 83 to the County line. A total of 214 stops for speed were made on Hwy 83 in town, while 84 stops for speed were on Hwy 83 south of town. The remaining 93 stops for speed were in other location within the county and city. We have also noticed a slight decrees in commercial vehicle traffic both light truck and heavy truck to the oil fields in North Dakota. The use of the speed sign on Hwy 83 at the south edge of town has lead to positive feedback from the public. Based off of the use of the speed sign placed on Hwy 83 at the south edge of town, we have noticed a change in local traffic driving habits.

Several events occur on a regular basis in the area. The South Dakota sanctioned horse races in spring, the Casey Tibbs Ride of Champs in June, The famous three day Fourth of July Rodeo (Rodeo, Fireworks, Parade, and Celebration.), the 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 and vehicle traffic. The population of the area doubles in size during these events.

During the summer, fall and early spring there is an increase in fishermen, campers and tourists to the area which adds to the problems of speed enforcement, DUI enforcement and also underage drinking.

Brief Project Summary

Our first objective is to decrease the number of serious injury traffic crashes from 4 in 2013 to 3 in 2016. We will do this by taking part in Freshman impact, hold the crash math event where we spend the day working traffic crashes and showing them the dangers of speeding and the importance of seatbelt usage, conduct 4 safety check points targeting vehicle safety, and conduct safety talks at the high school for homecomming addressing the dangers of speeding and the importance of seatblet usage.

We will increase seatbelt usage in Stanley County by increasing citations from 7 citations in 2014 grant year to 14 in the 2016 grant year and decrease the number speeders in Stanley County by increasing citations from 258 citations in 2014 grant year to 275 in the 2016 grant year. We will conduct 4 safety check points targeting vehicle safety and seat belt usage, take part in the national seat belt usage campaigns, conduct 2 saturation patrols targeting seat belt usage.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Sturgis Police Department **LE16-Sturgis Police Department-SSB-00079**

Highway Safety Plan Project Summary

HSP Project Organization:	Sturgis Police Department
HSP Project Title:	Enforcement and Equipment funding
Project Manager Name:	Geody VanDewater
Phone:	(605) 347-5070
Application Name:	LE16-Sturgis Police Department-SSB-00079
Major Performance Measure:	C1 -Reduce the number of traffic fatalities C4 -Reduce the number of unrestrained passenger vehicle occupant fatalities for all seating positions C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-79

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,192.00	$0	$3,192.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$3,192.00**	**$0**	**$3,192.00**		
Federal Funds	$3,192.00	$0	$3,192.00		
State & Local Match	$798.00	$0	$798.00		
TOTAL FEDERAL + MATCH	**$3,990.00**	**$0**	**$3,990.00**		

Problem Identification:

The 2014 State Reportable Motor Vehicle Crash Summary for the City of Sturgis reports a total of 66 reportable accidents in 2014 in Sturgis. 42%were injury accidents, with 28 reportable. The report shows several driver contributing circumstances were speeding, distracted driving, and failing to yield as major causes of the majority of the accidents. According to 2012 Department of Public Safety Driver Survey, drivers

tend to lack the knowledge of the law's finer points and speeding was identified as the most problematic area. Data from recent years, such as 2012 South Dakota Seatbelt Survey report, estimates that 71.6% of drivers and front seat passengers utilize a seatbelt. The likelihood of Speeding, Distracted Driving, and Failure to Yield related traffic accidents increase because of speeding and lack of knowledge of the law, which clearly shows the need for effective enforcement and education. A staggering 92% of respondents to the 2012 DPS Driver Survey reported to have never been given a citation for seatbelt violations. By increasing the public awareness and enforcement in these problematic areas and speaking about the benefits and laws of utilizing seatbelts, it is feasible to believe that the remaining 28.4% of unrestrained occupants will increase seatbelt use on a regular basis. By increasing seatbelt use, it is highly probable that injury accidents in Sturgis will decrease. (There was no 2013 Driver Survey conducted)
Aggressive and Distracted Driving such as speeding and tailgating is a common occurrence in Sturgis, especially involving young motor vehicle operators en route to and from the Sturgis Brown High School east of Sturgis. The major roadways used to and from the High School are Highways 34, 14A and Interstate 90. Saturation patrols have worked in the past to help reduce that type of driving behavior. Radar equipment is needed to utilize effective enforcement of the 45mph posted speed limit in front of the High School; the median speed for that area is over 60mph. Proactive traffic enforcement making drivers on the highway aware of the posted speed limit of 45mph may help reduce

Brief Project Summary

To reduce the number of traffic fatalities by stepping up and maintaining enforcement of unrestrained drivers at 83 citations/ written warnings. Maintain seatbelt and child restraint citations and/or written warnings at 83 citations/written warnings during the grant period. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding at 419. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement of seatbelt and child restraint by citations and/or written warnings at 58 citations/written warnings. Maintain enforcement focus of citations and/or written warnings on traffic infractions such as speeding At 419.
We will accomplish our objectives by conducting at least four (4) high visibility saturation patrol campaigns focusing on the speeding and seatbelt violations in the Sturgis/Meade County area during the grant period. Develop at least one (1) traffic safety presentation for high school age students during the grant period. The presentation will address seatbelt use, careless driving, under 18 motorcycle helmet laws, move over law, and avoiding distractions such as talking or texting on a cellular phone while driving. Utilize local media for press releases regarding the use of seatbelts/child restraints. Utilize printed brochures advising drivers of the benefits and laws on the use of seatbelt/child restraints.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Summerset Police Department **LE16-Summerset Police Department-SSB-00072**

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:	LE16-Summerset Police Department-SSB-00072
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities B1 -Increase observed seat belt unsafe for passenger vehicles and front seat occupants A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-72

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,544.32	$0	$3,544.32	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,278.00	$0	$3,278.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$6,822.32**	**$0**	**$6,822.32**		
Federal Funds	$6,822.32	$0	$6,822.32		
State & Local Match	$1,706.08	$0	$1,706.08		
TOTAL FEDERAL + MATCH	**$8,528.40**	**$0**	**$8,528.40**		

Problem Identification:

The City of Summerset is a smaller community of approximately 2130 citizens, according to the Meade County administration. This indicates an increase over the accepted previous population of 1814 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. There has been an increase in speeding and other traffic violations in the past years. This can be attributed to being located between Rapid City and Sturgis, with Interstate 90 and Sturgis Road as the main routes of travel. In 2014, officers issued 1036 citations and warnings. The Summerset officers also issued 32 citations and warnings for

seatbelt violations in 2014.
A composite review of the years 2010 through 2014 demonstrates that Summerset Police Department issued a total of 2667 citations and written warnings for traffic enforcement, within the geographic area of responsibility. Additionally, there were 23 speed related crashes within the Summerset City limits, between the time frame of January 01, 2011 through the month of December 31, 2014.
During the period of 01/01/2012 to 12/31/2014, there were 183 total traffic crashes within the geographic boundaries of Summerset. The previous data collected shows there were 135 crashes within the geographic boundaries. This includes Sturgis Road between Peaceful Pines Road to Elk Creek Road and Interstate 90 between mile markers 46 and 52. This indicates an increase of 39 percent for accidents.
The prior years' indications of 43 crashes involved speed-over safe and aggressive driving fell to the level of 32 total traffic collisions for this category. Of the 183 crashes detailed, there were 53 which resulted in injuries, up from the 35 injury accidents compiled from the prior research. However, during 2014, there was 1 fatal accident recorded in this area of interest that was attributed to alcohol usage.
The traffic count for Sturgis Road, between mile marker 52 and mile marker 48, are as follows:
Year 2011 - 7353 cars daily, Year 2012 – 7767 cars daily. Year 2013 – 7853 cars daily and Year 2014 - 7980 cars daily. These numbers were taken from the State of South Dakota Department of Transportation traffic counts conducted during those periods.

Brief Project Summary

Our objectives are to reduce the number of traffic crashes caused by aggressive driving and speeding by 20% or from 33 to 26, a reduction of 7 crashes and to increase seatbelt and child restraint use by increasing our seatbelt/child restraint enforcement by 30%, or from 44 last year to 57 per year.
We will conduct or participate in a minimum of 1 checkpoint per month, in addition to the National Mobilizations conducted. We will conduct weekly saturation patrols in high traffic areas to reduce the number of aggressive and non-belted driver's and children. These saturation patrols will be done in two hour blocks, twice weekly resulting in four hours of overtime for each officer assigned. During any given month, the first and third week's saturation patrols will focus on speed and aggressive driving. We will utilize our speed trailer in high traffic areas of the city. This will be used to reduce and prevent speed related crashes.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Union County Sheriff's Office **LE16-Union Co So-SSB-00048**

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:	Jon Feller
Phone:	(605) 356-2679
Application Name:	LE16-Union Co So-SSB-00048
Major Performance Measure:	C2 -Reduce the number of serious injuries in traffic crashes C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-48

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,840.00	$0	$3,840.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$14,861.20	$0	$14,861.20	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$18,701.20**	**$0**	**$18,701.20**		
Federal Funds	$18,701.20	$0	$18,701.20		
State & Local Match	$4,483.30	$0	$4,483.30		
TOTAL FEDERAL + MATCH	**$23,184.50**	**$0**	**$23,184.50**		

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 2013 , Union County had a total of 145 crashes. While the total number of crashes dramatically decreased from 2012, the number of fatalities remained nearly the same from 5 in 2012 to 4 in 2013. Union County had a a total of 38 injury crashes, with 50 persons injured. Union County is one of 9 South Dakota counties which rural fatal and injury crashes represent more than 2% of all the crashes in the county. Speeding remains an issue in Union County. Union County had a decrease from 40 to 29 crashes where speed was a factor. Most of the overall crashes occurred between the hours of 2pm and Midnight. (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

Our objectives are to decrease the number of traffic fatalities from 3 in 2013 to 1 in 2016 and to decrease the number of traffic injuries from 50 in 2013 to 40 in 2016. We will increase seatbelt citations by 30% from 36 citations and 5 warnings in FFY14 to 48 citations and 7 warnings in FFY16 and increase speed citations by 10% from 309 citations and 710 warnings in FFY14 to 340 citations and 791 warnings in FFY16.
The Union County Sheriff's Office will accomplish our goals by increasing our routine patrols, saturations, checkpoints, public awareness, four media announcements, and participation in the for national mobilization times during the FY year along with four more saturations/checkpoints. If approved, the Union County Sheriff's Office would also utilize the requested speed measurement signs to better provide the public with instant information regarding traffic speed, as well as provide our agency with valuable data regarding driving statistics. If granted, the Union County Sheriff's Office would also incorporate a lidar speed measurement device to assist in the enforcement of speeding violations in areas which are difficult for conventional radar to be successfully used. 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

Law Enforcement Application 2016

Organization: Vermillion Police Department **LE16-Vermillion Police Department-SSB-00063**

Highway Safety Plan Project Summary

HSP Project Organization:	Vermillion Police Department
HSP Project Title:	Northern Traffic Safety
Project Manager Name:	Sergeant Ryan Hough
Phone:	(605) 677-7070
Application Name:	LE16-Vermillion Police Department-SSB-00063
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A2 -Occupant Protection Citations A3 -Speed Citations
Project No:	2016-00-63

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$3,001.68	$0	$3,001.68	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$2,331.16	$0	$2,331.16	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,332.84**	**$0**	**$5,332.84**		
Federal Funds	$5,332.84	$0	$5,332.84		
State & Local Match	$1,333.21	$0	$1,333.21		
TOTAL FEDERAL + MATCH	**$6,666.05**	**$0**	**$6,666.05**		

Problem Identification:

In the City of Vermillion are three streets that are located north of the center of town. They are marked as North Dakota, North University Street and North Plum Street. Each street runs north and south, and is adjacent to University of South Dakota athletic and or housing complexes. All three streets are designated and marked as 25 MPH zones, are not divided with a marked line, and do not have designated cross walk areas for pedestrians. The athletic facilities are also used by community athletic organizations for youth sporting events. As such, these three streets have seen an overall and gradual increase in both pedestrian and vehicular traffic. Given the overall layout of the road, traffic violations are a very common occurrence on all three roads.

Brief Project Summary

Will we increase the amount of traffic enforcement by Vermillion PD officers in the City of Vermillion, reduce the number of injury crashes from 16 in FY2014 to 13 in FY2016, increase speeding citations from 224 in FFY2014 to 250 in FFY2016, and increase the seat belt citations from 82 in FY2014 to 87 in FY2016.
The VPD will aim to achieve 15 hours per month of overtime traffic enforcement for Speed and Seatbelt enforcement in Vermillion during the grant. This will include high visibility campaigns and mobilizations to be scheduled once the grant is started. Through the purchase of the requested moveable radar device, we will be able to alert violators of their actual speed, in hopes that it will encourage them to slow down and monitor their driving more closely.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Watertown Police Department **LE16-Watertown PD-SSB-00045**

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:	LE16-Watertown PD-SSB-00045
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-45

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$13,247.00	$0	$13,247.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$13,247.00**	**$0**	**$13,247.00**		
Federal Funds	$13,247.00	$0	$13,247.00		
State & Local Match	$3,907.00	$0	$3,907.00		
TOTAL FEDERAL + MATCH	**$17,154.00**	**$0**	**$17,154.00**		

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 409 by 2014. The increase in crashes has obviously affected roadway safety, and has undoubtedly impacted the lives of hundreds of people. Over that eight-year period from 2007 through 2014, 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.

Brief Project Summary

Keep the number of state-reportable traffic crashes at or below the number experienced in 2014. As stated previously, the City of Watertown has experienced a steady increase in state-reportable traffic crashes over the past eight years; from 240 in 2007, to 409 in 2014. This program will put a stop to the increase and, at a minimum, will maintain the total number of state-reportable crashes at 409.
Increase the number of speeding citations issued. The WPD issued 225 speeding citations in 2014. Through this program, we will increase the number of speeding citations by 10% (or 22 additional citations).
The funding from this program will cover four radar units for patrol cars, a speed board trailer, and a radar recorder. Officers will utilize these tools to address speeding problems in our community. The WPD will conduct a highly publicized speed reduction campaign using a two-pronged approach—education and enforcement. WPD officers will devote a total of 500 hours toward this program, which will consist of speed enforcement patrols and public awareness presentations. The patrols will be conducted on segments of roadways in which the probability of crashes is the highest. The WPD will strategically deploy the speed board trailer at targeted locations. The WPD will use the radar recorder in a variety of locations to help determine where and when speeding problems occur.

Evidence Based: Yes

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

Law Enforcement Application 2016

Organization: Yankton Police Department **LE16-Yankton Police Department-SSB-00082**

Highway Safety Plan Project Summary

HSP Project Organization:	Yankton Police Department
HSP Project Title:	Yankton PD Speed/Seatbelt
Project Manager Name:	Michael Burgeson
Phone:	(605) 668-5210
Application Name:	LE16-Yankton Police Department-SSB-00082
Major Performance Measure:	C6 -Reduce the number of speeding-related fatalities A3 -Speed Citations
Project No:	2016-00-82

COST SUMMARY	Current Approved	Additional Request	Total to HSP	Source	CFDA
Personal Services	$2,400.00	$0	$2,400.00	Section 402	20.600
Travel	$0	$0	$0		
Contractual Services	$0	$0	$0		
Equipment	$3,500.00	$0	$3,500.00	Section 402	20.600
Other Direct Costs	$0	$0	$0		
Indirect Costs	$0	$0	$0		
SUBTOTAL CATEGORIES	**$5,900.00**	**$0**	**$5,900.00**		
Federal Funds	$5,900.00	$0	$5,900.00		
State & Local Match	$4,746.60	$0	$4,746.60		
TOTAL FEDERAL + MATCH	**$10,646.60**	**$0**	**$10,646.60**		

Problem Identification:

The Yankton Police Department monitors two state highways and multiple city streets. The police department received 298 driving complaints during the last FY and responded to 459 total crashes (injury,non injury and non reportable). In 2014, the Yankton Police Department issued 370 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 need to 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. We are also requesting the assistance in purchasing a mobile Stalker Radar Trailer to help assist us.

Brief Project Summary

Law Enforcement Application 2016

Organization: Yankton Police Department **LE16-Yankton Police Department-SSB-00082**

Highway Safety Plan Project Summary

The Yankton Police Department will attempt to maintain the number of traffic fatalities at 0 for FY16. During the last FY, YPD responded to 63 injury crashes with 72 victims. Our goal is to reduce this to 60 victims in 2016. We will increase speed zone violation citations by 10% from 370 to 407 in 2016.
We plan to increase marked patrol units on the street to enforce speed zone violations with the use of patrol presence, stationary radar, and extra patrols. This will be accomplished by hiring back overtime personnel to work additional speed enforcement activities. Special events and community celebrations are examples of times when additional staff would be utilized for additional speed enforcement. In addition, we will be conducting PSA, Yankton High School education classes, demonstrations, and drivers education to help reduce speed zone violations.

Evidence Based: Yes

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

FY2016 PROJECTS BY CORE PERFORMANCE AREA

DATA PROJECTS

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety, Driver Licensing**

HSP PROJECT TITLE: **Driver Licensing**

PROJECT MANAGER NAME: **Jane Schrank**

PHONE: **605-773-4123**

GTS PROJECT NUMBER: **2016-46-05**

MAJOR PERFORMANCE MEASURE: Timeliness, Accuracy and Completeness of Data

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Data and Technology

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$250,000.00		$250,000.00	Section 408 - M21/SL
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$250,000.00**	**0.00**	**$250,000.00**	
Federal Funds	$250,000.00	0.00	$250,000.00	
State & Local Match	$100,000.00	0	$100,000.00	
TOTAL FEDERAL+MATCH	**$350,000.00**	**0.00**	**$350,000.00**	

Problem Identification and Brief Project Summary:

The DL modernization project will develop system requirements for a technologically current system and build a new system to replace South Dakota's legacy driver license system. The long-range project will include developing a new system to replace the mainframe based system. This will require significant effort, partly because the legacy mainframe system has undergone numerous revisions during its lifetime and partly because many other state and federal systems interface with it. Thorough analysis by a competent software consultant is needed to ensure that all necessary current functionality is maintained while additional functionality is added.

Evidence Based: **Yes**

HSP PROJECT TITLE: **Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition**

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety, Office of Highway Safety**

HSP PROJECT TITLE: **TraCS**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2016-46-03**

MAJOR PERFORMANCE MEASURE: Timeliness, Accuracy, Completeness of Crash Data

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

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.

Evidence Based: **Yes**

HSP PROJECT TITLE: **Countermeasures That Work – NHTSA Office of Behavioral Safety Research, Sixth Edition**

Community/Non-Profit Grant 2016

Organization: Office of Rural Health/Emergency Medical Services **CG16-ORH/EMS-DATA-00020**

Highway Safety Plan Project Summary

HSP Project Organization:	Office of Rural Health/Emergency Medical Services
HSP Project Title:	NEMSIS Implementation
Project Manager Name:	Marilyn Rutz
Phone:	(605) 773-4031
Application Name:	CG16-ORH/EMS-DATA-00020
Major Performance Measure	C1-Reduce the number of traffic fatalities C2 -Reduce the number of serious injuries in traffic crashes C10 -Reduce the number of pedestrian fatalities
Project No:	2016-00-20

COST SUMMARY	**Current Approved**	**Additional Request**	**Total to HSP**	**Source**	**CFDA**
Personal Services	$0	$0	$0		
Travel	$0	$0	$0		
Contractual Services	$25,800.00	$0	$25,800.00	Section 405c	20.616
Equipment	$0	$0	$0		
Other Direct Costs	$0	$0	$0		
Indirect Costs	$1,831.80	$0	$1,831.80	Section 405c	20.616
SUBTOTAL CATEGORIES	**$27,631.80**	**$0**	**$27,631.80**		
Federal Funds	$27,631.80	$0	$27,631.80		
State & Local Match	$0	$0	$0		
TOTAL FEDERAL + MATCH	**$27,631.80**	**$0**	**$27,631.80**		

Problem Identification

A NEMSIS compliant system, Med Media, replaced the old system purchased in the late 1980's & updated in 1999. The old system was not user friendly & was not compliant with NEMSIS standards. Ambulance services had to enter the data, download the data to file, attach the file to an email and send it to the EMS Office. The EMS Office had to save the file and upload it into the system. With all of these steps much of the data was lost. All local data was kept on a PC & all data was lost when those hard drives crashed & systems were not backed up. That confidential data, which was not downloaded to the EMS Office, was lost forever. The current system is a WEB based application so that once the data is entered the system is backed up automatically on a daily basis and data will not be lost.

In FFY 2008 the EMS program used 408 funding to issue an RFP and purchase and install National Emergency Medical Services Information Systems (NEMSIS) software for ambulance run reporting. After the contract was completed training was done in ten different locations to orientate ambulance services with the software. Services were then sent software to install the system and some started using the system as early as October 1, 2008. As of 4/6/2015 we have 121 of the currently 126 licensed ground and air ambulance services in the state on the system. There are several services that do not use our software package but are required by state statute to export their data into our system for analysis. This helps ensure the most comprehensive view of EMS care provided within South Dakota.

Brief Project Summary

1. Have 100% of the ambulance services using the system. This will be measured by verifying the number of services on the system.
2. Have 100% of ambulance services entering all information accurately.
3. Submit South Dakota data to NEMSIS. This will be done by having Intermedix, our vendor, complete a download to the national data bank. This will be done in quarterly increments.
4. Encourage hospitals to use the system so they can access ambulance run reports for all patients brought to their location. This will be done through the Trauma Systems development staff. In 2012 all hospitals began using the state trauma registry and specific ambulance information provided by the Med-Media program becoming an important part of the information in the trauma registry. As of the beginning of 2013, 80% of hospitals participate in this plan.

This is part of the TRCC project file and it's performance area is completeness and the goal is to increase the number of agencies reporting to NEMSIS to improve the completeness of the database used for injury surveillance. There are 126 qualified air and surface ambulance services in South Dakota, 121 currently report to NEMSIS. The goal is to increase this by 2 in the coming year.

Evidence Based: Yes

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

APPENDIX A

Certification and Assurances for Highway Safety Grants
(23 USC Chapter 4)

APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: South Dakota Fiscal Year: 16

Each fiscal year the State must sign these Certifications and Assurances that it 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.)

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

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through 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))

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
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant 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 Subward 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. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- 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;
- 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).
- 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.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
    - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

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

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

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(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

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded,* as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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

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

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

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

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

POLICY 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 crashed 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.

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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))

At least 40 percent (or 95 percent, as applicable) 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 the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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))

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))

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;
- 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;
- 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))

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))

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))

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

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature Governor's Representative for Highway Safety

6-22-2015
Date

Trevor Jones - Department Secretary DPS

Printed name of Governor's Representative for Highway Safety

FY 2016 APPENDIX B

Highway Safety Program Cost Summary (HS-217)

NHTSA FUNDS PROJECTED TO BE AVAILABLE FOR FISCAL YEAR 2016 PROGRAMMING

	§402 General	§405c Data	§405d Impaired - IIL	§405d Impaired - Mid	§410HF Impaired	§410HV Impaired	§410K8 Impaired	§154 Open Cntnr	§164HE Repeat Ofdr	§164AL Repeat Ofdr	§2010 STR MC	TOTAL FEDERAL AVAIL
Beginning Balance	389,970	810,201	-	726,588	597,545	59,811	371,866	729,169	(302,985)	737,657	58,518	**4,178,339**
Projected FY Award	1,800,000	350,000	-	900,000	-	-	-	-	-	1,500,000	-	**4,550,000**
Projected TOTAL	2,189,970	1,160,201	-	1,626,588	597,545	59,811	371,866	729,169	(302,985)	2,237,657	58,518	8,728,339
Available Funds Balance	**317,228**	**1,132,569**	-	**538,539**	**269,655**	**59,811**	**48,376**	**58,498**	**(302,985)**	**760,685**	**8,518**	**2,890,893**

Planned FY Projects

Sub-Grantee	Project Title	Project Number	Alcohol Match	§402 General	§405c Data	§405d Interlock	§405d Midrange	§410HF Impaired	§410HV Impaired	§410K8 Impaired	§154 Open Cntnr	§164HE Repeat Ofdr	§164AL Repeat Ofdr	§2010 STR MC	TOTAL FED AWARD
Alcester PD	Alcester Police Department Safety Grant	2016-00-43	1,600.00								1,600.00				1,600.00
Alcester PD	Alcester Police Department Safety Grant	2016-00-16		3,869.44											3,869.44
Aurora County	Speed Enforcement	2016-00-66		7,054.19											7,054.19
Bon Homme County	BH County Highway Safety Alcohol Enforcement	2016-00-88	5,028.00								5,028.00				5,028.00
Bon Homme County	Bon Homme Safety and Speed and Seat Belt Enforcement	2016-01-02		5,228.25											5,228.25
Brookings County SO	Brookings County Traffic Enforcement	2016-00-51	15,000.00								15,000.00				15,000.00
Brookings County SO	Brookings County Traffic Enforcement	2016-00-30		22,000.00											22,000.00
Brown County SO	LE16-Brown County SD-00104	2016-01-04	18,200.00								14,000.00				14,000.00
Brown County SO	LE-App-2016-Brown County SH-00024	2016-00-24		30,000.00											30,000.00
Canton PD	Canton Police Department - Highway Safety	2016-00-83	1,216.44								1,216.44				1,216.44
Davison County SO	Overtime	2016-00-06		15,000.00											15,000.00
Flandreau PD	Alcohol Enforcement	2016-00-93	16,195.00								16,195.00				16,195.00
Groton PD	Groton Highway Safety	2016-00-16		23,788.50											23,788.50
Hamlin County SO	Hamlin County Highway Safety	2016-00-54		16,834.40											16,834.40
Hand County SO	HCSO2016HSG	2016-00-87		10,771.71											10,771.71
Huron PD	Huron Traffic Safety Project	2016-00-38	10,968.00								10,968.00				10,968.00
Huron PD	Speed/Safety Enforcement	2016-00-60		3,656.00											3,656.00
Lake County SO	Lake County Sheriff's Office Speed Enforcement Grant	2016-00-28		4,800.00											4,800.00
Lincoln County SO	Crash Reduction Program	2016-00-77	5,440.35								5,440.35				5,440.35
Lincoln County SO	Highway Safety Program	2016-00-53		6,583.00											6,583.00
Madison PD	Speed Enforcement Grant	2016-00-19		10,560.00											10,560.00
Marshall County SO	FFY2016 DUI	2016-00-99	3,000.00								3,000.00				3,000.00
Marshall County SO	FFY2016 Speed	2016-00-98		10,000.00											10,000.00
McPherson County SO	2016 Highway Safety Program	2016-00-86		7,000.00											7,000.00
Miller PD	Miller Highway Safety	2016-00-55		10,044.00											10,044.00
Minnehaha County SO	Alcohol OT - Minnehaha County	2016-00-52	12,425.00								12,425.00				12,425.00
Minnehaha County SO	Speeding, Traffic Enforcement Equipment and OT-Minnehaha County	2016-00-75		17,735.00											17,735.00
Mitchell PD	South Central Alcohol Task Force	2016-00-11	15,695.00								15,695.00				15,695.00
Mitchell PD	Speed Enforcement Grant	2016-00-12		6,800.00											6,800.00
Mobridge PD	Mobridge Impaired Driving	2016-00-90	517.50								517.50				517.50
Mobridge PD	2016 Speed Enforcement	2016-00-62		8,701.50											8,701.50
Pierre PD	DUI Court	2016-00-21	12,202.32								12,202.32				12,202.32
Pierre PD	Speed Overtime	2016-00-22		12,202.32											12,202.32
Potter County SO	Speed Boards	2016-00-10		6,127.00											6,127.00
Scotland PD	2016 Highway Safety Project	2016-01-07		1,652.00											1,652.00
Sioux Falls PD	Protecting the Motoring Public through Education, Enforcement, nd Concentrating on the Alcohol Impaired Driver	2016-00-08	356,844.00								356,844.00				356,844.00
Sioux Falls PD	Slowing Sioux Falls Speeding	2016-00-67		13,484.00											13,484.00
SD Highway Patrol	SDHP Crash Reduction Project/Alcohol	2016-00-85	191,115.00										338,915.00		338,915.00
SD Highway Patrol	DRE Grant	2016-01-05	80,042.00				76,090.00								76,090.00
SD Highway Patrol	Speed Grant	2016-01-06		245,842.00											245,842.00
Stanley County SO	Slow Down	2016-00-29		15,100.00											15,100.00
Turner County SO	Safe Driving 2016	2016-00-68	3,200.00								3,200.00				3,200.00
Union County SO	Union County Sheriff's Office Safety Grant	2016-00-48		18,701.20											18,701.20
Vermillion PD	Alcohol Enforcement	2016-00-97	1,534.95								1,534.95				1,534.95
Vermillion PD	Northern Traffic Safety	2016-00-63		5,332.84											5,332.84
Watertown PD	Safer Roads	2016-00-45		13,247.00											13,247.00
Yankton PD	Highway Safety	2016-00-81	6,400.00								6,400.00				6,400.00
Yankton PD	Yankton PD Speed/Seatbelt	2016-00-82		5,900.00											5,900.00
Belle Fourche	Highway Safety Grant	2016-00-91	12,500.00								12,500.00				12,500.00
Belle Fourche	Highway Safety Program	2016-00-76		22,320.00											22,320.00
Bennett County	Alcohol Related Crash Reduction	2016-00-47	3,736.50								3,736.50				3,736.50
Box Elder PD	Box Elder FFY2015 OHS Grant (Alc)	2016-00-95	29,063.00								29,063.00				29,063.00

Box Elder PD	Box Elder FFY2015 OHS Grant	2016-00-94		22,760.00									22,760.00
Butte County	Highway Safety Grant FFY 2016	2016-00-80	6,250.00						6,250.00				6,250.00
Butte County	Highway Safety Grant FFY 2016	2016-00-56		6,500.00									6,500.00
Corson County	Highway Safety Grant 2016	2016-00-50		7,980.00									7,980.00
Dewey County	Highway Safety Program	2016-01-03		8,001.76									8,001.76
Oglala Sioux Tribe Department of Public Safety	Collaboration - Save Lives	2016-00-89		25,679.49									25,679.49
Pennington County	Highway Safety Grant (410)	2016-00-14	27,677.38						20,713.98				20,713.98
Pennington County	Highway Safety Grant (402)	2016-00-18		21,032.48									21,032.48
Rapid City PD	Drive Sober	2016-00-46	89,061.64						43,222.64				43,222.64
Rapid City PD	Highway Safety	2016-00-44		15,937.28									15,937.28
Sturgis PD	Enforcement and Equipment Funding	2016-00-78	2,440.00						2,440.00				2,440.00
Sturgis PD	Enforcement and Equipment Funding	2016-00-79		3,192.00									3,192.00
Summerset PD	Impaired Driving Enforcement	2016-00-64	4,431.00						4,431.00				4,431.00
Summerset PD	Speed/Seatbelt Enforcement	2016-00-72		6,822.32									6,822.32
Custer State Park	2016 Highway Safety	2016-00-84	15,000.00						38,400.00				38,400.00
Alliance for Substance Abuse Prevention, Inc.	Operation Extra Eyes	2016-00-26	34,194.40						28,647.20				28,647.20
Education Resource Center of South Dakota	Safe Kidz	2016-00-33		24,350.00									24,350.00
From the H.E.A.R.T. Inc.	Get a Ride, Don't Drink & Drive	2016-00-50	61,000.00								60,000.00		60,000.00
Minnehaha County State's Attorney	DUI/Vehicular Crimes Prosecturos & Legal Office Assistant	2016-00-61									148,425.22		148,425.22
Office of Rural Health/Emergency Medical Services	Emergency Medical Services Training	2016-00-19		266,400.00									266,400.00
Office of Rural Health/Emergency Medical Services	NEMSIS Implementation	2016-00-20			27,631.80								27,631.80
Pennington County State's Attorney	Impaired Driving Prosecutor	2016-00-18									218,711.00		218,711.00
Prairie View Prevention	Parents Matter	2016-00-35	62,380.50					186,000.00					186,000.00
SDEMSC/University of South Dakota	Bike and Pedestrian Safety	2016-00-21		44,380.00									44,380.00
Sioux Empire Safety Village	Impaired Driving Project	2016-00-08	35,359.00								175,117.00		175,117.00
Department of Social Services	Community Alcohol Impaired Driving Prevention	2016-00-03	79,500.00				106,000.00						106,000.00
Department of Social Services	Alcohol Diversion Program	2016-00-13	82,500.00					110,000.00					110,000.00
SD School of Mines & Technology	Driving Safety Prevention Program	2016-00-57	7,247.00					27,490.00					27,490.00
South Dakota State University	Safe Ride Home	2016-00-16	60,865.90			59,200.90							59,200.90
Traffic Safety Resource Prosecutor	Traffic Safety Resource Prosecutor	2016-00-37				145,000.00							145,000.00
Unified Judicial System	DUI Courts	2016-00-10	284,356.50			379,142.00							379,142.00
University of South Dakota	USD Safe Rides	2016-00-48				20,196.00							20,196.00
Volunteers of America	Highway Safety Program-Impaired	2016-00-22				108,420.00							108,420.00
Volunteers of America	Highway Safety Program-Seatbelts	2016-00-04		120,686.00									120,686.00
Attorney General-DCI	Traffic Enforcement Training	2016-00-37	8,850.00				14,390.00						14,390.00
Brookings PD	Highway Safety Program	2016-00-40	10,708.00								8,378.00		8,378.00
Brookings PD	Highway Safety Program	2016-00-26		7,249.60									7,249.60
North Sioux City PD	Traffic Enforcement	2016-00-05		10,807.50									10,807.50
South Dakota State University PD	Highway Safety Program	2016-00-27		8,129.70									8,129.70
South Dakota State University PD	Highway Safety Program	2016-00-31	7,425.53								7,425.53		7,425.53
SD Teen Court Association	Underage Drinking Prevention Project	2016-00-45	98,500.00								120,000.00		120,000.00
Office of Highway Safety	Media Projects & Misc Media	2016-01-19		350,000.00		300,000.00					200,000.00	50,000.00	900,000.00
South Dakota Broadcaster Association	Alcohol Media-South Dakota Broadcasters	2016-01-18	800,000.00								200,000.00		200,000.00
Department of Public Safety	Planning and Administration (Est)	2016-01-13		110,000.00									110,000.00
Department of Public Safety	Roadway Safety Committee	2016-01-15		10,000.00			10,000.00						20,000.00
Department of Public Safety	Public Information Program	2016-01-14		22,500.00			22,500.00						45,000.00
Department of Public Safety	Seatbelt Survey	2016-01-17		50,000.00									50,000.00
Department of Public Safety	Community Outreach Program Management	2016-01-11		25,000.00			50,000.00						75,000.00
Department of Public Safety	USD Government Research Bureau	2016-01-16		25,000.00			25,000.00						50,000.00
Department of Public Safety	Grant Management System (est)	2016-01-12		100,000.00			100,000.00						200,000.00
													-
													-
	TOTAL Planned Expenditures By Federal Fund		2,599,670	1,872,742	27,632	1,088,049	327,890	323,490	670,671		1,476,972	50,000	$ 5,837,445.81
	Unused Match Balance		609,280										

APPENDIX C

Assurances for Teen Traffic Safety Program

The State of South Dakota has no programming that fits the requirement to file Appendix "C"

APPENDIX D

Certifications and Assurances for National Priority Safety Program Grants (23 USC 405)

APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)

State: South Dakota Fiscal Year: 16

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

Signature Governor's Representative for Highway Safety — Date: 6-22-2015

Trevor Jones, Department Secretary DPS
Printed name of Governor's Representative for Highway Safety

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

☐ **Part 1: Occupant Protection (23 CFR 1200.21)**

All States: [*Fill in **all** blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # _____.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # _____.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # _____.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # _____.

Lower Seat belt Use States: [*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

☐ The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s):

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

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least $25:

- Exemptions from restraint requirements:

☐ The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

☐ The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

☐ The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

☐ The State's **occupant protection program assessment**: [*Check **one box** below and fill in **any** blanks under that checked box*.]

☐ The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

☐ The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

☑ Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[*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 # 2-1 or submitted electronically through the TRIPRS database on _____.

- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # 2-2 or submitted electronically through the TRIPRS database on _____.

- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # 2-3 or submitted electronically through the TRIPRS database on _____.

- The name and title of the State's Traffic Records Coordinator is Lee Axdahl, Director Office of Highway Safety.

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # 2-4 or submitted electronically through the TRIPRS database on _____.

- [*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 Pages 43-46 and Exhibit 2-5.

  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 5/6/2011.

☑ Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

- 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(i) in the fiscal year of the grant.

Mid-Range State:

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

  ☐ The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # 3-1 _____;

  OR

  ☐ For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # 3-2 _____.

High-Range State:

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

  ☐ A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;

  OR

  ☐ For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

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

  ☐ For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

  OR

  ☐ For subsequent years of the grant as a high-range State, 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 # _____.

Ignition Interlock Law: [*Fill in **all** blanks below*.]

- The State's ignition interlock law was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
  Legal citation(s):

☐ **Part 4: Distracted Driving (23 CFR 1200.24)**

[*Fill in **all** blanks below*.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, and increased fines for repeat offenses, 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 first offense:
- Increased fines for repeat offenses:
- 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, increased fines for repeat offenses, 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:

- Driver license testing of distracted driving issues:

- Minimum fine of at least $25 for first offense:

- Increased fines for repeat offenses:

- Exemptions from youth cell phone use ban:

☐ **Part 5: Motorcyclist Safety (23 CFR 1200.25)**

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

☐ **Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

☐ **Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

☐ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
  Legal citation(s):

☐ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
  Legal citation(s):

☐ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check **one box** below and fill in **any** blanks under the checked box*.]

☐ Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.
  Legal citation(s):

  AND

- The State's law appropriating funds for FY ____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.
  Legal citation(s):

☐ Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # _____.

☐ **Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

[*Fill in **all** applicable blanks below*.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:
- Driving restrictions:
- Minimum duration:
- Applicability to novice drivers younger than 21 years of age:
- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner's permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:

- Minimum duration:

- Applicability to any driver who has completed the learner's permit stage and is younger than 18 years of age:

- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner's Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.
Legal citation(s):

Requirement that the driver who possesses a learner's permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.
Legal citation(s):

License Distinguishability (*Check **one box** below and fill in **any** blanks under that checked box.*)

☐ Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.
Legal citation(s):

OR

☐ Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

OR

☐ Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # _____.

Exhibit 2-1

State of South Dakota TRCC Charter

STATE OF SOUTH DAKOTA
TRAFFIC RECORDS COORDINATING COMMITTEE

CHARTER

June 2012

A. MISSION

Provide strong, coordinated State leadership and resources to maximize the availability and application of data collected and analyzed for the benefit of highway safety planning.

B. GOALS

Ensure complete, accurate, and timely traffic safety data is collected, analyzed, and employed by decision-makers to reduce crashes, deaths, and injuries on South Dakota highways.

Support data improvements that minimize duplication, improve uniformity, advance electronic data collection, and facilitate data access and use at all levels of government.

C. AUTHORITY

The Secretary of the Department of Public Safety, acting in his capacity as Governor's Representative for Highway Safety, supports the establishment of a Traffic Records Coordinating Committee (TRCC) operating in collaboration with the Office of Highway Safety.

The Office of Highway Safety is responsible for the planning, development, administration, and coordination of an integrated framework for traffic safety planning and action in South Dakota

Traffic records data is integral to the completion of the shared mission of members of the TRCC to reduce the number of fatalities, injuries, and the severity of injuries related to road trauma.

The TRCC will play a major role in ensuring a statewide Traffic Records System is implemented and maintained. The working level group of members will meet as required to promulgate and oversee projects required to enhance South Dakota's traffic records system.

The TRCC is an interagency, intergovernmental steering committee, established with a membership from:

- Department of Health, Public Health
- Department of Public Safety, Drivers Licensing
- Department of Public Safety, Emergency Medical Services
- Department of Public Safety, Highway Patrol
- Department of Public Safety, Motor Carrier Services
- Department of Public Safety, Office of Highway Safety/Accident Records
- Department of Revenue, Division of Motor Vehicles
- Department of Transportation
- Unified Judicial System

D. DUTIES AND RESPONSIBILITES

The duties and responsibilities of the TRCC will include, but not be limited to:

- Provide a policy framework for the coordination, cooperation, and collaboration of activities targeted at improving and sharing traffic safety data while ensuring the protection of confidential information.
- Stimulate the creation and maintenance of a coordinated comprehensive statewide Traffic Records System providing data in an efficient, cost effective, and timely manner.
- Facilitate communication and cooperation between the member organizations and agencies represented on the TRCC and the state's Roadway Safety Committee.
- Develop recommended procedures to assist local and state agencies in understanding and accepting their mutual responsibilities and interdependence regarding the Traffic Records System.
- Recommend upgrades to reporting forms, format, and procedures to gather, maintain, and disseminate crash records/traffic records information.
- Review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date.
- Review laws pertinent to traffic records for consistency and conformity.
- Review the need for legislation to facilitate the development and operation of the Traffic Records System.
- Review and approve the South Dakota Traffic Records Strategic Plan as drafted by the Office of Highway Safety and the Roadway Safety Committee.
- Provide continuing evaluation for the Traffic Records System.

E. GOVERNORS REPRESENTATIVE FOR HIGHWAY SAFETY

Trevor Jones, Department Secretary
South Dakota Department of Public Safety

Exhibit 2-2

TRCC Meeting Schedule and Associated Documents

TRCC Meeting Agenda
September 4, 2014 – 8AM
DPS First Floor Conference Room

Agenda

1. **Welcome**
2. **Update from 8/24 UJS e-Ticket Meeting**
3. **TraCS Incident Locating Tool (ILT) Issues**
4. **Adjournment**

Minutes of TRCC Meeting
September 4, 2014

1. Welcome to meeting – Lee Axdahl

2. Members of TRCC working group on e-ticketing met with Unified Judicial System (UJS) staff on August 12. The purpose of the meeting was to establish a uniform traffic citation form that was importable into the TraCS software. This would enable those law enforcement agencies using TraCS (most agencies in the state) to cite Class 2 Misdemeanors electronically.

3. Members of TRCC met with Accident Records staff and Bureau of Information Technology employees.

   - Incident Location Tool (ILT) is key component of South Dakota Accident Records System (SDARS) and TraCS electronic crash submission software.
   - New roadways are not always populating on updates to ILT and this causes frustration with officers in the field.
   - Other issues exist with ILT that appear to be issues between the developer in Iowa and BIT.
   - BIT is attempting to resolve these issues to ensure crash database completeness and accuracy.
   - BIT will follow through with Dan in Iowa to make sure issues are addressed.
   - In the meantime, Accident Records staff will continue to flag records that need to be located by other means.

4. Adjourn

TRCC Meeting Agenda
October 24, 2014 – 10AM
DPS First Floor Conference Room

Agenda

1. Welcome
2. ILT Update
3. Crash Records Format Compatibility
4. Update on e-Ticket

Minutes of TRCC Meeting
October 24, 2014

1. Lee Axdahl Welcome

2. BIT has reported a resolution of sorts on the ILT issue.

    - Dan Giesman has turned over his interest and activity in the ILT tool to the Iowa Department of Transportation.
    - Iowa DOT will be negotiating a ILT contract with the Pennsylvania software company that wrote and maintains the TraCS source code.
    - That company, TEG, will continue to develop and improve the ILT product for future releases to ensure that issues that South Dakota had will not be repeated or hamper users in the future.
    - BIT has resolved the Giesman issues.

3. The continuing process to make TraCS and SDARS databases fully compatible for use by the public and other reporting entities continues.

    - Affinity Global Solutions of Bismarck ND is working with the Office of Highway Safety on a contractual basis to develop two identical databases that talk to each other.
    - One database is for enterprise purposes – the other is for statistical and archival purposes. Both should be and are, by necessity, identical.
    - But as needs continue to evolve, the enterprise database (for consumer purchases of crash data) will be a completely stand-alone project for data integrity purposes (ie…hackers). The statistical and archival system will continue to develop behind the state firewall for sharing among stakeholders in other TRCC specialties.
    - It has been suggested that as these issues continue to evolve beyond the scope of TRCC stakeholder skills and knowledge, that a firm such as Mountain Plains Research be retained to take the TRCC to the next level on these fronts.

4. e-Ticket and TraCS continues to evolve. The South Dakota Highway Patrol is reporting that the majority of all citations they write on an annual basis are being generated by electronic tickets through the Zuercher software. The e-ticket for TraCS is a simpler version of the Zuercher system and the main issue facing all versions, whether TraCS or Zuercher, is the Promise to Appear portion of the ticketing process. This portion of the ticket requires a wet signature – or it is believed to require that wet signature. The issue is being debated and a resolution will hopefully be found.

TRCC Meeting Agenda
February 3, 2015 – 4PM
Unified Judicial System (Sahr Building) Conference Room

Agenda

1. Issues with e-Ticket Uniform Traffic Citation Format

Meeting notes:

This was an extra meeting of TRCC members and UJS staff to iron out some internal process issues with e-ticket.

No minutes will be printed or distributed for this meeting.

TRCC Meeting Agenda
April 30, 2015 – 8:30AM
South Dakota Attorney General Conference Room

Agenda

1. Welcome
2. Issues with e-Ticket Service with Statute
3. Format of Device Used in e-Ticket
4. How to Move Forward

TRCC Meeting Minutes
April 30, 2015

1. Lee Axdahl opening comments.

2. Deputy Attorney General Jeff Hallem and his assistant, joined members of the TRCC along with UJS staff to discuss statute complications surrounding the current plans to roll e-ticket via TraCS into production.

    - A vigorous conversation regarding Promise to Appear took place between UJS staff and Attorney General staff. As statute currently stands, the process cannot be fully electronic until this issue is resolved.
    - Paul Bachand, the Traffic Safety Resource Prosecutor for the Office of Highway Safety, also stepped in with comments and suggested that he could work with the Brown County State's Attorney to see what could be done to make the process work as proposed by UJS.
    - There was also significant discussion among meeting participants about the format of the "ticket" and whether or not it met the criteria and approval of the current format designed by the Attorney General. UJS will continue to look into this and will wait for further comment from TRCC members.

3. Further discussion on devices that could alleviate the Promise to Appear issue. This included such items as a thumbprint signature, a signature tablet, asking the violator to type an 'x' on the laptop, etc… This discussion reached no conclusive outcome and was tabled.

4. The Office of Highway Safety, its TSRP and UJS will work for a solution and report back.

TRCC Meeting Agenda
June 30, 2015 – 9AM
DPS First Floor Conference Room and Teleconference Link

Agenda

1. Welcome
2. Discuss Need for Five Year Strategic Plan
3. Discuss Contract with Mountain Plains Evaluation, LLC
4. Designate TRCC Coordinator
5. Other Business
6. Adjourn

PLEASE NOTE:

The meeting on the afore-noted Agenda will take place following the submission of this information in Appendix 'D' to the state Highway Safety Plan for FFY16.

Please note that Agenda Item 3 calls for a proposed contract to be proposed and executed which would allow for the designation of Mountain Plains Evaluation, LLC, to administer the activities of the Traffic Records Coordinating Committee.

This plan, if approved, would place the responsibility for TRCC duties and execution into very capable hands. Mountain Plains already works closely with the Office of Highway Safety in two areas:

- Ongoing analysis and evaluation of the 24/7 program and DUI First curriculum in initiatives.
- Organizing and executing all aspects of the Impaired Driving Task Force, which is required by Section 405.

While much progress has been made over the years by the TRCC, we believe it is time for the group to move to the next level and benefit from an outside view and recommendations. Mountain Plains Evaluation is a highly capable group that is very dependent on statistical integration of traffic safety data. As such, it is uniquely positioned to move this group to a more advanced agenda.

UPCOMING MEETING DATES FOR TRCC

PLEASE NOTE: While these meeting dates have been calendared for the coming year, they may change based on the outcome of the June 30, 2015 meeting which will decide whether or not to hire a consultant (likely Mountain Plains Consulting, LLC) to coordinate TRCC activities and goals. Obviously, such an action would necessitate potential date changes.

September 1, 2015

December 1, 2015

March 1, 2016

May 31, 2016

Exhibit 2-3

TRCC Membership & Affiliations

STATE OF SOUTH DAKOTA
TRAFFIC RECORDS COORDINATING COMMITTEE

Executive and Working Level Members

Updated June 2015

Marilyn Rutz	Director of Emergency Medical Services, Department of Health
Jane Schrank *	Director of Driver Licensing, Department of Public Safety
Angie Lemieux *	Director of Administrative Services, Department of Public Safety
Craig Price	Colonel of Highway Patrol, Department of Public Safety
Nancy Allard	Director of Court Services, UJS
Peggy Laurenz	Director of Motor Vehicles, Department of Revenue
Lee Axdahl **	Director of Highway Safety, Department of Public Safety
Amanda Hossle *	Management Analyst, Highway Safety, Department of Public Safety
Mike Behm	Safety Engineer, Department of Transportation
Lois Goff *	Statistical Program Manager, Accident Records, DPS
John Broers *	Captain, Highway Patrol Motor Carrier, Department of Public Safety
Marty Link	Injury Surveillance, Department of Health

(*) - Denotes member of the working level membership

(**) - Denotes Traffic Records Coordinating Committee - Coordinator

Exhibit 2-4

TRCC Strategic Plan and Updates for Current Year

Traffic Records System Strategic Plan 2012-2015

As Revised June 1, 2015

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

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Overview

Highway safety information systems provide the information which is critical to the development of policies and programs that maintain the safety and the operation of the nation's roadway transportation network. Highway safety information systems form a "Traffic Records System" which provides the information base for the management of the highway and traffic safety activities of a state and its local subdivisions.

There are six core components of the South Dakota Traffic Records System:

- Crash Records
- Roadway Data
- Vehicle Registration
- Driver Licensing
- Injury Surveillance Data
- Citations and Adjudication

The Traffic Records System provides information about people, property, and locations involved in crashes and the factors that may have contributed to the crashes. The Office of Highway Safety, assisted by the Traffic Records Coordinating Committee, uses the Traffic Records System information to improve highway safety in South Dakota. The quality of the information in the Traffic Records System is determined by the following performance areas:

- Timeliness
- Consistency
- Completeness
- Accuracy
- Accessibility
- Data Integration

In 2010, South Dakota requested the National Highway Traffic Safety Administration (NHTSA) to perform a Traffic Records System Assessment. The 2012-2015 Strategic Plan addresses recommendations made in the 2011 Assessment as well as issues identified by the members of the Traffic Records Coordinating Committee.

The Department of Public Safety, Office of Highway Safety, administers a grant provided by the National Highway Traffic Safety Administration (NHTSA) which provides funding for some of the Traffic Records System components and overall coordination of the System. As part of the requirements of NHTSA grant funding, South Dakota provides the following certification of compliance with grant guidelines.

State Traffic Safety Information System Improvement Grant
23 U.S.C. 408

Subsequent Year Certification

State or Commonwealth: South Dakota **Fiscal Year: FFY13**

I hereby certify that the State has:

- Had an Assessment or Audit of the State's highway safety data and traffic records systems, conducted or updated within the preceding 5 years;
- A TRCC that continues to operate and supports the Strategic Plan; and
- Adopted and is using the MMUCC and NEMSIS data elements, or that 408 grant funds it receives will be used toward adopting and using the maximum number of MMUCC and NEMSIS data elements as soon as practicable;
  and that the State will make available or provide to NHTSA:
- A Current Report or Annual Report demonstrating the State's measurable progress in implementing the Strategic Plan;
- An Assessment or Audit of the State's highway safety data and traffic records systems, conducted or updated within the preceding 5 years; and
- To the extent that the TRCC charter or membership has changed since the State's previous 408 application, an updated charter or membership list;
  and that, if awarded Section 408 grant funds, the State will:
- Use the funds only to evaluate, improve and link its highway safety data and traffic records systems, in accordance with the eligible uses detailed in 23 U.S.C. 408;
- Administer 408 grant funds in accordance with 49 C.F.R. Part 18; and
- Maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of such expenditures maintained by the State in FY 2003 and FY 2004.

NO LONGER APPLICABLE UNDER MAP-21

Governor's Highway Safety Representative Date

Evaluation

An assessment of the Traffic Records System once every five years was one of the requirements of the NHTSA 408 Traffic Records Improvement grant and this provision continues under the new MAP-21 authorization. South Dakota had an assessment performed in 2011; the recommendations from this assessment form the basis of this Strategic Plan.

Funding

Some of the components of the Traffic Records System are administered outside the Department of Public Safety and have their own funding source for operations. Some components are in the Department of Public Safety and are funded through fees, such as Driver Licensing, or other federal funding such as the Emergency Medical Services Program.

Funding to support improvement of the Traffic Records System was provided on a competitive grant through NHTSA, referred to as "Section 408" funding. This grant is administered by the Department of Public Safety, Office of Highway Safety. The amounts available to states under Section 408 are: $300,000 for the first year and $500,000 each year thereafter, under the five year funding cycle of SAFETEA-LU which ran from 2006-2010.

Traffic Records Coordinating Committee

The Executive Traffic Records Coordinating Committee (TRCC) has a membership that includes managers, collectors, and users of traffic records as well as public health and injury control systems, and the authority to approve the State's Strategic Plan.

The TRCC includes representatives from: highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, motor carrier agencies. Members of the TRCC have the authority to review the state's highway safety data and traffic records systems and to review changes to these systems before the changes are implemented. The TRCC provides a forum for the discussion of highway safety data and traffic records issues; the TRCC can report highway safety issues to the agencies and organizations in the State that create, maintain and use highway safety data and traffic records. The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection, and use of the highway safety data and traffic records system. The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations. And the TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.

The TRCC members listed below have reviewed and approved the Charter, which follows, and the Traffic Records Strategic Plan.

STATE OF SOUTH DAKOTA
TRAFFIC RECORDS COORDINATING COMMITTEE

Executive and Working Level Members

Updated June 2015

Marilyn Rutz	Director of Emergency Medical Services, Department of Health
Jane Schrank *	Director of Driver Licensing, Department of Public Safety
Angie Lemieux *	Director of Administrative Services, Department of Public Safety
Craig Price	Colonel of Highway Patrol, Department of Public Safety
Nancy Allard	Director of Court Services, UJS
Peggy Laurenz	Director of Motor Vehicles, Department of Revenue
Lee Axdahl **	Director of Highway Safety, Department of Public Safety
Amanda Hossle *	Management Analyst, Highway Safety, Department of Public Safety
Mike Behm	Safety Engineer, Department of Transportation
Lois Goff *	Statistical Program Manager, Accident Records, DPS
John Broers *	Captain, Highway Patrol Motor Carrier, Department of Public Safety
Marty Link	Injury Surveillance, Department of Health

(*) - Denotes member of the working level membership

(**) - Denotes Traffic Records Coordinating Committee - Coordinator

STATE OF SOUTH DAKOTA
TRAFFIC RECORDS COORDINATING COMMITTEE

CHARTER

June 2012

A. MISSION

Provide strong, coordinated State leadership and resources to maximize the availability and application of data collected and analyzed for the benefit of highway safety planning.

B. GOALS

Ensure complete, accurate, and timely traffic safety data is collected, analyzed, and employed by decision-makers to reduce crashes, deaths, and injuries on South Dakota highways.

Support data improvements that minimize duplication, improve uniformity, advance electronic data collection, and facilitate data access and use at all levels of government.

C. AUTHORITY

The Secretary of the Department of Public Safety, acting in his capacity as Governor's Representative for Highway Safety, supports the establishment of a Traffic Records Coordinating Committee (TRCC) operating in collaboration with the Office of Highway Safety.

The Office of Highway Safety is responsible for the planning, development, administration, and coordination of an integrated framework for traffic safety planning and action in South Dakota

Traffic records data is integral to the completion of the shared mission of members of the TRCC to reduce the number of fatalities, injuries, and the severity of injuries related to road trauma.

The TRCC will play a major role in ensuring a statewide Traffic Records System is implemented and maintained. The working level group of members will meet as required to promulgate and oversee projects required to enhance South Dakota's traffic records system.

The TRCC is an interagency, intergovernmental steering committee, established with a membership from:

- Department of Health, Public Health & Emergency Medical Services
- Department of Public Safety, Drivers Licensing
- Department of Public Safety, Highway Patrol
- Department of Public Safety, Motor Carrier Services
- Department of Public Safety, Office of Highway Safety/Accident Records
- Department of Revenue, Division of Motor Vehicles
- Department of Transportation
- Unified Judicial System

D. DUTIES AND RESPONSIBILITES

The duties and responsibilities of the TRCC will include, but not be limited to:

- Provide a policy framework for the coordination, cooperation, and collaboration of activities targeted at improving and sharing traffic safety data while ensuring the protection of confidential information.
- Stimulate the creation and maintenance of a coordinated comprehensive statewide Traffic Records System providing data in an efficient, cost effective, and timely manner.
- Facilitate communication and cooperation between the member organizations and agencies represented on the TRCC and the state's Roadway Safety Committee.
- Develop recommended procedures to assist local and state agencies in understanding and accepting their mutual responsibilities and interdependence regarding the Traffic Records System.
- Recommend upgrades to reporting forms, format, and procedures to gather, maintain, and disseminate crash records/traffic records information.
- Review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date.
- Review laws pertinent to traffic records for consistency and conformity.
- Review the need for legislation to facilitate the development and operation of the Traffic Records System.
- Review and approve the South Dakota Traffic Records Strategic Plan as drafted by the Office of Highway Safety and the Roadway Safety Committee.
- Provide continuing evaluation for the Traffic Records System.

E. GOVERNORS REPRESENTATIVE FOR HIGHWAY SAFETY

Copy – See Signature on Official Document

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Trevor Jones, Department Secretary
South Dakota Department of Public Safety

Crash Records	Overview

Crash reports are submitted by law enforcement agencies to the Office of Highway Safety / Accident Records, the official custodian of the state's crash file. Data is stored in the South Dakota Accident Records System (SDARS). Electronic filing has been used by the state's Highway Patrol since fall 2007. Plans include expanding electronic crash report filing to police departments and sheriff offices with the development of an interface software linking SDARS to local data collection software and purchase of needed equipment.

The crash reports document the time, location, environment, and characteristics (sequence of events, rollover, etc.) of a crash. Through links to the crash-involved segments of roadway, vehicle, and driver information, the crash report component identifies the roadways, vehicles, and people (drivers, occupants, pedestrians) involved in the crash and documents the consequences of the crash (fatalities, injuries, property damage, and violations charged). In addition to providing information on a particular crash, crash reports can be analyzed by categories: person characteristics (e.g., age or gender), location characteristics (e.g., roadway type or specific intersections), vehicle characteristics (e.g., condition and legal status), and the interaction of various components (e.g., time of day, day of week, weather, driver actions, pedestrian actions, etc.).

Approximately 17,000 crashes are reported each year. A multi-step data management/data entry process is used to register, scan, key, verify, validate, and certify crash reports received from law enforcement agencies.

The Model Minimum Uniform Crash Criteria (MMUCC) provides a guideline for a suggested minimum set of data elements to be collected for each crash. Additional information should be collected (as necessary) for crashes involving an injury or fatality to meet the requirements for tracking and analysis for the state, and other systems (e.g., the Fatality Analysis Reporting System).

The MMUCC guideline and ANSI D-16.1 standard are used to establish and update the crash report form contents and data element definitions. The accident report revision of 12/11/03 included many of the MMUCC and Commercial Vehicle Analysis Reporting System data elements.

The state participates in the Fatality Analysis Reporting System (FARS) and the SafetyNet/MCMIS programs providing data to the National Highway Traffic Safety Administration and the Federal Motor Carrier Safety Administration. Separate processes within SDARS for handling reports of crashes involving a fatality or a reportable truck/bus/hazardous material crash have been implemented to ensure that data submissions meet federal requirements. SafetyNet data are automatically downloaded from the SDARS to MCMIS. The OHS staff makes copies of fatal reports and forward them to the FARS Analyst for entry into FARS.

The crash file is integrated with many of the other systems in the State such as: dRoad, Social Services, CarFax, PONTIS, Driver License, Vehicle Registration, and SafetyNet. Locating of crashes by law enforcement and the staff at OHS using the ILT is efficient and accurate.

Performance measures relevant to crash records and status:

- Timeliness – the information should be available within a time frame to be currently meaningful for effective analysis of the state's crash experience, preferably within 90 days of a crash.
    - Status: Most law enforcement agencies with the exception of those from tribal nations meet the timeliness requirements for submission of crash reports to the Office of Highway Safety (OHS).
- Consistency – the information should 1) be consistent with nationally accepted and published guidelines and standards, such as Model Minimum Uniform Crash Criteria (MMUCC) and 2) be consistent among reporting jurisdictions, i.e., the same reporting threshold should be used by all jurisdictions and the same set of core data elements should be reported by all jurisdictions.
    - Status: The crash data are considered consistent with MMUCC and ANSI D-16.1. A NHTSA MMUCC review showed the crash report to be 95 percent MMUCC compliant.
- Completeness – all reportable crashes throughout the state should be available for analysis and all variables on the individual crash records should be completed as appropriate.
    - Status: Most of the South Dakota reportable crashes are received by the OHS. In general, there is uneven crash reporting response by the tribal nations in the State. The South Dakota Department of Transportation (SDDOT) has conducted a study to identify the reasons for poor crash reporting by the tribes.
- Accuracy – the state should employ quality control methods to ensure accurate and reliable information to describe individual crashes (e.g., feedback to jurisdictions submitting inaccurate reports) and the crash experience in the aggregate (e.g., edit checks in the data entry process).
    - Status: The South Dakota Accident Reporting System (SDARS) data entry and imaging processes have extensive edit checks during entry of crash data resulting in a data system that is very accurate. The OHS record in locating crashes using the Incident Locator Tool (ILT) is outstanding.

- Accessibility – the information should be readily and easily accessible to the principal users of these databases containing the crash information for both direct (automated) access and periodic outputs (standard reports) from the system.

    - Status: The OHS provides annual data, trends, and monthly or special reports upon request, and annual data and trends are available online through its website. Crash mapping by county is available online. The Department of Transportation is currently developing new query tools to make crash data even more accessible.

- Data Integration – crash information should be capable of linkage with other information sources and use common identifiers where possible and permitted by law.

    - Status: Linkage exists between the crash file and the following traffic records system databases: Driver License, Vehicle Registration, SafetyNet, dRoad, Social Services, CarFax, and PONTIS (bridge).

2011 Traffic Records Assessment strategies to implement:

- **Develop better methods of program evaluation to include statistical data analyses and use of additional normalizing factors. (This was recommended in the 2006 assessment.)**

  Action: This is a program "constant" and is something we consistently do in the office although not to the satisfaction of the team member making this recommendation.

  Performance Area: C-A-1

- **Reevaluate the timeline established for the completion of the New World crash report and data submission interface. It may be unrealistic to achieve by July 2011.**

  Action: This interface is in the testing phase and should be fully functional by October 1, 2015.

  Performance Area: C-I-1

- **Continue efforts of outreach to the tribal law enforcement agencies and leverage a tribal law enforcement agency spokesperson to assist in the effort of having the remaining South Dakota tribes adopt TraCS.**

  Action: This is an on-going effort of the Office of Highway Safety.

  Performance Measure: C-T-2

- **Charge the TRCC to assist in outreach to non-conforming local, county and tribal agencies not yet using TraCS and to evaluate any obstacles preventing them from adopting TraCS.**

  Action: This is not a TRCC responsibility. It is an OHS/OAR responsibility.

  Performance Measure: C-I-1

- **Consider documenting all occupant information including name, address, age, and seat position regardless of injury.**

  Action: Under consideration.

  Performance Measure: ?

- **Finalize efforts with New World Systems, Inc. to either develop their crash application to meet the SDARS Information Exchange Packet Documentation (IEPD) and validation rule requirements or convince New World customer agencies to adopt TraCS while encouraging New World management to build the interface to accept instead TraCS data fields into the New World RMS.**

  Action: New World clients are migrating to Zuercher Technologies and the only clients left on this system in South Dakota are in the testing phase for integration.

  Performance Measure: C-I-1

- **Focus as much energy, effort and resources as possible on implementing WebTraCS statewide.**

  Action: WebTraCS is available statewide in South Dakota and 75% of the crash reporting is done via TraCS and WebTraCS.

  Performance Measure: C-T-1

- **Formalize the quality control program. In particular, the following features of the current quality control program could be enhanced:**

    - **Keep a log of errors and their frequency of occurrence.**
    - **Provide feedback to law enforcement both on a case-by-case basis and reflecting aggregate analysis of error logs**
    - **Conduct periodic audits of crash reports for logical consistency between the narrative, diagram and the coded information on the form.**
    - **Provide data quality reporting to stakeholders including the TRCC and safety decision makers who are using the crash data.**
    - **Develop a formal training curriculum to address the deficiencies experienced in documenting CMV crashes and provide metrics for monitoring and gauging the value and performance of this effort.**

    Action: This quality control program is still under review due to staffing changes in the office.

    Performance Measure: C-A-1

- **Develop a set of standard quality control metrics guided by NHTSA's *Model Performance Measures for State Traffic Records System*.**

  Action: This recommendation will be reviewed by TRCC members.

  Performance Measure: C-U-1

Roadway Data	Overview

Roadway information includes roadway location, identification, and classification as well as a description of a road's total physical characteristics and usage, which are tied into a location reference system. Linked safety and roadway information are valuable components in support of a state's construction and maintenance program development. Ideally, a location reference system should be used to link the various components of the roadway information system.

The South Dakota Department of Transportation (SDDOT) is responsible for the maintenance of 7,810 miles of the state's 83,000 miles of public roads. Of the 7,810 miles of state-system roads, 679 miles are Interstate highways and 3,018 are National Highway System roads.

The SDDOT maintains a database of information on operational and geometric characteristics for the state highway system. The Department collects information on road profile, rut depth, slab faulting, and pavement strength. These indicators are utilized in preparing the annual highway needs analysis/construction program, and aid in pavement design and management, the highway improvement program, structural adequacy for load limit posting, and features planning. Also, physical information from highway construction and maintenance projects are inventoried, and updates are made to the Roadway Information System (RIS) files (Mileage Reference Marker, Roadway Features, Intersection, etc.).

The SDDOT also maintains information related to vehicle travel and a bridge inventory file.

In addition to the state highway system database, the SDDOT also maintains a database of physical and administrative information for off-state system public roads. Through contracts with Planning and Development Districts and Councils of Local Government, the SDDOT asks all entities that have jurisdiction of roads to report new, reconstructed, and vacated roads, and physical changes. This file is not as complete as the RIS file with a limited subset of geometric and traffic data collected on the 75,000 miles of off-system roads.

The SDDOT's Linear Reference System (LRS) is mileage based, GIS enabled system. The use of Mile Reference Marker (MRM) and latitude/longitude coordinates with the MRM are primary ways to locate data on the state highway system. The Department is trending toward the use of coordinates as a display option in the LRS because of its versatility and commonality amongst GIS users of public road data.

The establishment of a GIS enterprise platform for all road data with latitude/longitude coordinates will not only provide all offices of SDDOT with a state-of-the-art safety analysis tool. It will also facilitate the inclusion of the entire public road system into a statewide database of road and traffic characteristics data.

The GIS database will allow a user to select specific types of crashes either system-wide or within a geographic area to help define priorities for particular countermeasure programs. For example, a system-wide selection of rural roadway run-off-road crashes could be selected and then mapped to indicate problem areas. The GIS capability will also serve the analysis needs of the Strategic Highway Safety Planning process now underway in SDDOT.

SDDOT relies on the electronic file of crash data created and maintained by the Office of Highway Safety /Accident Records based in the Department of Public Safety (DPS) for the information to support their major road safety programs. This system, the South Dakota Accident Record System (SDARS), is a joint venture of the SDDOT and the OHS with primary funding for the system coming from the SDDOT.

The Roadway Safety Improvement (RSI) program identifies locations on all public roads where five or more crashes occur during the most recent three-year period. A crash rate is calculated to further define potential locations for study. The location's physical condition and crash patterns are analyzed for possible improvement countermeasures. Benefit/cost ratios are also calculated. The benefit/cost ratio is the major determinant for project selection. The RSI program receives $2.5 million of Federal Hazard Elimination Funds allocated annually for implementing improvements at locations on public roads where there is a high crash history.

SDDOT receives many requests each year for traffic related assistance from local governments who do not have traffic safety engineering personnel on their staffs. The SDDOT has a dedicated person to provide assistance to local government entities for safety programming and traffic engineering services.

Performance measures relevant to roadway data and status:

- Timeliness - information should be updated as required to produce valid analysis. This implies that changes on the roadway (e.g., physical and administrative changes) should be available for analysis within the year of change.
    - Status: Roadway inventory files with any physical and administrative change are updated annually. The roadway files are timely for South Dakota Department of Transportation business uses.
- Consistency – the same data elements should be collected over time and for various classes of roadways.
    - Status: Data are comparable in content from year to year and do not present a problem in analysis or evaluation efforts.

- Completeness – the information should be complete in terms of the miles of roadway, the traffic way characteristics, the highway structures, traffic volumes, traffic control devices, speeds, signs, etc.

    - Status: The SDDOT updates the state highway system database annually to reflect all construction that occurred within the year which assures a high level of completeness. The off-system road network inventory is updated annually. Through annual contracts with Planning and Development Districts and Councils of Local Government, the SDDOT asks all entities that have jurisdiction of roads to report new, reconstructed, vacated roads, and physical changes.

- Accuracy – the state should employ methods for collecting and maintaining roadway data that produces accurate data and should make use of current technologies designed for these purposes.

    - Status: All common features and characteristics (attribute data) in the roadway inventory files are required to be maintained within the accuracy standards prescribed for that attribute. The accuracy standards vary depending on what is being measured. Location data are accurate within the nearest 0.01 of a mile.

- Accessibility – The information should be readily and easily accessible to the principal users of these databases containing the roadway information for both direct (automated) access and periodic outputs (standard reports) from the files.

    - Status: Access to SDDOT files is provided to legitimate business users on request. Requests are reviewed and honored if there is no legal or policy limitation.

- Data Integration - In order to develop viable traffic safety policies and programs, the roadway information must be linked to other information files through common identifiers such as location reference point. Integration should also be supported between state and local systems.

    - Status: All state-maintained roadway files can be linked via the location referencing system. However, location of attributes on local roads can be a problem where no location reference exists or where multiple location references are used.

2011 Traffic Records Assessment strategies to implement:

- **Accelerate current efforts to include more roadway features data for local roads in the Roadway Environment System (RES).**

  Action: No action planned at this time.

  Performance Measure: R-C-3

- **Develop a strategy to address enhancements and/or modifications to the Roadway Information System (RIS) and the Non-State Trunk Road Inventory (NSTRI) for the use of analytic software tools recommended in the Highway Safety Manual, in particular, Safety Analyst. This strategy should be presented to the TRCC for inclusion in the traffic records strategic plan.**

  Action: This strategic recommendation will be discussed by the TRCC in state fiscal year 2016 for potential action due to GIS discussions that are currently underway.

  Performance Measure: R-I-1

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Vehicle Information	Overview

Vehicle information includes information on the identification and ownership of vehicles registered in the state. Data should be available regarding vehicle make, model, Vehicle Identification Number (VIN), year of manufacture, body type, weight, and the information needed to support analysis of vehicle-related factors which may contribute to a state's crash experience. Such analyses would be restricted to crashes involving in-state registered vehicles only.

This information should also be available for commercial vehicles and carriers which may be registered in other states, but which are licensed to use the public roadways in the state.

The Motor Vehicle Division (MVD) of the South Dakota Department of Revenue maintains the vehicle registration and title file for approximately 1.2 million registered and titled motor vehicles. Commercial vehicles are included in the database and in the total.

Registrations and title applications are processed by the County Treasurers in 66 counties. All counties process transactions online in real time. Issuance of titles is accomplished by the central MVD office. Irregular registrations are processed in the MVD headquarters offices. Registration and title applications ask for the owner name, but exact name conventions are not a requirement. The application does require the South Dakota driver license number, South Dakota Identification number or the Social Security Number. Odometer readings are captured when vehicles are titled (including title transfers).

In July 2008 the registration and title system was revised in connection with implementing a change in the basis on which license plates are transferred when ownership changes—plates will follow owners rather than vehicles.

The scope of information on all vehicles, private and commercial, meets the recommendations from NHTSA and is adequate for participation in the American Association of Motor Vehicle Administrators (AAMVA) applications.

VINs are validated by running the R. L. Polk VINA program and a special module, VINCIC, which is used to extract the vehicle descriptors and to populate the vehicle database using the National Crime Information Center (NCIC) codes and standard terminology. MVD participates in the National Motor Vehicle Title Information System (NMVTIS) and has been in full production since May 2004. Title brands from other states are retained in the vehicle file, and they are collected on the title application documents. Insurance companies, and recyclers are required to report salvage and junk information to NMVTIS.

Beyond maintaining the information necessary for the vehicle registration and title functions, the information from the file supports inquiries on individual records from

law enforcement, other government entities, and authorized commercial businesses. Personal information is restricted for public inquiries according to the stipulations of the South Dakota vehicle code and the Driver Privacy Protection Act (DPPA).

MVD applies a 2-D bar code to the vehicle registration document and uses the standard established by AAMVA. Coordination was planned with law enforcement prior to implementing this feature.

The file is linked with the driver file, the crash database query system, the Equipment Management System, and the Commercial Vehicle Information Systems and Networks (CVISN).

Performance measures relevant to Vehicle Information and status:

- Timeliness – information should be updated at least annually.
    - Status: The registration file is updated in real time.
- Consistency – The same data elements should be collected over time and they should be consistent with the data elements contained in the other components of the traffic records system.
    - Status: The file contains the data content recommended by the Advisory and required for AAMVAnet support.
- Completeness – The information should be complete in terms of the vehicle ownership, registration, type, VIN, etc. For commercial vehicles, completeness also involves collection and availability of standard data elements (such as the NGA elements, a set of data developed and recommended by the National Governors' Association for collection of data from crashes involving commercial vehicles).
    - Status: Odometer readings are captured when vehicles are titled.
- Accuracy – The state should employ methods for collecting and maintaining vehicle data that produces accurate data and should make use of current technologies designed for these purposes.
    - Status: The VINA software is used to enhance the accuracy of VINs and the descriptions of vehicles using the NCIC codes and reference tables.
- Accessibility – The information should be readily and easily accessible to the principal users of these databases containing the vehicle information for both direct (automated) access and periodic outputs (standard reports) from the system, within the parameters of confidentiality.

- Status: The file information is accessible to users in accordance with the terms of the required contracts for access and is available to other users consistent with the requirements of the Driver Privacy Protection Act.

- Data Integration – Vehicle information should be capable of linkage with other information sources and use common identifiers (e.g., VIN, Crash Reports Number, etc.) where possible and permitted by law.

  - Status: The file is linked with the driver file, the crash database query system, the Equipment Management System, and the Commercial Vehicle Information Systems and Networks (CVISN).

2011 Traffic Records Assessment strategies to implement:

- **Assess the feasibility of capturing the driver license or ID number of the vehicle owner in the vehicle file, if it is not already being done, and of providing that information to law enforcement when the request vehicle information based on the plate number.**

  Action: The Department of Revenue does this already except those out-of-state applicants that furnish us with the SSN.

  Performance Measure: V-I-1

Driver Licensing	Overview

The Driver Licensing Program (DLP) of the Department of Public Safety (DPS) maintains the file of active driver records including commercial drivers. The file contains descriptive information that includes personal identification, driver license number, type of license, license status, driver restrictions, convictions for traffic violations, crash history, driver improvement or control actions, and driver education data. Learner permits and provisional licenses (restricted minor's permits) are contained in the file. Driver education information is flagged to indicate successful completion of a driver education course if the course is used to waive testing at the driver exam station. Driver histories from previous states of record are included in the driver file for commercial vehicle operators and non-commercial drivers.

South Dakota has a graduated license law and provides information about the program and its requirements on the DLP web site. South Dakota does not have an administrative license revocation program that withdraws a license immediately following a DUI arrest. A law implemented in July 2006 mandates that drivers arrested for drinking while driving cannot refuse a blood alcohol test.

The information in the driver file supports the functions of license issuance and driver control. In addition, this file is used in support of the Problem Driver Pointer System (PDPS) and the Commercial Driver License Information System (CDLIS).

Crash involvement is posted to the driver file; the process is automatic during creation of a record in the crash file. BAC data are not recorded in the driver file from either crash reports or convictions from the courts.

Convictions are submitted electronically by all courts through the Unified Judicial System's (UJS) Criminal Justice Information System (CJIS). UJS is in the process of converting CJIS to a new Odyssey case management system. The last two circuits will be converted to Odyssey in June of this year. Cited charges, if different from the conviction charge, are not reported to driver file. The program for first DUI offenders is aware that many potential clients are missed because "first DUI offenses" are often pled down to lesser offenses.

There is citation accounting in the CJIS and Odyssey to assure that cases are tracked to conclusion and convictions are reported to the driver file. Judges have the discretion to withhold convictions from the DLP pending the completion of a court requirement and the conviction would then be sealed through a suspended imposition of sentence or a suspended execution of sentence. One suspended action is allowed for life. A prosecutor can observe the fact that there is a sealed record and then may access the record for enhancement of a case. The DLP, however, is not supposed to know of or create a record of the sealed conviction unless a judge orders a withdrawal and sends the order manually. In such cases, the DLP is aware of the suspended action and reportedly may or may not be able to

know details of the conviction. These irregularities inhibit the identification of repeat DUI offenders and result in some repeat DUI offenders being treated as first DUI offenders.

The use of a suspended imposition of sentence or a suspended execution of sentence is not allowed for commercial drivers.

The courts rely on the driver histories which are normally obtained by prosecutors. Prosecutors typically obtain driver histories from the DLP. Judges and prosecutors can access driver histories directly when authorized by UJS and DLP.

The DLP uses the Social Security On-Line Verification process and the SAVE file for inquiring about non-US citizens. Within the constraints of South Dakota's motor vehicle code and the DPPA the driver file serves a variety of users.

Summaries of the driver file provide management and statistical information.

A 2-D barcode is placed on the back of the driver license card which has been enhanced with new security features.

Performance measures relevant to Drivers Licensing and status:

- Timeliness - routine license issuance information should be updated at least weekly. Adverse actions (license suspension, traffic conviction) should be posted daily.
    - Status: The file is updated continuously with newly issued and renewed licenses processed through Driver License Program (DLP) offices in the major cities. A variety of arrangements enable counties and two cities to process driver license applications. Those are then processed in the central office for issuance. All convictions are received electronically and updated immediately.
- Consistency – information maintained in the state's driver file should be compatible for exchange with other driver-related systems such as the National Driver Register (NDR), the Commercial Driver License Information System (CDLIS), and other applications for interstate exchange of driver records, especially those facilitated via the American Association of Motor Vehicle Administrators Telecommunications Network (AAMVANet).
    - Status: Data content meets the requirements of the PDPS, CDLIS, and other applications of AAMVAnet.
- Completeness – driver license information should be complete in terms of data elements (e.g., unique personal identifiers and descriptive data such as name, date of birth, gender) and complete in terms of all prior driving history, especially adverse actions received from other states either while licensed elsewhere or while driving in other states.

- Status: The data file contains all of the elements for all drivers and adverse histories from previous states of record are recorded. There are an undetermined number of convictions that do not get posted to the driver file because of the discretionary sealing of records by judges (provided to them by law). Although court procedures in South Dakota can detect sealed records and make decisions about treatment of a case with knowledge of previous convictions, the Drivers License Program cannot have the same awareness for driver hearings officers, and the information is lost if and when the problem driver moves to another state.

- Accuracy – the state should employ methods for collecting and maintaining driver information which makes use of current technologies (e.g., bar codes, magnetic stripes).

  - Status: Accuracy is high in view of the identification requirements published by the Driver License Program and the use of the Social Security On-Line Verification process.

- Accessibility – driver license information should be readily and easily accessible to the principal users of these databases including driver licensing personnel, law enforcement officers, the courts, and for general use in highway safety analysis. The information should be available electronically for individual record access and technology should be available to support automated downloading of summary data sets for analytical purposes, providing safeguards are in place to protect confidentiality within the guidelines established by the state.

  - Status: Enforcement officers obtain driver histories electronically. Courts and prosecutors and other authorized users obtain records in accordance with the constraints of the Driver Privacy Protection Act. Judges and prosecutors can access driver histories directly when authorized by UJS and DLP.

- Data Integration – Driver information should be capable of linkage with other information sources and use common identifiers (e.g., driver license number, citation number, crash report number) where possible and permitted by law. Updates of driver information from courts should be accomplished through linkages, preferably electronic, to the driver history data.

  - Status: The file is linked with the vehicle file and the crash file.

2011 Traffic Records Assessment strategies to implement:

- **Develop a mechanism to track errors from court transmissions to ensure that all errors are corrected and the correct data are eventually posted as well as to provide a basis for training related to the most commonly occurring errors.**

  Action: Report generated each night from Unified Judicial System mismatch document which is used to check for errors or corrections.

  Performance Measure: D-I-1

- **Engage in a working group through the Traffic Records Coordinating Committee with the Courts and Law Enforcement to ensure that the data quality of electronic citations is optimal and that time-savings for all entities is maximized.**

  Action: On-going effort.

  Performance Measure: D-I-1 and D-A-1

- **Seek inter-governmental agreements for sharing of convictions and suspensions with the tribal courts.**

  Action: Discussion is still underway due to widely varying working relationships with tribal nations.

  Performance Measure: D-I-1

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Injury Surveillance	Overview

Injury control programs rely on pre-hospital (EMS), emergency department (ED), hospital admission/discharge, trauma registry information, and long term rehabilitation databases to track injury causes, magnitude, costs, and outcomes. Often, these systems rely upon other components of the traffic records system to provide information on injury mechanisms or events (e.g., traffic crash reports).

Although traffic crashes cause only a portion of the injuries within any population, they often represent one of the more significant causes of injuries in terms of frequency and cost to the community. Injury surveillance data should include information on the magnitude, severity, and types of injuries sustained by persons in motor-vehicle related crashes. The Injury Surveillance System should support integration of the injury data with police reported traffic crashes. The EMS run reports and roadway attributes are the first critical steps in the identification of a community's injury problem, and in turn, the identification of cost-effective countermeasures which can positively impact both the traffic safety and health communities.

The key components of an Injury Surveillance System are: emergency medical services, emergency room / acute care, trauma registry system, and mortality data. Collection of data from these entities provides a wealth of patient care routing, intervention, and prevention information that can be used to evaluate current treatment practice and injury prevention activities. A comprehensive, functional statewide Injury Surveillance System provides crucial healthcare and injury prevention information to local, state, and regional healthcare providers and policy making partners.

South Dakota continues to make progress toward a comprehensive, functional statewide Injury Surveillance System. Current structure of the injury surveillance system includes: the SD Emergency Medical Services Program (which provides regulatory oversight for the EMS System) and the SD Office of Data, Statistics and Vital Records/State Registrar which maintains mortality data. Currently, emergency department data and hospital discharge data are two of the key components that are either non-existent or unavailable. These key components would provide a wealth of patient level data that includes: mechanisms of injuries, ICD-9 E-codes, diagnosis codes ICD-9 codes, procedure codes, payment source, and billed charges.

The SD Emergency Medical Services Program has regulatory authority over the 124 ground ambulance services and 5 air ambulance services pre-hospital providers throughout the state. There are over 3600 EMS personnel in the state that respond to over 50,000 patient transports. All Emergency Medical Technicians (EMT), EMT Intermediate (EMT-I)85's, AEMT's (Advanced EMT), Intermediate 99's and Paramedics are required to complete the National Certification process through National Registry of Emergency Medical Technicians (NREMT) for initial certification. After the initial certification individuals can elect to maintain state certification without maintaining national certification.

The EMS Program has an e-PCR (Electronic-Patient Care Report) format and requires all EMS providers to submit the required pre-hospital data elements electronically to the state data repository on a quarterly basis. The Med-Media/ EMSTat-5 Data collection software application is the current state EMS data reporting platform.

There are three American College of Surgeons verified trauma centers in South Dakota: 2 Level II—Queen of Peace, Spearfish Regional and 3 Level III—Avera McKennan, Sanford Health, Rapid City Regional. A statewide Trauma Registry System was initiated at one time but has become dormant. The trauma centers enter data into a database; the information can be accessed and used locally.

Information related to the collection of hospital discharge (in-patient) data and emergency department data were not available or accessible during the 2006 Assessment.

South Dakota state law mandates that all mortality data be filed with the Office of Data, Statistics and Vital Records/State Registrar. All hospitals, health care professionals, funeral directors, coroners, medical examiners, Registers of Deeds, and cemetery sextons who are required to report information to the South Dakota Department of Health use the Electronic Vital Records and Screening System (EVRSS). This system is a comprehensive web-accessible data system developed to allow the electronic collection of birth, death, marriage, and divorce records as well as newborn metabolic and hearing screening data and immunizations administered at birth. In addition to the collection of data, this system handles the business functions of the State Vital Records office and local registrars including issuance of certified copies, accounting, document tracking, modifications, and preservation of records.

The death certificate data provide information on the number of deaths of South Dakota residents, demographic characteristics of the decedents, and the conditions leading to mortality, including deaths that may have occurred outside of the State of South Dakota.

Mortality data include the demographic data of the individual, occupation, gender, age, date of birth, age at death, place of death, manner of death, state of residence, and cause of death (identified by ICD-10, International Classification of Disease codes). The ICD-10 system is used to code and classify mortality (the number of deaths) data from death certificates.

A recent assessment notes that is no Injury Prevention and Surveillance office or program. An Injury Prevention and Surveillance program at a state level agency would provide cohesiveness to the analysis of the multiple data files and expertise in injury prevention activities.

Performance measures relevant to Injury Surveillance and status:

- Timeliness - Ideally, the medical data on an injury should be available within an Injury Surveillance System (ISS) in the same time frame as data about the crash is available elsewhere within the traffic records system. However, the medical record on the individual may be incomplete initially because local protocols dictate that the medical record is only placed in the ISS when the patient leaves the health care system (e.g., discharged). Every effort should be made to integrate the ISS record with the crash data as soon as the medical records become available.

    - Status of Injury Surveillance timeliness:

        - EMS providers are required to submit all pre-hospital patient care reports to the EMS Program state data repository on a quarterly basis. This data excludes patient's demographic and personal information. During the 2006 Assessment, it was reported that 126 of the 129 EMS providers are compliant with the reporting requirements. There are no penalties levied against EMS providers that are not compliant with the reporting requirements.

        - The Trauma Centers in the state input trauma data into a database system that can be accessed and used locally. Tracking trauma patient care data is an essential criterion for trauma designation. This data is starting to be evaluated with the State Trauma Registry.

        - South Dakota state law mandates that all death data be filed with the Office of Data, Statistics and Vital Records/State Registrar within 10 days of a death. All hospitals, health care professionals, funeral directors, coroners, medical examiners, Registers of Deeds, and cemetery sextons who are required to report information to the South Dakota Department of Health use the Electronic Vital Records and Screening System (EVRSS). All Funeral Directors, Coroners, and the Medical Examiner are compliant with reporting requirements. Information was not available at the time of the 2006 assessment related to the timeliness of data submission.

        - Information related to the collection of hospital discharge (in-patient) data was not available or accessible during this assessment.

        - Information related to the collection of Emergency Department data was not available or accessible during this assessment.

- Consistency and Accuracy – The reporting of EMS run data, hospital ED and admission data, trauma registry data, and long term health care data should be consistent with statewide formats which should follow national

standards such as ICD-9-CM, as published by the Centers for Disease Control (CDC), the use of Injury Severity Scale standards, etc.

Regarding accuracy, the state should provide local health care providers with training and support in the accurate coding of injuries and should foster the proper use of the resulting ISS data through education of data users in proper interpretation of these data.

- Status of Injury Surveillance consistency and accuracy:

  - All EMS providers are required to collect and submit pre-hospital data elements electronically to the state data repository using the Med-Media/ EMStat-5 Data software application which is the state's EMS data reporting platform. A Med-Media/ EMStat-5 Data manual is available upon request and an EMS Program data dictionary is available on the state EMS website. Data quality feedback is not routinely provided to the EMS providers.

  - The Trauma Registry System was active at one time but has become dormant. Hospitals that currently input trauma data into local databases are: Avera Queen of Peace Hospital, Rapid City Regional Hospital, and Sioux Valley Hospital. Hospitals generate their own reports to be used locally. The data variables for the trauma database include ICD-9 E-Codes (Mechanism of Injury Codes), Abbreviated Injury Severity (AIS) Codes, and Injury Severity Score (ISS). All Level II and Level III facilities report to NTRACS. Of the Level IV's Avera St. Luke's and Avera Sacred Heart report to NTRADS as well. All others report directly to the State Trauma Registry.

  - The Department of Health, Office of Data, Statistics and Vital Records/State Registrar, is the state mortality data repository. Records include the demographic data of deceased individuals: name, gender, age, date of birth, age at death, place of death, manner of death, state of residence, occupation, and cause of death (identified by ICD-10, International Classification of Disease codes). The ICD-10 system is used to code and classify mortality (the number of deaths) data on death certificates.

  - Information related to the collection of hospital discharge (in-patient) data was not available or accessible during this assessment.

  - Information related to the collection of Emergency Department data was not available or accessible during this assessment.

- Completeness - Although a trauma registry based ISS can provide a valuable source of ISS information, it cannot provide a complete picture

of the injuries within a community or state. Where possible, the ISS should represent a consensus of all injuries that occur within the community. The ISS should, where feasible, be maintained at a state level but, at a minimum, should be maintained at the local level.

- Status of Injury Surveillance completeness:

  - There is a process to track EMS run data; during the 2011 Assessment, it was reported that 126 of the 129 EMS providers are compliant with the reporting requirement but it was reported that there are approximately 50 percent of the EMS data fields left incomplete. There are no penalties or punitive actions levied against the EMS providers not compliant with the data reporting requirements.

  - Mortality data is being submitted to the state's Vital Records data repository. Information related to the completeness of the data was not available at the time of the 2011 Assessment.

  - Information regarding hospital discharge data was not available or accessible during this assessment.

  - Information related to the collection of Emergency Department data was not available or accessible during this assessment.

- Accessibility - protected patient care data must be released in compliance with state and national patient privacy and protection regulations. Patient identifiable data are removed from data released in statistical reports.

  - Status of Injury Surveillance accessibility:

    - EMS data is being collected.
    - At the time of the 2011 Assessment, accessibility of trauma, hospital discharge, and emergency department data could not be determined.
    - Mortality data is available to the public for a fee.

- Data Integration – As linkages between these data systems form a "Traffic Records System", the system will provide comprehensive data files that can be used to drive policy and assist the state legislators with development of traffic safety and injury prevention initiatives with the guidance of a Traffic Records Coordinating Committee. The state EMS office does provide crash report numbers in triplicate: one number remains with the EMS agency, one with law enforcement, and third should be sent to the hospital. This system is fragmented and needs revamping or accuracy.

  - Status: At one time, South Dakota had a Crash Outcome Data Evaluation Systems (CODES) Project that became dormant and did not

succeed. The state must develop and implement an Injury Surveillance System with long-term commitment and support.

2011 Traffic Records Assessment strategies to implement:

- **Assist the OEMS efforts to bring 100 percent of agencies online with Intermedix software. If the agency decides to pursue NEMSIS Gold compliance, support the transition.**

  Action: Not a major recommendation and no action planned at this point due to staffing and time issues.

- **Test a linkage between hospital records and charge data.**

  Action: Not a major recommendation and no action planned at this point due to staffing and time issues.

- **Support efforts within the ORH-Trauma Program to fully implement the Statewide Trauma Registry. Work closely with DOH staff to maintain and analyze the data.**

  Action: Not a major recommendation and no action planned at this point due to staffing and time issues.

- **Include executives from the DOH on the TRCC Executive group. Also include researchers from the public health community on the TRCC working level group.**

  Action: Not a major recommendation and no action planned at this point dur to staffing and time issues.

- **Support and assist efforts to make EMS and mortality data available to the public through the development of online query systems.**

  Action: Under consideration due to cost and budget factors.

  Performance Measure: I-X-1

- **Conduct a feasibility study for linking medical records with other components of the traffic records system. Create a TRCC subcommittee to determine which variables in each file (crash, EMS, hospital, trauma registry, driver records, etc.) would be valuable for research and which would be used for linkage. Assign research analyst duties to an existing or future position within the public health committee to support the traffic record system. Determine research and linkage needs and possibilities as well as available**

resources, understanding that many agencies may have to contribute and share this position.

Action: Under consideration due to cost and budget factors.

Performance Measure: I-I-1

Citations and Adjudication	Overview

The Uniform Traffic Ticket is used by all law enforcement officers to document traffic violations of state statutes and municipal ordinances. Oversight for the citation's design and content is the responsibility of the Attorney General.

Information available from the arrest and conviction activity of the state includes details on each citation, from the time of distribution to an enforcement jurisdiction, through its issuance to an offender, and its disposition by a court. Information should be available to identify the type of violation, location, date and time, the enforcement agency, court of jurisdiction, and final disposition. Similar information for warnings and other motor vehicle incidents that would reflect enforcement activity are also useful for highway safety purposes.

This information is useful in determining level of enforcement activity in the state, accounting and control of citation forms, and monitoring of court activity regarding the disposition of traffic cases.

In South Dakota, an integrated centralized repository for citations, pending actions, or dispositions is available to the Office of Highway Safety; this information is valuable for evaluating and determining the effectiveness of statewide and local countermeasures however, accountability up to the point of issuance to an officer is not included. One exception is the South Dakota Highway Patrol (SDHP) and select local law enforcement agencies which do establish internal controls and procedures to account for citations from the time they are distributed to officers until they are issued to violators.

The State Courts Administrator's Office (SCAO) provides administrative oversight for all courts within South Dakota. Violations of South Dakota's Traffic Code including Municipal Ordinances are adjudicated within Magistrate Courts. There are a total of 66 Magistrate Courts.

Traffic citations issued by law enforcement officers are submitted to the Clerk of the Court. Data from the citation are entered into the Criminal Justice Information System (CJIS) which is a case management application for following cases from the point of filing through prosecution to disposition. All of the courts are using CJIS which contains information about all open and closed cases from all of the courts.

A number of the larger police departments and sheriffs' offices in collaboration with clerks of courts have developed electronic procedures for processing traffic violations from form initiation to issuance to adjudication. A majority of agencies and courts use a New World application module includes a process for capturing citation information electronically in the field and transferring the data electronically to an agency's Records Management System (RMS).
Larger agencies, such as the Sioux Falls and the Rapid City Police Departments, are uploading citation information electronically from their New World applications into

CJIS for disposition by the court and placement on the driver history file. If an agency does not have the infrastructure to provide electronic disposition of tickets, a paper version of the citation is available. Citation and disposition information is delivered to the Clerk of Court for entry in the JIS and then sending the final dispositions electronically to the Drivers Licensing Program (DLP).

South Dakota Law (Article §23A-27-14) provides the court with procedures for giving defendants the opportunity to prevent a conviction from being posted to their "official" driving records. The statute states that there may be a dismissal of the charge upon the completion of the courts' sanctions. Upon completion of all sanctions imposed pursuant to § 23A-27-13, the court services officer assigned to the case shall bring the matter to the attention of the court and the defendant shall be released by the court. A formal entry of such release shall be entered by the clerk of court. Dismissal under this section shall be without court adjudication of guilt and shall not be deemed a conviction for purposes of disqualifications or disabilities imposed by law upon conviction of a crime. This situation may occur only once with respect to a person. There is also a provision in the statute that provides and allows the court to use its discretion to seal a defendant's record upon the successful completion of all court sanctions.

Performance measures relevant to Citations and Adjudication and status:

- Timeliness - information from an issued citation should be recorded on a statewide citation file as soon as the citation is filed in the court of jurisdiction. Information regarding the disposition of a citation should be entered on the citation file, as well as on the driver history record, immediately after adjudication by the courts.
    - Status: All of the courts in South Dakota are using the Criminal Justice Information System (CJIS) application for managing court cases. This has resulted in traffic cases being adjudicated more efficiently to include the reporting of convictions/dispositions to the Driver Licensing Program (DLP). Currently, all of the courts are submitting convictions electronically to DLP.
- Consistency - All jurisdictions should use a uniform traffic citation form, and the information should be uniformly reported throughout all enforcement jurisdictions.
    - Status: The Uniform Traffic Ticket is used by all law enforcement officers in South Dakota to document traffic violations of state statutes and municipal ordinances. It contains data elements to identify the type of violation, location, date and time, the enforcement agency, court of jurisdiction, and final disposition.
- Completeness - all citations issued should be recorded in a statewide citation file with all variables on the form completed including the violation type; the issuing enforcement agency; violation location; a cross reference to a crash

report, if applicable; and BAC, where applicable, etc. All dispositions from all courts should be forwarded for entry on the driver history record.

- Status: The CJIS enables access to complete information about citations and their adjudication.

  It is possible for law enforcement, prosecutors, and court personnel to have complete information about a defendant's history regarding any other prior actions or cases that may be pending in another court's jurisdiction.

- Accuracy - The state should employ quality control methods to ensure accurate and reliable information is reported on the citation form and updated on the citation and driver history files.

  - Status: All of the courts are using the CJIS application that contains quality control procedures and edits to identify errors made by law enforcement officers and data entry personnel.

    There is an electronic citation application in use in South Dakota. The Rapid City Police Department, the Sioux Falls Police Department, and the clerks of court in those jurisdictions have collaborated on a project using New World that collects citation data in the field. New World then transfers the data electronically to its Records Management System (RMS), submits the citation electronically to CJIS (court), and sends the convictions electronically to the DLP.

- Accessibility - The information should be readily and easily accessible to the principal users, particularly driver licensing personnel, law enforcement, court administrative agencies, and court officials.

  - Status: Information about statewide violations and convictions is accessible from the CJIS database. The State Court Administrator's Office (SCAO) does make information from CJIS available upon request.

    The SCAO publishes an Annual Report that includes information about all "original" violations that were cited by law enforcement and their dispositions, including those that were reduced or changed. This report is made available on the Internet.

- Data Integration - Citation information should be capable of linkage with other information sources, such as the crash and driver history data, and use common identifiers (e.g., crash report number, driver license number) where possible and permitted by law.
  - Status: There are common identifiers such as the driver license number and violation location on the citation that could be used to link with other data sources.

2011 Traffic Records Assessment strategies to implement:

- **Develop, through the TRCC, Quality Control metrics for Citation/Adjudication data guided by NHTSA's *Model Performance Measures for State Traffic Records System* to more effectively monitor and evaluate enforcement activities in the State.**

  Action: Not a major recommendation and no action is planned due to lack of time and resources.

- **Evaluate the need for an audit capability for paper citations that can be replicated for electronic citations.**

  Action: Under discussion currently with TRCC members and Attorney General.

- **Identify issues with paper citations that affect the court clerks and prevents linkage to driver history. Continue to provide feedback to the agency on these issues to ensure better accuracy of paper citations.**

  Action: This is already being done in South Dakota.

  Performance Measure: C-A-1

- **Explore the feasibility for court charging documents, such as the citation, to be within the courts' purview as a charging document approved and maintained by the State Court Administrator's Office.**

  Action: This is in the process of implementation.

- **Support, through TRCC efforts, the development and deployment of Odyssey to ensure functionality will exist for electronic filing and that national data exchange models are used.**

  Action: The South Dakota Highway Patrol has moved into the "production" phase of this and the Office of Highway Safety will begin implementing electronic filing through the TraCS system (beta) with the City of Aberdeen in the summer of 2015. A 2014 rollout had been planned but ran into process issues that needed to be addressed.

  Performance Measure: C-I-1

- **Evaluate and recommend, through the TRCC, a course of action to implement an electronic citation application in order to process traffic enforcement data completely, accurately, and efficiently.**

  Action: This planning continues due to the widely different pieces of software being utilized by different law enforcement agencies across the state.

  Performance Measure: C/A-A-1

Other Recommendations from the 2011 Traffic Records Assessment

- **Establish a fulltime Traffic Records Coordinator position to be the champion for data collection, sharing and integrating for traffic safety related systems. That individual will also be able to dedicate the time needed to create and implement proper guidelines to successfully unify traffic safety related data at a State level.**

  Action: This is not feasible due to budget constraints.

- **Add representation to the TRCC to include local law enforcement officers in addition to representatives of their associations. Also add local traffic safety officials.**

  Action: This will be considered on the next revision.

- **Add representation from the tribal nations.**

  Action: This will be considered on the next revision.

- **Reconstitute a well-defined two-tier Traffic Records Coordinating Committee to include an Executive and Working level. Clearly state the vision and charter.**

  Action: This has been undertaken and put into place.

- **Schedule regular meetings to ensure the lines of communication remain open and momentum is not lost on projects and initiatives being performed around the State to improve traffic safety data.**

  Action: Due to the small staff size (2 full time positions) with the Office of Highway Safety, the director has reassumed the position of coordinator. However, the TRCC will be managed by a contract with Mountain Plains Evaluation, LLP, beginning in the FFY16. The TRCC process is an ongoing priority that competes with all other NHTSA priorities.

- **Develop data quality metrics and measures following the guidelines in NHTSA's *Model Performance Measures for State Traffic Records Systems*.**

  Action: This is a program "constant" and unsure why this is a recommendation.

- **Continue to evaluate systems within the traffic safety arena to ensure data needed by everyone is being captured and the data are accessible.**

  Action: This is a program "constant" and unsure why this is a recommendation.

- **Task data owners to provide presentations at TRCC meetings about the capabilities and uses of their systems. Also speak about the availability of such data to assure that no opportunity to use data is lost.**

  Action: This has been undertaken and will be integrated into meetings.

- **Perform a training needs assessment for traffic records system data improvement.**

  Action: This is not necessary in South Dakota and was not a major recommendation.

Active State Traffic Safety Information System Improvements Grants

Title: Electronic Reporting (TraCS/WebTRACS)
SD-P-02

System Impacted: Crash

Performance Area: Timeliness

Progress: Further implementation of TraCS and WebTRACS electronic crash reporting systems across the state has shortened the length of time it takes to get appropriate crash data on the driver license database.

Nbr of days from crash date to entry of data on driver license database:

Baseline	Current	Goal	Goal	Goal
May 1, 2013 to April 30, 2014	May 1, 2014 to April 30, 2015	May 1, 2012 to April 30, 2013	May 1, 2013 to April 30, 2014	May 1, 2014 to Apr 30, 2015
13.23 Mean Days	9.93 Mean Days	15 Mean Days	13 Mean Days	10 Mean Days

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	$228,725	$250,000	$300,000	$300,000
State				
Local				

NOTE: This project is the official demonstration that the State of South Dakota qualifies for on-going funding under the S405 data program. If there are any questions, please direct them to lee.axdahl@state.sd.us **for further clarification.**

Title: Driver License Database Accessibility
SD-P-07

System Impacted: Driver

Performance Area: Accessibility

Progress: Determine accessibility issues with users of the driver license database with regard to crash record, law enforcement and adjudication. The South Dakota system is a legacy system and needs to be updated from its technologically obsolete status.

The TRCC has approved spending funds to assist with a consultant's study and initial upgrade of these systems to ensure continued functionality during the development and planning phase.

A survey of users was undertaken to determine reaction and comment on ease of access by partner agencies.

Customer satisfaction percent with proposed changes:

Baseline	Current	Goal	Goal	Goal
FFY2014	FFY2015	FFY2013	FFY2014	FFY2015
100%	100%	90%	95%	100%

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	$0	$30,000	$250,000	$50,000
State				
Local				

Title: NEMSIS Compliance
SD-P-03

System Impacted: EMS/Injury Surveillance

Performance Area: Completeness

Progress: Implementation of NEMSIS has been a complex project involving state and local government agencies as well as private, for-profit, and not-for-profit emergency medical services.

Because the agencies who report to NEMSIS have reached an accuracy number of 98%, the South Dakota TRCC wishes to improve upon the number of total agencies reporting to the database.

Number of agencies submitting to NEMSIS:

Baseline	Current	Goal	Goal	Goal
FFY2014	FFY2015	FFY2013	FFY2014	FFY2015
119	121	119	120	122

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	$25,800	25,800	26,000	26,000
State				
Local				

Title: Highway Patrol CAD/RMS System
SD-P-08

System Impacted: Citation /Adjudication

Performance Area: Integration

Progress: The South Dakota Highway Patrol, like most law enforcement agencies in the state, had been writing citation and warning tickets by hand and submitting to the clerks of court.

Under its new CAD/RMS system, the patrol is moving to electronic citation and beginning to remit the citations electronically to the clerks of court across South Dakota.

The software has moved from beta testing and into production for all troopers.

Percentage of electronic citations issued linked to another (UJS) system:

Baseline	Current	Goal	Goal	Goal
May 1, 2013 to April 30, 2014	May 1, 2014 to April 30, 2015	May 1, 2012 to Apr 30, 2013	May 1, 2013 to Apr 30, 2014	May 1, 2014 to Apr 30, 2014
50.4%	98.4%	5%	50%	100%

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	$0	$30,000	$30,000	$30,000
State				
Local				

Exhibit 2-5

Demonstration of Progress Description

Axdahl, Lee

To: Walker, Vevette
Subject: Records Processed

From: Walker, Vevette
Sent: Tuesday, June 16, 2015 9:41 AM
To: Axdahl, Lee
Subject: Records Processed

05/01/2013 to 04/30/2014 - 15715
05/01/2014 to 04/30/2015 - 12544

For that Processed Records Report I gave you.

Vevette Walker
Program Assistant I
DPS-Highway Safety/Accident Records
Phone: (605) 773-5441 | FAX: (605) 773-6893
vevette.walker@state.sd.us

RECORDS PROCESSED BETWEEN 05/01/2013 thru 04/30/14

Accident	Date	LE Agency	Type	Registration	DL Auth	Source	Severity	Days from Accident to Registered	Days from Accident to DL Auth	Days in AR Processing
accidentnbr	AccDate	ReportingAgencyName	reportingagencydesc	RegDate	DLDate	Column1	Column2	Column3	Column4	Column5
1404921	2014/04/29	SD HIGHWAY PATROL	Highway patrol	2014/05/02	2014/05/02	TraCS	PDO	4	4	0
1405099	2014/04/29	SD HIGHWAY PATROL	Highway patrol	2014/05/07	2014/05/09	TraCS	PDO	7	9	2
1404920	2014/04/29	SD HIGHWAY PATROL	Highway patrol	2014/05/02	2014/05/02	TraCS	Injury	4	4	0
1405009	2014/04/29	SD HIGHWAY PATROL	Highway patrol	2014/05/02	2014/05/07	TraCS	PDO	4	7	3
1404912	2014/04/30	BEADLE COUNTY SHERIFF	Sheriff department	2014/05/01	2014/05/02	TraCS	PDO	2	3	1
1405829	2014/04/30	YANKTON	City Police	2014/05/29	2014/06/04	TraCS	PDO	22	26	4
1405354	2014/04/30	WALWORTH COUNTY	Sheriff department	2014/05/13	2014/06/23	SDARS	PDO	10	39	29
1405639	2014/04/30	LINCOLN COUNTY	Sheriff department	2014/05/22	2014/05/22	TraCS	PDO	17	17	0
1405078	2014/04/30	RAPID CITY	City Police	2014/05/06	2014/05/07	TraCS	Injury	5	6	1
1404917	2014/04/30	WATERTOWN PD	City Police	2014/05/01	2014/05/02	TraCS	PDO	2	3	1
1405288	2014/04/30	SIOUX FALLS PD	City Police	2014/05/12	2014/06/19	SDARS	PDO	9	37	28
1405289	2014/04/30	SIOUX FALLS	City Police	2014/05/12	2014/06/19	SDARS	Injury	9	37	28
1405032	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/06	2014/05/07	TraCS	Injury	5	6	1
1404891	2014/04/30	RAPID CITY PD	City Police	2014/05/01	2014/05/02	TraCS	Injury	2	3	1
1405351	2014/04/30	SIOUX FALLS PD	City Police	2014/05/13	2014/06/23	SDARS	Injury	10	39	29
1405290	2014/04/30	SIOUX FALLS PD	City Police	2014/05/12	2014/06/19	SDARS	PDO	9	37	28
1404892	2014/04/30	RAPID CITY PD	City Police	2014/05/01	2014/05/02	TraCS	PDO	2	3	1
1404895	2014/04/30	RAPID CITY PD	City Police	2014/05/01	2014/05/02	TraCS	Injury	2	3	1
1405061	2014/04/30	LAKE COUNTY SHERIFF	Sheriff department	2014/05/06	2014/05/07	TraCS	PDO	5	6	1
1405291	2014/04/30	SIOUX FALLS PD	City Police	2014/05/12	2014/06/19	SDARS	Injury	9	37	28
1405084	2014/04/30	YANKTON	City Police	2014/05/06	2014/05/07	TraCS	PDO	5	6	1
1405023	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/06	2014/05/07	TraCS	Injury	5	6	1
1404922	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/02	2014/05/02	TraCS	PDO	3	3	0
1405030	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/06	2014/05/07	TraCS	PDO	5	6	1
1405292	2014/04/30	SIOUX FALLS PD	City Police	2014/05/12	2014/06/19	SDARS	Injury	9	37	28
1405293	2014/04/30	SIOUX FALLS PD	City Police	2014/05/12	2014/06/19	SDARS	Injury	9	37	28
1405340	2014/04/30	VERMILLION	City Police	2014/05/13	2014/06/19	SDARS	PDO	10	37	27
1405352	2014/04/30	SIOUX FALLS PD	City Police	2014/05/13	2014/06/23	SDARS	PDO	10	39	29
1405033	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/06	2014/05/07	TraCS	PDO	5	6	1
1405060	2014/04/30	LAKE COUNTY SHERIFF	Sheriff department	2014/05/06	2014/05/07	TraCS	PDO	5	6	1
1405294	2014/04/30	SIOUX FALLS PD	City Police	2014/05/12	2014/06/19	SDARS	PDO	9	37	28
1404918	2014/04/30	SD HIGHWAY PATROL	Highway patrol	2014/05/02	2014/05/02	TraCS	PDO	3	3	0
1405353	2014/04/30	SIOUX FALLS PD	City Police	2014/05/13	2014/06/23	SDARS	PDO	10	39	29
								7.590582246	13.23888005	5.648297805

BASELINE

* 15,715 Records Processed
(see attached email doc)

RECORDS PROCESSED BETWEEN 05/01/2014 thru 04/30/15

Accident	Date	LE Agency	Type	Registration	DL Auth	Source	Severity	Days from Accident to Registered	Days from Accident to DL Auth	Days in AR Processing
accidentnbr	AccDate	ReportingAgencyName	reportingagencydesc	RegDate	DLDate	Column1	Column2	Column3	Column4	Column5
1504271	2015/04/29	DAVISON COUNTY	Sheriff department	2015/05/01	2015/05/05	TraCS	PDO	3	5	2
1505362	2015/04/29	LINCOLN COUNTY	Sheriff department	2015/05/27	2015/06/02	TraCS	PDO	21	25	4
1504674	2015/04/29	SD HIGHWAY PATROL	Highway patrol	2015/05/11	2015/05/11	TraCS	PDO	9	9	0
1504669	2015/04/30	SD HIGHWAY PATROL	Highway patrol	2015/05/11	2015/05/11	TraCS	PDO	8	8	0
1505087	2015/04/30	CUSTER COUNTY SHERIFF	Sheriff department	2015/05/19	2015/05/28	TraCS	PDO	14	21	7
1504330	2015/04/30	BRANDON	City Police	2015/05/04	2015/05/05	TraCS	PDO	3	4	1
1504651	2015/04/30	SD HIGHWAY PATROL	Highway patrol	2015/05/11	2015/05/11	TraCS	PDO	8	8	0
1505493	2015/04/30	SD HIGHWAY PATROL	Highway patrol	2015/05/29	2015/06/05	TraCS	PDO	22	27	5
1505370	2015/04/30	LINCOLN COUNTY	Sheriff department	2015/05/27	2015/06/02	TraCS	PDO	20	24	4
1504493	2015/04/30	WATERTOWN	City Police	2015/05/06	2015/05/07	TraCS	PDO	5	6	1
1505144	2015/04/30	SD HIGHWAY PATROL	Highway patrol	2015/05/20	2015/06/02	TraCS	PDO	15	24	9
1504282	2015/04/30	RAPID CITY	City Police	2015/05/01	2015/05/05	TraCS	PDO	2	4	2
1504270	2015/04/30	CORSON COUNTY	Sheriff department	2015/05/01	2015/05/05	TraCS	PDO	2	4	2
1504280	2015/04/30	MITCHELL	City Police	2015/05/01	2015/05/05	TraCS	PDO	2	4	2
1504600	2015/04/30	SD HIGHWAY PATROL	Highway patrol	2015/05/08	2015/05/08	TraCS	PDO	7	7	0
1504720	2015/04/30	SD HIGHWAY PATROL	Highway patrol	2015/05/12	2015/05/20	TraCS	PDO	9	15	6
1504288	2015/04/30	RAPID CITY	City Police	2015/05/01	2015/05/05	TraCS	PDO	2	4	2
1504672	2015/04/30	SD HIGHWAY PATROL	Highway patrol	2015/05/11	2015/05/11	TraCS	PDO	8	8	0
1504333	2015/04/30	MITCHELL	City Police	2015/05/04	2015/05/05	TraCS	Injury	3	4	1
1504289	2015/04/30	RAPID CITY	City Police	2015/05/01	2015/05/05	TraCS	Injury	2	4	2
1504478	2015/04/30	BROOKINGS	City Police	2015/05/06	2015/05/07	TraCS	PDO	5	6	1
1504281	2015/04/30	MITCHELL	City Police	2015/05/01	2015/05/05	TraCS	PDO	2	4	2
1504422	2015/04/30	RAPID CITY	City Police	2015/05/05	2015/05/07	TraCS	PDO	4	6	2
1505438	2015/04/30	RAPID CITY	City Police	2015/05/28	2015/06/05	TraCS	PDO	21	27	6
1505475	2015/04/30	UNION COUNTY	Sheriff department	2015/05/28	2015/06/05	TraCS	PDO	21	27	6
1504488	2015/04/30	PENNINGTON COUNTY	Sheriff department	2015/05/06	2015/05/07	TraCS	PDO	5	6	1
1504652	2015/04/30	SD HIGHWAY PATROL	Highway patrol	2015/05/11	2015/05/11	TraCS	PDO	8	8	0
1504653	2015/04/30	SD HIGHWAY PATROL	Highway patrol	2015/05/11	2015/05/11	TraCS	PDO	8	8	0
1504353	2015/04/30	SISSETON	City Police	2015/05/04	2015/05/05	TraCS	PDO	3	4	1
1504415	2015/04/30	FAULK COUNTY	Sheriff department	2015/05/05	2015/05/07	TraCS	PDO	4	6	2
1504565	2015/04/30	Stanley	Sheriff department	2015/05/07	2015/05/08	TraCS	PDO	6	7	1
1505492	2015/04/30	SD HIGHWAY PATROL	Highway patrol	2015/05/29	2015/06/05	TraCS	PDO	22	27	5
1504610	2015/04/30	MEADE COUNTY	Sheriff department	2015/05/08	2015/05/08	TraCS	PDO	7	7	0
								6.471938776	**9.93096301**	**3.459024235**

CURRENT

* 12,544 Records Processed
(see attached email doc)

South Dakota Highway Patrol

*Citation Total

Printed on June 18, 2015

[Citation->Issued Date/Time] is between '2014-05-01 00:00' and '2015-04-30 23:59' and

[Citation->Officer->District->District] is in this list 'E'1', E'2', E'3', E'4', E'9'' and [Citation->Citation Number] contains 'a'

Statute/Offense		Totals
10-47B-187 - Fuel Permit Violation	189	189
22-11-15.6 - Threaten Law Enforcement Officer or Family	3	3
22-11-2 - Obstructing Officer in Charge of Personal Property (M1)	2	2
22-11-4 - Resisting Arrest (M1)	17	17
22-11-6 - Obstructing Officer, Jailer, Firefighter (M1)	39	39
22-11-9 - False Report	8	8
22-11A-2 - Escape by prisoner - 1st Degree (F4)	1	1
22-14-12 - Commit or Attempt to Commit Felony with Firearm	25	25
22-14-15 - Possession of Firearm by Former Violent Offender	1	1
22-14-7 - Weapons-Possession of Loaded Firearm While Intoxicated	29	29
22-14-9 - Carry Concealed Weapon on Person Without License	25	25
22-16-41 - Vehicular Homicide	4	4
22-18-1.05 - Aggravated Assault - Against Law Enforcement Officer/Corrections/Parole/Probation	2	2
22-18-1.05 - Simple Assault - Against Law Enforcement Officer/Corrections/Parole/Probation	7	7
22-18-1.1 - Aggravated Assault	5	5
22-18-1.1 - Aggravated Assault Domestic	2	2
22-18-1 - Simple Assault Domestic (M1)	3	3
22-18-26.1 - Assault by Other to Cause Contact with Bodily Fluids or Human Waste	2	2
22-18-35 - Disorderly Conduct	1	1
22-18-35 - Disorderly Conduct (M2)	13	13
22-18-36 - Vehicular Battery	16	16
22-19A-16 - Violation of Stalking Protection Order (F6)	1	1
22-24-1.1 - Public Indecency (M2)	1	1
22-24-1.2 - Indecent Exposure (M1)	1	1
22-24B-12 - Fail to Register New Address (F6)	1	1
22-24B-23 - Reg. Sex Off. Restriction on Resid. in Comm. Safe Zone - 1st offense (F6)	1	1
22-30A-12 - Unauthorized Use of a Motor Vehicle (M1)	2	2
22-30A-17.3 - Theft from Motor Vehicle $0 - $400	1	1
22-30A-17.3 - Theft / OPWP $0 - $400 (M2)	2	2

Statute/Offense		Totals
22-30A-17.3 - Theft - Petty Theft All Others Less Than $400	4	4
22-30A-17 - Grand Theft All Others Over $1000	10	10
22-30A-17 - Grand Theft - Firearm	2	2
22-30A-17 - Theft of a Motor Vehicle Over $1000	1	1
22-30A-3 - Theft by Deception over $1000	3	3
22-30A-7 - Possession of Stolen Property $100 - $500	5	5
22-30A-7 - Possession of Stolen Property Over $500	8	8
22-32-20 - Criminal Entry of a Motor Vehicle	1	1
22-3-3 - Aiding, Abetting or Advising (F)	2	2
22-34-1 - Intentional Damage to Property $400 or less - 3rd Degree Vandalism	1	1
22-34-27 - Throwing Substance at Vehicle or Road	2	2
22-35-5 - Enter or Remain in Building - Unlawful Occupancy (M1)	1	1
22-3-5 - Accessory to a Crime (F5)	1	1
22-39-36 - Forgery- Make, Complete, Alter, Pass Forged Instrument	4	4
22-39-38 - Possess Forged Instrument with Intent to Defraud	3	3
22-40-1 - Impersonation to Deceive Law Enforcement (M1)	71	71
22-40-8 - Identity Theft	8	8
22-42-15.1 - Poss/Sale/Dist of certain substance to become intoxicated (M1)	4	4
22-42-15 - Ingest, Inhale Substance to Become Intoxicated	234	234
22-42-2.4 - Conspiracy to Commit Violation of 22-42-2 Distribute or Manufacture (F4)	2	2
22-42-2 - Distribute/Manufacture of Controlled Drug	1	1
22-42-2 - Distribute/Manufacture of Controlled Substance Schedule I (F4)	64	64
22-42-2 - Distribute/Manufacture of Controlled Substance Schedule II (F4)	17	17
22-42-3 - Possess, Distribute, or Manufacture Schedule III Drugs	3	3
22-42-4 - Possess, Distribute, or Manufacture Schedule IV Drugs to a Minor	3	3
22-42-5.1 - Drugs-Unauthorized Ingestion of Controlled Drug/Substance Schedule I (F5)	11	11
22-42-5.1 - Drugs-Unauthorized Ingestion of Controlled Drug/Substance Schedule II (F5)	16	16
22-42-5.1 - Drugs-Unauthorized Ingestion of Controlled Drug/Substance Schedule III (F6)	1	1
22-42-5.1 - Drugs-Unauthorized Ingestion of Controlled Drug/Substance Schedule IV (F6)	1	1
22-42-5 - Possession Controlled Drug or Substance (F)	1	1
22-42-5 - Possession Controlled Drug/Substance Schedule I (F5)	240	240
22-42-5 - Possession Controlled Drug/Substance Schedule II (F5)	144	144
22-42-5 - Possession Controlled Drug/Substance Schedule III (F6)	24	24
22-42-5 - Possession Controlled Drug/Substance Schedule IV (F6)	38	38
22-42-6 - Possession of Marijuana 1-10 lbs (F4)	69	69

Statute/Offense		Totals
22-42-6 - Possession of Marijuana 1/2lb to less than 1lb (F5)	27	27
22-42-6 - Possession of Marijuana 2 oz or less (M1)	721	721
22-42-6 - Possession of Marijuana 2oz to less than 1/2 lb (F6)	45	45
22-42-6 - Possession of Marijuana More than 10 lbs (F3)	44	44
22-42-7 - Possession w/Intent to Dist Marijuana Any Amount to Minor (F4)	1	1
22-42-7 - Possession with Intent to Distribute 1/2 oz to 1oz (F6)	18	18
22-42-7 - Possession with Intent to Distribute 1 Lb or More Marijuana (F3)	109	109
22-42-7 - Possession with Intent to Distribute Marijuana 1/2 lb to 1 lb (F4)	16	16
22-42-7 - Possession with Intent to Distribute Marijuana 1oz but less than 1/2 lb (F5)	19	19
22-42-7 - Possession with Intent to Distribute Marijuana Less than 1/2 oz (M1)	4	4
22-42A-3 - Possession or Use Drug Paraphernalia	1110	1110
22-42A-3 - Possession or Use Drug Paraphernalia by Driver	880	880
23-24-15 - Fugitive From Justice	6	6
23A-27-21 - Probation Hold	2	2
24-11-47 - Unauthorized Articles in Jail Drugs (Marijuana)	6	6
25-10-13 - Violation of Protection Order (F6)	2	2
25-7-16 - Non Support of Minor Child (M)	3	3
26-10-1 - Abuse or Cruelty to a Minor Under Age 7 (F3) (Minor Injuries)	1	1
26-10-20 - Use or Purchase of Smokeless Tobacco by Minor (M)	3	3
26-8A-2 - Abused and Neglected Child (Neglected)	1	1
26-9-1 - Contributing to Delinquency or CHINS or A/N of Minor (M)	7	7
31-4-14.3 - Traveling Through Closed Road Signs on State Highway (M2)	2	2
31-6-15 - Driving Wrong Way on Interstate or Improper Turns	49	49
32-10-34 - IRP Poss. of Registration Documents Required	17	17
32-12-17.3 - Display or Possession of Altered or Fictitious ID Card (M1)	1	1
32-12-22 - Driving Without Valid License or Permit	2099	2099
32-12-26.1 - Fail to Obtain South Dakota Drivers License Within 90 Days	3	3
32-12-39 - Driver's License Not In Possession	49	49
32-12-52.4 - Possession of Alcohol in Motor Vehicle by Minor (M)	6	6
32-12-65 (2) - Driving Under Suspension (M2)	6	6
32-12-65 - Driving Under Cancelled Driver's License (M2)	20	20
32-12-65 - Driving Under Revocation (M1)	361	361
32-12-65 - Driving Under Suspension (M2)	1218	1218
32-12-67 - Possession of Revoked, Altered or Fictitious Driver's License (M1)	11	11
32-12-68 - Failure to Surrender Suspended, Revoked or Canceled License	11	11

Statute/Offense		Totals
32-12-70 - Display or Represent Others License as Your Own (M1)	1	1
32-12-72 - Allow Unauthorized Driver to Operate Vehicle	23	23
32-12-73 - Permitting Unauthorized Minor to Use Vehicle (M2)	1	1
32-12-74 - Violation of Restrictions on License	89	89
32-12A-44 - Operate Commercial Vehicle Between .04 to .08% (M2)	7	7
32-12A-6 - Possession of Commercial Driver's License Required	147	147
32-12A-8.1 - Driving While Subject to Out-Of-Service Order	3	3
32-12A-8 - Driving With Commercial License Canceled	13	13
32-12A-8 - Driving With Commercial License Revoked	3	3
32-12A-8 - Driving With Commercial License Suspended	39	39
32-15-10 - Horn Required	2	2
32-15-17 - Improper Muffler or Exhaust System	10	10
32-15-18 - Driving Improperly Loaded Vehicle (M2)	41	41
32-15-20 - Fail to Display Slow Moving Vehicle Emblem	3	3
32-15-22 - Misuse of Slow-Moving Vehicle Emblem	1	1
32-15-2.3 - Windshield - Cracked, Broken or Distorted Glass Prohibited	20	20
32-15-2.4 - Illegal Window Tint Front Side and Windshield 35%	24	24
32-15-2.5 - Illegal Window Tint Rear Side and Back 20%	11	11
32-15-2.9 - Sunscreening Devices on Windshield Prohibited	2	2
32-15-2 - Replacement With Material Other Than Safety Glass	1	1
32-15-5 - Obstructed Windshield or Windows	13	13
32-15-6 - Dangling Objects	5	5
32-15-8 - No Rearview Mirror on Vehicle	5	5
32-15-9 - Television Visable to Driver Prohibited	2	2
32-17-11 - Improper Lighting of License Plate	2	2
32-17-15 - Vehicles requiring identification lamps--Mounting and spacing of identification lamps--Visibility--Violation as petty offense	4	4
32-17-18 - Turn Signal Req/Visibility	7	7
32-17-1 - Motor Vehicles Required to Have Headlights	11	11
32-17-4 - Driving Without Headlights	10	10
32-17-7 - Fail to Dim Headlights	4	4
32-17-8.1 - Stop Lamps Required	37	37
32-17-8 - Rear Lamps Required-Height of Mounting	31	31
32-18-18 - Brakes on Towing Vehicle In Case Towed Vehicle Breaks Away	9	9
32-19-10 - Safety Chain Slack and Coupling	9	9
32-19-13 - Operate M/V with Cut or Worn Tires	12	12

Statute/Offense		Totals
32-19-3 - Studded Tires not Allowed 5/1 to 9/30	1	1
32-19-9 - Improperly Secured Trailer; No Safety Chains	70	70
32-20-13 - ATV Licensed as Motorcycle Prhibited on Interstate	1	1
32-20-2 - No Motorcycle Endorsement (M2)	65	65
32-20-3 - Handlebar Height Requirements (PO)	20	20
32-20-4.1 - No Eye Protection on a Motorcycle	14	14
32-20-4 - Minor Riding on Motorcycle Without Helmet (Under 18 Years Old)	4	4
32-20-6.1 - Operating Motorcycle With More Than 2 Passengers	1	1
32-20-6.2 - Position of Motorcyclist (M2)	3	3
32-20-6.3 - Carrying Package on Motorcycle (M2)	2	2
32-20-9.2 - Improper Passing by Motorcycle (M2)	1	1
32-21-27 - Operating Unsafe Motor Vehicle	27	27
32-22-12.1 - Certain Combinations Exempt	1	1
32-22-14 - Maximum Height of Vehicles--Farm and Fire Vehicles Excepted--Trailers Carrying Baled Hay	5	5
32-22-16.3 - Overweight Agricultural Vehicles	26	26
32-22-16 - Overweight Vehicles	1966	1966
32-22-21 - Maximum Weight Per Tire--Spacing of Axles--Violation as misdemeanor	33	33
32-22-24 - Reduced Load Maximums February 15 - April 13--Extension of Period--Changing Restrictions--Overweight Permits	31	31
32-22-25 - Overweight Vehicle on Specified Road Weight Limits	7	7
32-22-2 - Movement of Load or Wide Farm Machinery During Darkness (M2)	12	12
32-22-3 - Maximum Width of Vehicle and Load--Violation as Misdemeanor--Farm Machinery and Recreation Vehicle Exceptions	21	21
32-22-41 - Oversize Permits--Duration	1	1
32-22-42.10 - Solid Waste Hauling Vehicle Weight Restrictions	3	3
32-22-42.2 - Overweight Harvest Vehicle	6	6
32-22-52 - Operate Overweight or Oversize Vehicle or Allow Operation	285	285
32-22-57.1 - Vehicle Equipped with Variable Load Axle to be Equipped with Pressure Control Device	5	5
32-22-57 - Lift Axle Control Requirements--Permits	5	5
32-22-6 - Failure to Flag or Light Extended Load (M2)	4	4
32-22-8.1 - Length Limitations on Trailers, Semitrailers and Auto/Boat Transporters	3	3
32-23-1 - DUI 1st Offense (M1)	1469	1469
32-23-1 - DUI 2nd Offense (M1)	440	440
32-23-1 - DUI 3rd Offense (F)	141	141
32-23-1 - DUI 4th Offense or More (F)	50	50
32-23-21 - Zero Tolerance DUI / Consume Alcohol or any Drug Under 21 (M)	131	131
32-24-1 - Reckless Driving (M1)	79	79

Statute/Offense		Totals
32-24-8 - Careless Driving (M2)	523	523
32-24-9 - Exhibition Driving (M2)	89	89
32-25-1.1 - Speeding on State Highway (01-05 MPH Over Limit)	819	819
32-25-1.1 - Speeding on State Highway (06-10 MPH Over Limit)	3857	3857
32-25-1.1 - Speeding on State Highway (11-15 MPH Over Limit)	1958	1958
32-25-1.1 - Speeding on State Highway (16-20 MPH Over Limit)	826	826
32-25-1.1 - Speeding on State Highway (21-25 MPH Over Limit)	293	293
32-25-1.1 - Speeding on State Highway (26+ Over Limit)	218	218
32-25-14 - Speeding in a School Zone	1	1
32-25-15 - Maximum Speed at Obstructed View Intersection	4	4
32-25-19.1 - Speeding/Construction Zone (01-05 MPH Over Limit)	12	12
32-25-19.1 - Speeding/Construction Zone (06-10 MPH Over Limit)	51	51
32-25-19.1 - Speeding/Construction Zone (11-15 MPH Over Limit)	37	37
32-25-19.1 - Speeding/Construction Zone (16-20 MPH Over Limit)	14	14
32-25-19.1 - Speeding/Construction Zone (21-25 MPH Over Limit)	6	6
32-25-23 - Drag Racing on Highway (M2)	19	19
32-25-3 - Overdriving Road Conditions	127	127
32-25-4 - Maximum Speeds on Interstate Highways	2	2
32-25-4 - Speeding on Interstate (01-05 MPH Over Limit)	1088	1088
32-25-4 - Speeding on Interstate (06-10 MPH Over Limit)	2571	2571
32-25-4 - Speeding on Interstate (11-15 MPH Over Limit)	1066	1066
32-25-4 - Speeding on Interstate (16-20 MPH Over Limit)	441	441
32-25-4 - Speeding on Interstate (21-25 MPH Over Limit)	176	176
32-25-4 - Speeding on Interstate (26+ MPH Over Limit)	114	114
32-25-5 - Minimum Speed on Interstate - 40 MPH	8	8
32-25-7.1 - Speeding on Divided Highway (01-05 MPH)	153	153
32-25-7.1 - Speeding on Divided Highway (06-10 MPH)	360	360
32-25-7.1 - Speeding on Divided Highway (11-15 MPH)	145	145
32-25-7.1 - Speeding on Divided Highway (16-20 MPH)	66	66
32-25-7.1 - Speeding on Divided Highway (21-25 MPH)	24	24
32-25-7.1 - Speeding on Divided Highway (26 MPH and Up)	34	34
32-25-7 - Speeding Other Roadways (01-05 MPH Over Limit)	776	776
32-25-7 - Speeding Other Roadways (06-10 MPH Over Limit)	4474	4474
32-25-7 - Speeding Other Roadways (11-15 MPH Over Limit)	1618	1618
32-25-7 - Speeding Other Roadways (16-20 MPH Over Limit)	630	630

Statute/Offense		Totals
32-25-7 - Speeding Other Roadways (21-25 MPH Over Limit)	275	275
32-25-7 - Speeding Other Roadways (26+ Over Limit)	191	191
32-26-10 - Unlawfully Entering/Leaving Controlled Access Highway (M2)	4	4
32-26-11 - Disobeying Signs Prohibiting Certain Traffic on Controlled Access Highways	2	2
32-26-13 - Fail to Yield Right Of Way At Intersection (M2)	18	18
32-26-14 - Failure to Yield Right of Way From Alley, Building or Private Road	8	8
32-26-15 - Failure to Yield Right of Way to Emergency Vehicle	6	6
32-26-17 - Improper Right Turn (M2)	13	13
32-26-18.1 - Turn From Wrong Lane Prohibited-Turn Signals Required (M2)	6	6
32-26-18 - Improper Left Turn (M2)	28	28
32-26-19 - Failure to Yield	47	47
32-26-1 - Driving on Wrong Side of Road (M2)	99	99
32-26-20 - Failure to Turn Properly	1	1
32-26-22 - Visible Audible Signals to Warn of Movement	10	10
32-26-25 - Illegal U-Turn (M2)	31	31
32-26-26 - Improper Overtaking	16	16
32-26-27 - Unsafe Lane Changing (Pass on Right) (M2)	6	6
32-26-34 - Passing When Vision is Obscured	5	5
32-26-36 - Passing At Intersection, Railroad, Bridge or Tunnel (M2)	6	6
32-26-37 - Passing in No Passing Zone (M2)	64	64
32-26-40 - Following too Closely (M2)	170	170
32-26-43 - More Than Maximum Number of Passengers in Front (M2)	1	1
32-26-47 - Texting or Certain Uses of Handheld Devices Prohibited While Driving	24	24
32-26-6 - Improper Lane Change (M2)	226	226
32-26-8 - Obey Designation of Lane for Slow-Moving Traffic	2	2
32-26-9 - Crossing a Physical Barrier or Median (M2)	65	65
32-27-2 - Fail to Yield to Pedestrian at Controlled Intersection (Vehicle)	2	2
32-28-10 - Failure to Obey Traffic Signal (M2)	105	105
32-28-4 - Failure To Stop At Red Light - Prohibited Right Turn on Red	11	11
32-28-7 - Failure to Stop For Flashing Red Signal	21	21
32-28-8 - Meaning of Flashing Yellow Signal	1	1
32-29-11 - Mandatory Brake Check	1	1
32-29-2.1 - Stop Sign Violation	463	463
32-29-2.2 - Stop From Alley, Bldg or Private Rd Before Enter Roadway	4	4
32-29-3 - Failure to Obey Yield Sign	26	26

Statute/Offense		Totals
32-30-1 - Stopping, Parking on Roadway, Blocking Traffic	16	16
32-30-20 - Unsafe Backing (M2)	20	20
32-30-21 - Backing on Controlled-Access Highway Prohibited	2	2
32-30-2.1 - Parking/Stopping on Two-Way Road	1	1
32-30-2.4 - Parking In A No Parking Zone	2	2
32-30-2.5 - Opening Door on Traffic Side of Vehicle	1	1
32-3-12 - Operation or Possession of Vehicle Without Certificate	1	1
32-31-6.1 - Failure to Stop/Move Over Violation/Yield to Emergency Vehicle	222	222
32-31-6 - Failure to Stop Upon Approach of Emergency Vehicle	15	15
32-32-6 - Unlawfully Passing School Bus With Flashing Lights	2	2
32-33-17 - Failure to Stop at State Weighing Station	386	386
32-33-18.1 - Eluding Law Enforcement	30	30
32-33-18.2 - Eluding Law Enforcement-Aggravated	25	25
32-33-18 - Failure to Stop at Signal of Law Enforcement Officer (M2)	7	7
32-34-4 - Hit and Run-Leave Scene of Accident With Unattended Vehicle	7	7
32-34-5 - Hit And Run-Injury Accident (F)	6	6
32-34-6 - Leaving Accident Scene - Failure to Provide Information	28	28
32-34-7 - Failure to Report Accident Immediately	101	101
32-35-113 - No Proof of Insurance	1943	1943
32-37-1.1 - Seatbelts-Operator Responsible for Belts on Ages 5-18	500	500
32-37-1.2 - Seatbelts- Drivers Ages 14-18 Required	119	119
32-37-1.3 - Seatbelts-Passengers Ages 14-18 Required	67	67
32-37-1 - Seatbelts-No Child Restraint Seat Under Age 5	367	367
32-3-7 - Failure to Deliver Title of Motor Vehicle (M2)	1	1
32-38-1 - Seatbelts-Fail to Use Seatbelts	5072	5072
32-4-16 - Fraud - Giving False Information of Titling Motor Vehicle	4	4
32-4-5 - Possession of Stolen Vehicle	4	4
32-5-101 - Driving while Registration Suspended or Revoked	4	4
32-5-103.1 - Alteration or Forgery of Registration Card	1	1
32-5-103 - Substitution/Alteration of License Plates	84	84
32-5-2.4 - Expired License Plates	931	931
32-5-27 - Transfer of Title 30 Days (M2)	15	15
32-5-2 - Failure to Register Vehicle (M2)	22	22
32-5-6.3 - Schedule of Fees for Non-Commercial Vehicles	3	3
32-5-8.2 - Trailers or semitrailers with identification plates may only be pulled by certain motor vehicles--Violation as misdemeanor	7	7

Statute/Offense		Totals
32-5-91 - Vehicle Registration Not in Possession	132	132
32-5-98 - Conspicuous Display Plates or Number	132	132
32-6B-25 - Unauthorized Use of Dealer Sticker Demo Plates or In-Transit Permits	4	4
32-9-14 - Overweight on Commercial Vehicle	37	37
32-9-16 - Time for Payment of Commercial Motor Fee	9	9
32-9-23.1 - Alternate commercial fee by intrastate carriers--Amount of fees--Proof of registration or temporary permit--Certificate required for commercial use of certain noncommercial vehicles	30	30
32-9-23.3 - Permit Not Secured Prior to Movement-Ton Mile Permit	160	160
32-9-7 - No Commercial Plates	143	143
32-9-8.1 - Identification Plates Required Semi-Trailer	16	16
34-20A-55 - Protective Custody - Intoxication (M)	2	2
34-35-8 - Throw Match or Burning Object From Vehicle (M2)	57	57
34-46-2 - Selling Tobacco to Minor, or Minor Purchasing or Possessing Tobacco	2	2
34-46-5 - UNDERAGE TOBACCO	23	23
34A-7-6 - Littering (M2)	6	6
34A-7-7 - Littering From Motor Vehicle or Into Lake or River (M2)	11	11
35-1-5.3 - Public Consumption of Alcoholic Beverage (M)	1	1
35-1-9.1 - Open Container/Motor Vehicle (M2)	876	876
35-9-1.1 - Furnishing Alcoholic Beverages to Persons 18 - 20 yrs old (M2)	6	6
35-9-1 - Furnish Alcoholic Beverage to Person Under 18 (M1)	2	2
35-9-2 - Underage Purchase/Possession/Consumption of Alcoholic Beverages (M2)	487	487
41-6-76 - Fishing without License - Resident (M2)	1	1
49-28-62 - Violating Motor Carrier Statutes and Regulations	21	21
49-28-68 - Fail to Allow Inspection of Commercial Vehicle (M2)	2	2
49-28A-3 - Federal Regulations Pertaining To Motor Carriers	2100	2100
88-88-10 - INTERNAL USE ONLY -- WARRANT HIGH MISDEMEANOR	419	419
88-88-11 - INTERNAL USE ONLY -- FELONY WARRANT	124	124
88-88-12 - INTERNAL USE ONLY -- INS/ICE CONTACT	1	1
88-88-8 - INTERNAL USE ONLY -- NCIC HITS	35	35
88-88-9 - INTERNAL USE ONLY -- WARRANT LOW MISDEMEANOR	694	694
XX-XX-XX - VOID	178	178
	3	3
Totals	54105	54105

South Dakota Highway Patrol

*Citation Total

Printed on June 18, 2015

[Citation->Issued Date/Time] is between '2014-05-01 00:00' and '2015-04-30 23:59' and
[Citation->Officer->District->District] is in this list 'E'1', E'2', E'3', E'4', E'9" and [Citation->Citation Number] does not contain 'a'

Statute/Offense		Totals
10-47B-187 - Fuel Permit Violation	4	4
22-42-15 - Ingest, Inhale Substance to Become Intoxicated	3	3
22-42-5 - Possession Controlled Drug/Substance Schedule I (F5)	1	1
22-42-5 - Possession Controlled Drug/Substance Schedule II (F5)	2	2
22-42-6 - Possession of Marijuana 2 oz or less (M1)	12	12
22-42-6 - Possession of Marijuana 2oz to less than 1/2 lb (F6)	1	1
22-42-6 - Possession of Marijuana More than 10 lbs (F3)	1	1
22-42-7 - Possession with Intent to Distribute Marijuana 1oz but less than 1/2 lb (F5)	2	2
22-42A-3 - Possession or Use Drug Paraphernalia	12	12
22-42A-3 - Possession or Use Drug Paraphernalia by Driver	5	5
26-8A-2 - Abused and Neglected Child (Neglected)	1	1
26-9-1 - Contributing to Delinquency or CHINS or A/N of Minor (M)	1	1
31-8-15 - Driving Wrong Way on Interstate or Improper Turns	1	1
32-10-34 - IRP Poss. of Registration Documents Required	2	2
32-12-22 - Driving Without Valid License or Permit	27	27
32-12-65 - Driving Under Revocation (M1)	2	2
32-12-65 - Driving Under Suspension (M2)	23	23
32-12-67 - Possession of Revoked, Altered or Fictitious Driver's License (M1)	1	1
32-12-74 - Violation of Restrictions on License	3	3
32-12A-6 - Possession of Commercial Driver's License Required	1	1
32-15-18 - Driving Improperly Loaded Vehicle (M2)	2	2
32-15-2.4 - Illegal Window Tint Front Side and Windshield 35%	1	1
32-20-3 - Handlebar Height Requirements (PO)	2	2
32-22-16.3 - Overweight Agricultural Vehicles	1	1
32-22-16 - Overweight Vehicles	4	4
32-22-21 - Maximum Weight Per Tire–Spacing of Axles–Violation as misdemeanor	1	1
32-22-2 - Movement of Load or Wide Farm Machinery During Darkness (M2)	1	1
32-22-42.10 - Solid Waste Hauling Vehicle Weight Restrictions	1	1
32-22-52 - Operate Overweight or Oversize Vehicle or Allow Operation	1	1

Statute/Offense		Totals
32-23-1 - DUI 1st Offense (M1)	22	22
32-23-1 - DUI 2nd Offense (M1)	4	4
32-23-1 - DUI 4th Offense or More (F)	4	4
32-23-21 - Zero Tolerance DUI / Consume Alcohol or any Drug Under 21 (M)	3	3
32-24-1 - Reckless Driving (M1)	1	1
32-24-8 - Careless Driving (M2)	18	18
32-24-9 - Exhibition Driving (M2)	4	4
32-25-1.1 - Speeding on State Highway (01-05 MPH Over Limit)	5	5
32-25-1.1 - Speeding on State Highway (06-10 MPH Over Limit)	84	84
32-25-1.1 - Speeding on State Highway (11-15 MPH Over Limit)	45	45
32-25-1.1 - Speeding on State Highway (16-20 MPH Over Limit)	19	19
32-25-1.1 - Speeding on State Highway (21-25 MPH Over Limit)	13	13
32-25-1.1 - Speeding on State Highway (26+ Over Limit)	6	6
32-25-19.1 - Speeding/Construction Zone (01-05 MPH Over Limit)	1	1
32-25-19.1 - Speeding/Construction Zone (06-10 MPH Over Limit)	3	3
32-25-19.1 - Speeding/Construction Zone (11-15 MPH Over Limit)	4	4
32-25-3 - Overdriving Road Conditions	2	2
32-25-4 - Speeding on Interstate (01-05 MPH Over Limit)	16	16
32-25-4 - Speeding on Interstate (06-10 MPH Over Limit)	52	52
32-25-4 - Speeding on Interstate (11-15 MPH Over Limit)	17	17
32-25-4 - Speeding on Interstate (16-20 MPH Over Limit)	8	8
32-25-4 - Speeding on Interstate (21-25 MPH Over Limit)	3	3
32-25-4 - Speeding on Interstate (26+ MPH Over Limit)	3	3
32-25-7.1 - Speeding on Divided Highway (01-05 MPH)	5	5
32-25-7.1 - Speeding on Divided Highway (06-10 MPH)	10	10
32-25-7.1 - Speeding on Divided Highway (11-15 MPH)	6	6
32-25-7.1 - Speeding on Divided Highway (21-25 MPH)	2	2
32-25-7 - Speeding Other Roadways (01-05 MPH Over Limit)	6	6
32-25-7 - Speeding Other Roadways (06-10 MPH Over Limit)	63	63
32-25-7 - Speeding Other Roadways (11-15 MPH Over Limit)	28	28
32-25-7 - Speeding Other Roadways (16-20 MPH Over Limit)	13	13
32-25-7 - Speeding Other Roadways (21-25 MPH Over Limit)	9	9
32-25-7 - Speeding Other Roadways (26+ Over Limit)	2	2
32-26-13 - Fail to Yield Right Of Way At Intersection (M2)	2	2
32-26-15 - Failure to Yield Right of Way to Emergency Vehicle	1	1

Statute/Offense		Totals
32-26-17 - Improper Right Turn (M2)	1	1
32-26-18.1 - Turn From Wrong Lane Prohibited-Turn Signals Required (M2)	1	1
32-26-18 - Improper Left Turn (M2)	1	1
32-26-19 - Failure to Yield	2	2
32-26-1 - Driving on Wrong Side of Road (M2)	2	2
32-26-25 - Illegal U-Turn (M2)	1	1
32-26-37 - Passing in No Passing Zone (M2)	1	1
32-26-40 - Following too Closely (M2)	6	6
32-26-47 - Texting or Certain Uses of Handheld Devices Prohibited While Driving	1	1
32-26-6 - Improper Lane Change (M2)	3	3
32-26-9 - Crossing a Physical Barrier or Median (M2)	2	2
32-28-10 - Failure to Obey Traffic Signal (M2)	3	3
32-29-2.1 - Stop Sign Violation	14	14
32-29-3 - Failure to Obey Yield Sign	1	1
32-31-6.1 - Failure to Stop/Move Over Violation/Yield to Emergency Vehicle	4	4
32-33-18.1 - Eluding Law Enforcement	1	1
32-35-113 - No Proof of Insurance	21	21
32-37-1.1 - Seatbelts-Operator Responsible for Belts on Ages 5-18	6	6
32-37-1.2 - Seatbelts- Drivers Ages 14-18 Required	2	2
32-37-1.3 - Seatbelts-Passengers Ages 14-18 Required	1	1
32-37-1 - Seatbelts-No Child Restraint Seat Under Age 5	6	6
32-38-1 - Seatbelts-Fail to Use Seatbelts	75	75
32-5-103 - Substitution/Alteration of License Plates	1	1
32-5-2.4 - Expired License Plates	16	16
32-5-91 - Vehicle Registration Not In Possession	3	3
32-5-98 - Conspicuous Display Plates or Number	1	1
32-9-23.3 - Permit Not Secured Prior to Movement-Ton Mile Permit	1	1
32-9-7 - No Commercial Plates	3	3
34-35-8 - Throw Match or Burning Object From Vehicle (M2)	2	2
34-46-5 - UNDERAGE TOBACCO	2	2
35-1-9.1 - Open Container/Motor Vehicle (M2)	17	17
35-9-2 - Underage Purchase/Possession/Consumption of Alcoholic Beverages (M2)	19	19
49-28A-3 - Federal Regulations Pertaining To Motor Carriers	25	25
88-88-10 - INTERNAL USE ONLY -- WARRANT HIGH MISDEMEANOR	1	1
88-88-11 - INTERNAL USE ONLY -- FELONY WARRANT	3	3

Statute/Offense		Totals
88-88-8 - INTERNAL USE ONLY – NCIC HITS	1	1
88-88-9 - INTERNAL USE ONLY – WARRANT LOW MISDEMEANOR	12	12
XX-XX-XX - VOID	16	16
Totals	881	881

Exhibit 3-1

Description of Impaired Driving Plan

South Dakota Impaired Driving Task Force
Summation of Activities and Next Steps

June 2015

SOUTH DAKOTA
DEPARTMENT
OF PUBLIC SAFETY

prevention ▬ protection ▬ enforcement

Adherence to 1200.23: Mid-Range Applicant Requirements

The South Dakota Impaired Driving Plan:

I. Was developed between May 1, 2014 and August 20, 2014.
II. Was approved by the South Dakota Impaired Driving Task force (SDIDTF) on August 20, 2014,
III. Provides a comprehensive strategy that uses data and problem identification to identify measurable goals and objectives for preventing and reducing impaired driving behavior.
IV. Covers general areas that include program management and strategic planning, prevention, the criminal justice system, communications programs, alcohol and other drug misuse, and program evaluation and data.

Overview of South Dakota Impaired Driving Task Force Activities and Plan Development

The South Dakota Impaired Driving Plan (SDIDP) was developed during the summer of 2014 and approved on August 20, 2014 in response to changes and program opportunities created by the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) to reduce impaired driving through Impaired Driving Counter Measures Grant funding. The South Dakota Department of Public Safety, Office of Highway Safety led the opportunity to develop the SDIDP, utilizing existing knowledge and capacity within the network of stakeholders addressing impaired driving in the state.

The South Dakota Impaired Driving Task Force is responsible 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 who have a vested interest in reducing impaired driving. The composition of the South Dakota Impaired Driving Taskforce is structured to represent the key sectors required to effectively address and reduce impaired driving in South Dakota. A membership list is attached that identifies the task force members and organization represented on the task force.

Summary of Task Force Meetings since Plan Approval

The South Dakota Impaired Driving Plan was approved on August 20, of 2014. The following summarizes the meetings of the Task Force since that time.

The Task Force met on September 2, 2014 in Pierre, SD to review the approved Impaired Driving Plan, review and discuss data on impaired driving, and discuss additional information needed and task force operation.

The Task Force met on December 3, 2014 in Pierre, SD. Based on review of impaired driving data, identified key issues to prioritize for action and programming to reduce impaired driving.

The Task Force met on April 7, 2014 in Pierre, SD and engaged in prioritization process to identify the top issues in each plan area for consideration of support.

The Task Force is scheduled to meet on June 29, 2015 in Pierre, SD. The agenda for the meeting is to review proposed program recommendation and activities for each of the prioritized impaired driving needs and make recommendations on programming for the consideration of the Office of Highway Safety.

Data and Problem Identification

Alcohol-impaired driving continues to be a serious threat to public safety in the United States and in South Dakota. In 2010, 1.41 million arrests occurred nationwide for driving under the influence of alcohol offenses (FBI, 2011). Statistics from the National Highway Traffic Safety Administration (NHSTA, 2012) documents 32,885 traffic fatalities in 2010. Approximately 30 percent of DUI arrests each year involve repeat offenders (Simpson, Mayhew, & Beirness, 1996). Research has shown that repeat offenders are over represented in fatal traffic crashes (Fell, 1995).

Each year about 1% of all licensed drivers are arrested for a DUI offense and approximately one third of all DUI arrests are repeat offenders (Fell, 1995). Attempts to reduce DUI recidivism are typically pursued through broad methods including the passage and enforcement of laws remediating offenders and through a combination of sanctions, education, and treatment (Hedlund, 1995). Traditional sentencing sanctions available to the judiciary have not been particularly successful with DUI first offenders and are even less successful with repeat DUI offenders (Wallace, 2008).

Qualification as a "Mid-Range" State

The "Moving Ahead for Progress in the 21st Century Act" (MAP-21) outlines multiple levels of activities depending on the average impaired driving fatality rate. The average impaired driving fatality rate is the number of fatalities in motor vehicle crashes involving a driver with a blood alcohol concentration of at least 0.08 percent for every 100,000 vehicle miles traveled and is calculated based on the most recent reported three calendar years of final data from FARs.

According to the average of the most recent three calendar South Dakota qualifies as a "mid-range" state under Map-21 definitions. A "mid-range" state is defined by MAP-21 as a state that has an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60. The table below provides a summary of the analysis for South Dakota. The South Dakota rate is 0.43 using the 2010, 2011, and 2012 FARs data.

Table 1: Highest Driver Blood Alcohol Concentration in Crash Based on BAC = 0.08+ of All Involved Drivers, Motorcycle Riders (Operators) Only

		Alcohol-Impaired Fatalities		
Year	VMT +(000,000)	N	Yearly Rate per 100,000 VMT	3-Year Rate per 100,000 VMT
2008	8,986	35	0.39	-
2009	8,838	54	0.61	-
2010	8,866	37	0.42	0.47
2011	9,002	33	0.37	0.46
2012	9,113	45	0.49	0.43
2013	9,122	41	0.45	0.44

Summary of Findings

- The proportion of all crashes that were alcohol-involved crashes remains consistent
- The proportion of all alcohol-involved fatal crashes has decreased, but is still significant
- From 2003 to 2012 the percentage of alcohol impaired fatalities has decreased (44% to 40%) but remains greater than the US average of 36%
- While fatalities from BAC crashes is decreasing, injuries from BAC crashes is increasing
- From 2003 to 2012 the percentage of fatalities from crashes were the BAC was .08 or greater decreased from 40% to 33%, it is still higher than the US average of 31%
- Total DUI arrests have decreased from 2006 to 2012, arrests for DUI 2 + have remained constant
- The percent of arrests resulting in guilty pleas, suspended impositions and convictions at trial have increased since 2009 while dismissals and acquittals have decreased
- Drivers age 19 to 44 account for 61% of all alcohol involved fatal crashes
- Drivers age 21 to 44 account for 54% of all alcohol involved injury crashes
- Drivers age 25 to 54 account for 48% of licensed drivers and 66% of alcohol related fatal crashes, 58% of alcohol related injury crashes and 65% of all DUI arrests
- Drivers 25 to 34 years of age account for 16.9% of licensed drivers, 24% of alcohol related fatal crashes, and 32% of total DUI arrests
- About 44% of South Dakotans live in rural areas, 88% of all alcohol involved traffic fatalities were in rural areas.

- South Dakota has the highest, or one of the highest, rates with respect to the percent of alcohol-related arrests compared to all arrests. In 2012, South Dakota was the 2nd highest in the nation at 1.6 times the US rate.
- Binge drinking is higher in South Dakota than the national average for all age groups 12 and older
- Binge drinking is increasing for South Dakotans 18 and older while the national average is decreasing
- The binge drinking rate in the past 30 days reported by South Dakotans was the 3rd highest in the nation compared to other states
- Binge drinking by high school students fell below the national average for the first time in 2011
- The total volume of ethanol consumption per capita by South Dakotans is substantially higher than the US average

Performance Measures

Performance Measure 1: Decrease the alcohol impaired driving fatalities five-year average by at least 1 percent from the 2009-2013 annual average of 36.4% to a five-year annual average for 2010-2014 of 36.0%. (This performance measures is consistent with the South Dakota Office of Highway Safety 2015 Highway Safety Plan performance goal)

Table 2: Performance Measure 1 Target

Five-Year Period	Alcohol Impaired Driving Fatalities 5-Year Average
2005-2009	47.2
2006-2010	41.8
2007-2011	36.8
2008-2012	37.0
2009-2013	36.4
2010-2014	Target 36.0
2010-2014 Actual not available at this time.	

Performance Measure 2: Decrease the percent of all crashes that involve a driver with a BAC of .08 or greater from 2.9% to 2.6%.

Table 3: Performance Measure 2 Target

	BAC .08 Crashes	Total Crashes	% Total Crashes that were BAC Crashes
2009	421	16,996	2.5%
2010	396	17,624	2.2%
2011	458	17,359	2.6%
2012	471	16,259	2.9%
2013	473	16,620	2.8%
2014	-	-	Target: 2.6%
2014 Actual not available at this time.			

Program Activity – Recommendations for Programming

Changes and program opportunities were created by the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) to reduce impaired driving through Impaired Driving Counter Measures Grant funding. As outlined above, impaired driving continues to be a serious threat to public safety in the in South Dakota, accounting for approximately 40 percent of South Dakota traffic fatalities in 2014 and thus is considered a "mid-range" state according to the standards of MAP-21. Required components and allowable activities of a "mid-range" state include:

1. Impaired Driving Program Management
    a. Support an Impaired Driving Task Force
    b. Conduct Strategic Planning regarding Impaired Driving Countermeasures
    c. Program management
    d. Inventory and assess Impaired Driving resources and capacity
2. Impaired Driving Prevention Programs and Activities
    a. Support School and Community Based Prevention
    b. Promote Alternative Transportation
    c. Support Responsible Beverage Service Programs and Trainings
3. Impaired Driving Criminal Justice Programs and Activities
    a. Assess, Monitor, and Enhance Laws
    b. Review, Support, and Enhance Enforcement
    c. Assesses and Support Prosecution
    d. Adjudication
    e. Administrative Sanctions and Driver Licensing Programs

4. Impaired Driving Communications and Media
    a. Media Relations and Advertising
    b. Public Affairs and Advocacy
5. Impaired Driving Offender Screening, Assessment, Education and Treatment
    a. Expand Screening and Assessment Capacity
    b. Education and Treatment Programs
    c. 24/7 Sobriety Programs
6. Impaired Driving Program Evaluation and Data Analysis
    a. Analyze Accident and DUI Arrest Data
    b. Coordinate Program Evaluations
    c. Enhance Information Systems

The required program components identified above are consistent and reflective of general strategies that have been shown to be effective evidence-based strategies in reducing impaired driving. Projects and programs planned by the SDIDP are consistent with the six general program strategies outlined in MAP-21, are data driven and evidence-based.

1. Impaired Driving Program Management and Strategic Planning

Effective impaired driving programs require strong leadership, policy development, program management and strategic planning. Data-driven process should be used to select and prioritize resources and programming. Programs selected should be proven and evidence-based strategies that can deliver results. The following are the primary management components of the South Dakota Impaired Driving Program:

Office of Highway Safety

The South Dakota Department of Public Safety, Office of Highway Safety is the Governor's designated agency responsible for implementation and coordination of programs to reduced impaired driving in South Dakota.

South Dakota Impaired Driving Task Force

The South Dakota Impaired Driving Task Force is responsible 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.

Strategic Planning

The South Dakota Impaired Driving Task Force will provide the guidance and recommendation to the Office of Highway Safety in the development of an overall plan to reduce impaired driving across the State. The Impaired Driving Strategic plan will identify short-term and long-term performance measures to reduce the impact of impaired driving on the citizens of South Dakota.

Program Management

The Office of Highway Safety has designated and charged Mountain Plains Evaluation, LLC to serve as facilitator for the Impaired Driving Countermeasures Program and the Impaired Driving Task Force. In this capacity, the facilitator will:

1. Support and facilitate the organization of the Impaired Driving Task Force
2. Implement Program Recommendations
3. Report program progress

2. Impaired Driving Prevention Programs and Activities

The social context and prevalence of alcohol use in South Dakota is a significant contributor to impaired driving within the State. South Dakota has one of the highest binge drinking rates in the nation while having one of the lowest rates for perception of harm from binge drinking. Data driven evidence-based prevention programming can aid communities in addressing social norms, changing risky or dangerous behaviors, enhancing enforcement, and changing community standards and acceptance of the drinking and driving behaviors. Prevention and public health programs promote activities to educate the public on the effects of alcohol and other drugs, limit alcohol and drug availability, and prevent those impaired by alcohol and drugs from driving. Prevention programs are typically carried out in schools, work sites, medical and health care facilities, and community groups.

Recommended Activities: Resources from the Impaired Driving Counter Measures Grant should be targeted to support community coalitions to:

a. Support School and Community Based Prevention

b. Promote Alternative Transportation

c. Support Responsible Beverage Service Programs and Trainings

Focus area of Activities: Based on review of impaired driving data and indicators, the Impaired Driving Task Force identified the following areas in which activities and resources should be target:

- Enhance prevention efforts within schools and education systems to increase the understanding of responsible alcohol use, decrease binge drinking and reduce the social acceptance or underage alcohol use
- Enhance prevention efforts within communities to increase the understanding of responsible alcohol use, decrease binge drinking and reduce the social acceptance or underage alcohol use and binge drinking
- Promote alternative transportation development and innovation in rural communities
- Expand responsible beverage server training programs

Next Steps:

- Develop guidance and a request for proposals to solicit grant applications from community coalitions to support prevention programming targeted at reducing impaired driving

3. Impaired Driving Criminal Justice Programs and Activities

The criminal justice systems plays a significant role in enforcement and adjudication of impaired driving offenders. South Dakota has made significant enhancements within the criminal justice system in regards to enforcement, prosecution, licensing, and adjudication of impaired driving offenders. More can be done to integrate data driven evidence-based practices within the criminal justice system and law enforcement to target impaired driving offenders.

Recommended Activities: Resources from the Impaired Driving Counter Measures Grant should be targeted to support and enhance the criminal justice and law enforcement systems to:

a. Assess, Monitor, and Enhance Laws

b. Review, Support, and Enhance Enforcement

c. Assesses and Support Prosecution

d. Adjudication

e. Administrative Sanctions and Driver Licensing Programs

Focus area of Activities: Based on review of impaired driving data and indicators, the Impaired Driving Task Force identified the following areas in which activities and resources should be target:

- Develop and support efforts to enhance enforcement of impaired driving laws on rural and remote roadways.

- Enhance the consistency of sanction applications and program requirements by judges and the judicial system

Next Steps:

- Work collaboratively with the judicial system to meet with judges and other officials to share data related to impaired driving programming and promote utilization of existing effective programs.
- Develop a Judicial Liaison to aid in promoting effective, consistent, and uniform sanctions throughout the judicial system.

4. Impaired Driving Communications and Media

Public relations, communication, and the media are important components of an effective continuum of programs to address impaired driving. Communication and messaging campaigns raise awareness of impaired driving problems and enforcement within communities. South Dakota can enhance its efforts to integrate data driven messaging campaigns as part of a comprehensive program to reduce impaired driving.

Recommended Activities: Resources from the Impaired Driving Counter Measures Grant should be targeted to support and enhance:

a. Media Relations and Advertising
b. Public Affairs and Advocacy

Focus area of Activities: Based on review of impaired driving data and indicators, the Impaired Driving Task Force identified the following areas in which activities and resources should be target:

- Develop and/or enhance media campaigns to address binge drinking and social acceptance of alcohol use

- Work with communities through coalitions to address alcohol norms within communities through engaging a broad array of community leaders and stakeholders

Next Steps:

- Develop media campaigns to address binge drinking and social acceptance of alcohol use
- Develop guidance and a request for proposals to solicit grant applications from community coalitions to support prevention programming targeted at reducing impaired driving

5. Impaired Driving Offender Screening, Assessment, Education and Treatment

Each year about 1% of all licensed drivers are arrested for a DUI offense and approximately 1/3 of all DUI arrests are repeat offenders (Fell, 1995). Traditional sentencing sanctions available to the judiciary have not been particularly successful with DUI first offenders and are even less successful with repeat DUI offenders (Wallace, 2008). Impaired driving can, and often is, an indicator of alcohol use behaviors that require formalized treatment and therapeutic interventions. Effective screening, assessment, education and treatment programming can assist in addressing problem substance abuse and misuse behaviors avoiding future repeat offenses.

Recommended Activities: Resources from the Impaired Driving Counter Measures Grant should be targeted to support and enhance:

a. Expand Screening and Assessment Capacity

b. Education and Treatment Programs

c. 24/7 Sobriety Programs

Focus area of Activities: Based on review of impaired driving data and indicators, the Impaired Driving Task Force identified the following areas in which activities and resources should be target:

- Expand and enhance the utilization and implementation of the South Dakota Public Safety DUI 1st program to reach more DUI 1st offenders across the state
- Develop a continuum of programming targeted at multiple DUI offenders
  - Community based programming for DUI 2 and DUI 3 Offenders
  - Prison and Parole programming for DUI 4, DUI 5, DUI 6 and other related charges

Next Steps:

- Work with the judicial system to engage judges in referring DUI 1st offenders to the DUI 1st program
- Develop a framework for community based programming for DUI 2 and DUI 3 offenders
- Develop a framework for prison and parole programming for DUI 4 and above offenders

6. Impaired Driving Program Evaluation and Data Analysis

Selection and implementation of data driven and evidence-based strategies are based on the utilizing and analysis of reliable data sources for problem identification and program planning. Establishing program evaluation activities will effectively measure progress, determine program effectiveness, guide planning and implementation of new programs, and ensure that resources are allocated appropriately.

Recommended Activities: Resources from the Impaired Driving Counter Measures Grant should be targeted to support and enhance:

a. Analyze Accident and DUI Arrest Data

b. Coordinate Program Evaluations

c. Enhance Information Systems

Next Steps:

- Convene a sub-committee on impaired driving data and program evaluation that includes representatives from Driver's Licensing, Accident Records, Unified Judicial System, and experts in program evaluation
- Develop, enhance, and expand efforts to disseminate evaluation and impaired diving data throughout judicial and services systems.

Exhibit 3-2

Impaired Driving Task Force Members

South Dakota Impaired Driving Task Force

Member	Organization	Function Represented	Contact Information	Accept/Decline
Paul Bachand	State Special Resource Prosecutor for DUI and AG Office Representative	Prosecution	Paul Bachand PO Box 1174 Pierre, SD 57501-1174 **605.224.0461 PBachand@pirlaw.com	Accept (8-14-14 email)
Abby Roesler	Minnehaha County DUI Prosecutor	Prosecution	Abby Roesler 415 N. Dakota Ave. Sioux Falls, SD 57104 aroesler@minnehahacounty.org **712-540-0010	Accept (8-12-14 email)
Major Dana Svendsen	South Dakota Highway Patrol	Law Enforcement	118 West Capitol Avenue Pierre, SD 57501 605.773.3105 - **280-4556 Dana.Svendsen@state.sd.us	Accept
Art Mabry	South Dakota 24/7 Sobriety Program	Ignition Interlock Programs	25 Center Street Vermillion, SD 57069 **605.202.0387 art.mabry@state.sd.us	Accept (8-5-14 email)
Mark A. Anderson	Unified Judicial System 5th Circuit DUI Court Judge	Criminal Justice Adjudication	Judge Mark A. Anderson PO Box 1087 Aberdeen, SD 57402-1087 605.636.2450 **380-8547 Mark.Anderson@ujs.state.sd.us	Tentative Acceptance (8-14-14 email)
John L. Brown	Unified Judicial System 6th Judicial Circuit Judge	Criminal Justice Adjudication	Judge John L. Brown 104 E. Capitol Ave. Pierre, SD 57501 605.773.3712 **295-0922 John.Brown@ujs.state.sd.us	Accept (8-5-14 email)
Nancy Allard	Unified Judicial System Courts Services/Probation	Criminal Justice - Probation	500 E. Capitol Pierre, SD 57501-5070 **605.773.4897 Nancy.Allard@ujs.state.sd.us	Accept (8-7-14 email)
Sgt. Randy Brink	Police Department Representative (Large Community)	Sioux Falls Law Enforcement	Sgt. Randy Brink Sioux Falls City Police Department 320 W. 4th Street	Accepted 8-21-14 phone call

			Sioux Falls, SD 57104 rbrink@siouxfalls.org	
Lt. Chris Misselt	Police Department Representative (mid-sized community)	Law Enforcement	Box Elder Police Department 420 Villa Drive Box Elder, SD 57712 **923-1401 cmisselt@boxelder.us	Accept (8-15-2014)
Jane Schrank	SD Office of Driver Licensing	Driver Licensing	118 West Capitol Ave. Pierre, SD 5501 605.773.6883 Jane.Schrank@state.sd.us	Accept 3-30-15 email
Kim Edson	SD Dept. of Corrections Representation (Institution) Evidence based practices manager	Criminal Justice – Institution	Kim.Edson@state.sd.us **295-2446	Accept (8-5-14 email)
Doug Clark	SD Dept. of Corrections Representative (Parole) Parole Services Director	Criminal Justice - Parole	Doug.Clark@state.sd.us **941-1970	Accept (8-6-14 email)
Stacy Trove	SD Dept. of Social Services – Director of Division of Behavioral Health	Treatment and Rehabilitation & Prevention	700 Governor's Drive Kneip Building Pierre, SD 57501 605.773.5465 Stacy.Trove@state.sd.us	Accept (8-11-14 email)
Lee Axdahl	SD Dept. of Highway Safety	Office of Highway Safety	Lee Axdahl, Director 118 West Capitol Avenue Pierre, SD 57501 605.773.6426 **280-4486 Lee.Axdahl@state.sd.us	Accept
Lois Goff	South Dakota Accident Records	South Dakota Data and Traffic Records	Lois Goff 118 West Capitol Ave. Pierre, SD 57501 **605.773.3370 lois.goff@state.sd.us	Accept (8-5-14 email)
Dodi Haug	Prevention Resource Center	Prevention	Dodi Haug NE Prevention Resource Center PO Box 1030 Watertown, SD 57201 **881-7823 dodih@humanserviceagency.org	Accept (8-5-14 email)

W. Burke Eilers	Prevention Resource Center & Community Coalition Representative also a Treatment provider and DUI 1st Offender Curriculum Provider	Prevention and Treatment and Rehabilitation	beilers@youthandfamilyservices.org **431-5110	Accept (8-8-14 email)
Andy Vandel	SD Dept. of Transportation Representative Traffic Engineer	Transportation	Andy.Vandel@state.sd.us **605.773.4421	Accept (8-5-14 email)
Gary Tuschen	Carroll Institute – Director	Treatment and Rehabilitation	Carroll Institute 310 South 1st Avenue Sioux Falls, SD 57104 Gary Tuschen **351-0094 gtuschen@carrollinstitute.org	Accept (8-14-14 email)
Roland Loudenburg	Mountain Plains Evaluation, LLC	Public Health and Data and Traffic Records	PO Box 530 Salem, SD 57058 RolandL@mtplains.com	Accept (8-5-14 email)
Amanda Hossle	Office of Highway Safety	Office of Highway Safety	Amanda.Hossle@state.sd.us	
Jena Howell	Legal Counsel		Jenna.Howell@state.sd.us	Accept 4-2-15
Les Young	Mountain Plains Evaluation		LesL@mtplains.com	

**preferred phone

South Dakota Impaired Driving Task Force

Agenda

August 20, 2014 1:00 p.m. to 1:30 p.m. (CST)

Conference Call

Call in Information:

Dial Toll Free #: 1-866-316-1519

Participant Code: 8637 878 #

Agenda Items:

1. Welcome
2. Task Force Member Introductions
3. Overview and Purpose of the Impaired Driving Task Force
4. Discussion of Logistics, Meetings, and Operation
5. Charter Discussion and Approval Vote
6. Strategic Plan Discussion and Approval Vote
7. Next Meeting
    - September 2, 10:30 a.m. to 3:30 p.m. at Red Rosa, Pierre, SD

South Dakota Impaired Driving Task Force | MINUTES

August 20, 2014 | 1:00 pm CST | Conference Call

Meeting called by	Roland Loudenburg	Attendees:
Type of meeting	Initial convening of the task force; formalize purpose of the task force; discuss and approve Charter; discuss and approve the Strategic Plan	Paul Bachand, Abby Roesler, Todd Hyronimus, Major Dana Svendsen, Art Mabry, Judge John L. Brown, Nancy Allard, Lt. Chris Misselt, Kim Edson, Doug Clark, Tiffany Wolfgang, Lee Axdal, Lois Goff, Burke Eilers, Andy Vandel, Gary Tuschen, Terry Woster, Mario Ramos, Roland Loudenburg, Lesley Young, Darla Erikson
Facilitator	Roland Loudenburg	

Roland Loudenburg called the meeting to order. Introductions from each attendee were given. Roland briefed the attendees on the purpose was for this meeting. Lee Axdal, Mario Ramos, and Roland Loudenburg provided brief comments on MAP-21 and purpose of Task Force.

Lee Axdal comments: The State of South Dakota files a highway safety plan yearly that is an evidence-based document that address roadway safety issues across the State. Last year (FY14) under MAP-21 South Dakota applied for the Impaired Driving Counter Measures. To complete the requirements of MAP-21, Mountain Plains Evaluation, LLC was engaged to assist his office to facilitate the development of a charter document, a task force, and a strategic plan to meet the Federal criteria and serve to guide programming to reduce impaired driving.

AGENDA TOPICS

| Agenda topic *Discuss & approve Charter*

Discussion: Per the survey monkey polling, only one comment was given in regards to the Charter. Lee motioned that we adopt the Charter as is with caveat to revise as needed at future meeting. Judge Brown seconded. No further discussion. Motion passed.

| Agenda topic *Discuss & approve Strategic Plan*

Discussion: Roland noted the Strategic Plan is structured to follow the Federal requirements Major Dana Svendsen motioned that we approve the Strategic Plan as a living document and will revise as needed. Paul Bachand seconded. No further discussion. Motion passed.

Next meeting September 2nd at the Red Rosa in Pierre from 10:30 – 3:30. A scheduler will be sent out regarding that meeting in the next day(s). With no further questions, meeting was adjourned.

South Dakota Impaired Driving Task Force Agenda

September 2, 2014, Red Rosas in Pierre, 10:30 a.m. to 3:30 p.m. (CST)

Agenda Items:

- Welcome
- Meeting Logistics
- Approval of minutes from August 20th meeting
- Comments from Office of Highway Safety
- Revisit and Review Charter
- Summary of Impaired Driving Data
- Discussion of Group Process
- Begin Planning and Prioritization Process
    - Group Discussion: What is the biggest alcohol impaired driving issue in South Dakota?
    - Impaired Driving Criminal Justice Programs and Activities
    - Impaired Driving Prevention Programs and Activities
    - Impaired Driving Offender Screening, Assessment, Education, and Treatment
    - Impaired Driving Communication and Media
- Next Steps
- Next Meeting?

South Dakota Impaired Driving Task Force | MINUTES

September 2, 2014 | 10:30 pm CST | Red Rossa, Pierre, South Dakota

Meeting called by	Roland Loudenburg	Attendees:
Type of meeting	Revisit/revise Charter; nominate chairperson; appoint subcommittees;	Nancy Allard, Judge Mark Anderson, Lee Axdahl, Paul Bachand, Judge John L. Brown, Doug Clark, Kim Edson, Burke Eilers, Lois Goff, Travis Hallock, Dodi Haug, Art Mabry, Lt. Chris Misselt, Abby Roesler, Major Dana Svendsen, Leah Svendsen, Gary Tuschen, Andy Vandel, Terry Woster, Roland Loudenburg, Leslie Young, Darla Erikson
Facilitator	Roland Loudenburg	

Roland Loudenburg called the meeting to order. Introductions from each attendee were given. Roland briefed the attendees on the purpose of the meeting. Roland Loudenburg provided each participant with a copy of the South Dakota Impaired Driving plan that is the starting point for the task force. Also provided was a book of task force resources.

AGENDA TOPICS

| Agenda topic *Approve minutes from last meeting*

Discussion: A motion to approve the minutes from last meeting was motioned by L. Svendsen, seconded by Bachand. Motion passed unanimously.

AGENDA TOPICS

| Agenda topic *Comments from Office of Highway Safety*

Discussion: Axdahl provided brief comments on the journey to receive the funding and what this means for the State of South Dakota in terms of impaired driving prevention. Axdahl also pointed out the task force is to examine what are the laws and what are the gaps in implementation or execution. (The purpose of task force is not to suggest new legislation.)

AGENDA TOPICS

| Agenda topic *Revisit & Review Charter*

Discussion: A change to the wording in the Charter; section two. It reads (strikeouts and additional wording in orange): The Statewide Impaired Driving Taskforce shall consist of key stakeholders from the Department of Public safety Office of High Safety and the areas of law enforcement and criminal justice system (~~e.g.,~~ including, but not limited to prosecution, adjudication, corrections, parole, probation), and as appropriate, stakeholders from the areas of driver licensing, treatment and rehabilitation, 24/7 Sobriety Program, data and traffic records, public health, and communication. No further discussion on language revision. Motion made by Bachand, seconded by Axdahl to pass language revision. Motion passed unanimously. Axdahl made motion to approve amended charter, seconded by Anderson. Motion passed unanimously.

| Agenda topic *Nominate Chairperson*

Discussion: Allard nominated Bachand for chairperson for the South Dakota Impaired Driving Task Force; Anderson motioned all nominations cease; Mabry seconded; motion passed. Allard made motion for Bachand as the chairperson, Major Svendsen seconded. Motion passed unanimously.

| Agenda topic *Summary of Impaired Driving Data*

Discussion: Loudenburg presented a summary of impaired driving data.

| Agenda topic *Begin planning and prioritization process*

Discussion: Loudenburg lead discussion on how the task force should proceed. Discussions were held on several different topics beginning with "What is the biggest alcohol impaired driving issue in South Dakota?" Attached to these minutes is a conglomeration of attendee's opinions. Different sections of the plan were broke down and discussed. "Impaired Driving Criminal Justice Programs and Activities", "Impaired Driving Prevention Programs and Activities", Impaired Driving Offender Screening, Assessment, Education and Treatment", and "Impaired Driving Communication and Media" sections were each discussed.

- *Impaired Driving Criminal Justice Programs and Activities*: Establish three subcommittees to carry out the steps of this part of the plan. What are the sentencing practices across the circuits/judges for sentencing/follow-ups? How much is 24/7 used? What is the person's CJ history?
- *Impaired Driving Prevention Programs and Activities*: Judgment, treatment & monitoring.
- *Impaired Driving Offender Screening, Assessment, Education, and Treatment:* Should maybe add as a bullet – mental health and co-occurring disorders?
- *Impaired Driving Communication and Media*: A subcommittee will be formed. The task force will work with local coalitions.

| Agenda topic *Forming Subcommittees*

Discussion: It was decided to form subcommittees for further study. The following subcommittees were formed:

- Impaired Driving Enforcement Subcommittee: Art Mabry, Lt. Chris Misselt, Major Dana Svendsen, Sgt. Randy Brink;
- Impaired Driving Prosecution Subcommittee: Abby Roesler, Paul Bachand, Todd Hyronimus;
- Impaired Driving Adjudication, Sanctions and Driver Licensing Subcommittee: Jenna Howell, Nancy Allard, Doug Clark, Judge John Brown, Judge Mark Anderson;
- Impaired Driver Program Evaluation and Data Analysis Subcommittee: Burke Eilers, Dodi Haug, Gary Tuschen, Travis Hallock (Tiffany Wolfgang)
- Media Relations, Communications and Advertising Subcommittee: Terry Woster, Leah Svendsen, Andy Vandel, Lee Axdahl, Dodi Haug

A motion was made to make modifications to planning processes by Roesler, seconded by Lt. Misselt. Motion passed.

The next meeting will be scheduled in approximately 2 1/2 - 3 months. A scheduler will be sent out regarding that meeting in the eight/nine weeks. With no further discussion, meeting was adjourned.

Extra Notes:

- Pre/Post SB70
    - What # of impaired drivers as part of SB70?
    - Jurisdiction with DUI Courts vs. Non DUI Courts
- Development of sub-committee for prevention
- MIPs/Underage Arrests
- 24/7 data
- Combination/conviction – judgment/treatment & monitoring
- What is sentencing practices across the circuits/judges for sentencing/follow-up?
    - How much is 24/7 used?
- Number of statistics driven by fatal crashes
- DUI defendant involved in vehicular battery/vehicle homicide
    - What/where their CJ history? (Including those charged/reduced)
- Speed/seatbelt
- Reservation numbers impact
    - Example – non-licensed driver stats
- Improvements in EMS/Med impact on earlier data
- Road conditions – over driving conditions
- Prevention/treatment information
- Understand dismissals – why dismissal? Why number of dismissals so high?
- Sentencing practices – SD, what are they?
- Effect of DUI Court
- Difference between a) media relations and advertising and, b) public affairs and advocacy
- Impaired driving and co-occurring mental health issues
- IDA pre-sentence/as post sentence. Use in DUI education, treatment, monitoring
- Is treatment effective? Recid??
- Gap between DUI arrests as convictions and number taking DUI I program
- Judge follow-up to DUI I and DUI 2 sentencing – how are they done? (Does system need a position that follows up on court requirements to see if they are/are not completed?)
- Tribal vs. UJS – dismissals
- Rural vs. urban

Attachment: What is the biggest alcohol impaired driving issue in South Dakota?"

- Repeat Offenders
- Rural Communities
- Social Acceptance
- Repeat Offenders
- SD mentality regarding drinking overall
- SD mentality regarding underage drinking (acceptance)
- Society still accepts it
- Repeat offenders still driving
- Recidivism
- Reductions – Reckless vs. DUI
- Community Attitudes (not really a serious problem)
- Rural – Hard to do law enforcement on hundreds of miles of rural roads.
- Binge drinking (continued issue)
- 18-21 year old education program
- Follow-up monitoring of offender & completion of recommendations
- Minor consumption – follow through, i.e. Do we treat our MIC different in terms of supervision – when those individuals become future DUI offenders
- Number of arrests in comparison to number of convictions in certain areas
- Alcohol-related crashes for special events such as Sturgis motorcycle rally
- Amount of alcohol related fatalities on reservations
    - -compared to population on/off reservations
- Alcohol use on rural high-speed roadways

- What is biggest alcohol impaired driving issue in SD?
- Volume per capita – we have seen significant decreases in DUI firsts, but increases elsewhere
- Although we are primarily a rural state, per capita rural issues are still disproportionate by higher in rural areas of the State
- Binge drinking & overall alcohol consumption rates in SD are alarming
- Not planning ahead when going out
- Prevention & education funds are decreasing which may influence the impact
- Arrests for DUI 2+ have not decreased (as those lower DUI offenses)
- The high rate of all arrests, as compared to other states, being alcohol related in SD. This speaks to prevention, education efforts being significant in the reduction of not only impaired driving, but all crimes
- Uniform sanctions: DUI 1st is really DUI 2nd is really DUI 3rd
- Repeat offenders: Probably similar to DUI 1st is really DUI 2nd is really DUI 3rd, - primary point is multiple offenders
- Lack of awareness of impairment – everyone understands what a falling down drunk is, not everyone recognizes impairment (either while drinking or the next morning)
- Social dependency on alcohol, leading to our acceptance/tolerance of DUI (and alcohol involved behavior)
- Impaired driving communication & media - SD has good public service announcements to educate in this area
- Unlicensed and lack of driver education on rules of the road, road rage driving
- Small town thoughts of "no traffic – I can drive myself home – I'm fine"
- Perception that "I've only had a few – I'm fine" when really they are not
- Drivers who play the odds – knowing they won't get caught
- Does treatment prevent further DUI convictions?
- Consistency with applying sanctions
- DUI 2 – 4 + should be the primary focus
- Rural counties – lack of public transportation
- Under 21 alcohol impaired drivers
- Issue with self-reporting can lead to not getting necessary/needed services
- Impaired driving CJ programs & activities
- Statewide 12 hours standard curriculum for 1st DUI offenders being used in all circuits
- Injuries/fatalities of innocent people due to drunk driving
- Abuse supervision vs. dependence (addiction) supervision

South Dakota Impaired Driving Task Force Agenda

December 3, 2014, RedRossa in Pierre, 10:30 a.m. to 3:30 p.m. (CST)

Agenda Items:

- Welcome
- Review purpose of group
- Provide brief stats update
- NHTSA update
- Office of Highway Safety update
- Review of main points of plan
- Summary of comments from September 2nd meeting
- Breakouts for each group
    - Impaired Driving Enforcement Subcommittee: Art Mabry, Lt. Chris Misselt, Major Dana Svendsen, Sgt. Randy Brink;
    - Impaired Driving Prosecution Subcommittee: Abby Roesler, Paul Bachand, Todd Hyronimus;
    - Impaired Driving Adjudication, Sanctions and Driver Licensing Subcommittee: Jenna Howell, Nancy Allard, Doug Clark, Judge John Brown, Judge Mark Anderson;
    - Impaired Driver Program Evaluation and Data Analysis Subcommittee: Burke Eilers, Dodi Haug, Gary Tuschen, Travis Hallock (Tiffany Wolfgang)
    - Media Relations, Communications and Advertising Subcommittee: Terry Woster, Leah Svendsen, Andy Vandel, Lee Axdahl, Dodi Haug
- Report from Breakouts
- Next Steps
- Next Meeting
- Adjourn

South Dakota Impaired Driving Task Force | MINUTES

December 3, 2014 | 10:00 pm CST | RedRossa, Pierre, South Dakota

Meeting called by	Roland Loudenburg	Attendees:
Type of meeting	Revisit/revise Charter; nominate chairperson; appoint subcommittees;	Nancy Allard, Judge Mark Anderson, Lee Axdahl, Paul Bachand, Sgt. Randy Brink, Judge John L. Brown, Doug Clark, Kim Edson, Burke Eilers, Lois Goff, Travis Hallock, Dodi Haug, Todd Hyronimus, Art Mabry, Lt. Chris Misselt, Major Dana Svendsen, Leah Svendsen, Gary Tuschen, Andy Vandel, Roland Loudenburg, Leslie Young, Darla Erikson
Facilitator	Roland Loudenburg	

Roland Loudenburg called the meeting to order. Introductions from each attendee were given. Roland briefed the attendees on the purpose of the meeting. Lee Axdahl provided an update on the progress of the Impaired Driving funding. He noted that the suggestions that come out of the Task Force will be taken to the Department of Public Safety as "strong recommendations" to use in the Highway Safety Plan for the next fiscal year.

DISCUSSION TOPIC

| Discussion topic *Approve minutes from last meeting*

Discussion: A motion to approve the minutes from last meeting was motioned by Mabry, seconded by Anderson. Motion passed unanimously.

DISCUSSION TOPIC

| Discussion topic *Review Hand-Outs/General Discussion*

Discussion: Several different hand-outs were passed out (see attachments) and discussed. TAM is a responsible server training. There is no incentive to business owners to give this training to their new employees. Different cities have different rules. It was noted to gather more information on TAM for the next meeting. When reviewing *The Impaired Driving Issues/Factors Identified by Task Force Members Handout*, Misselt asked if any of these issues would have been different 20 years ago? Judge Anderson cited that from the judicial standpoint, there is a smaller disparity between sentencing today versus 20 years ago. (Because of technology, education, transportation ability, etc.) It was decided the issues/factors would be good topics of discussion for the subcommittees. Is there any value in considering a JOL? There is a need for both a DUI Court and a Hope Court. There is a need to follow the effects of these two courts. The topic of repeat offenders was discussed. Several points to consider when discussing repeat offenders: a) Repeat Offenders have a lack of awareness/misunderstanding of addiction "I had no idea I was this bad." b) Lack of awareness of impairment c) Denial Issue d) Cognitive Issue/Deviant Behavior

DISCUSSION TOPIC

| Discussion topic *Tribal Integration*

Discussion: The question of how to integrate tribal offices into the decision making process was discussed. All tribes are eligible to receive money from this funding. Tribal DUI data is not recorded the same as non-tribal data. Some possible tribal connections are the Oglala Tribe, Sisseton DUI Court and Steve Emery (?) (State Tribal contact).

DISCUSSION TOPIC

| Discussion topic *Subcommittee Breakout Groups*

Discussion: The five subcommittees broke out into group for an hour for discussion. Three different thoughts for each subcommittee to consider within their group would be their 1) Preventative Action (education) 2) Action (enforcement) 3) Reaction (Sentencing, Sanctions, etc.). Each subcommittee presented an overview of their discussions and questions they had. A summary of each subcommittee's thoughts are attached

DISCUSSION TOPIC

Discussion topic *Next Steps*

Discussion: Judge Anderson and Judge Brown will present on DUI Court and Hope Court. Chronic DUI offender issues, Parole Chronic DUI issues and a program information presentation will all be on the agenda for the next meeting. More information on tribal inclusion Judge Anderson will send out survey to Magistrates regarding DUI 3 - 4 -5. More information on TAM will be presented to the group. The next meeting will be held around March 2015.

With no further discussion, a motion was made by D. Svendson to adjourn meeting; seconded by Judge Anderson; Motion carried. Meeting adjourned.

IMPAIRED DRIVING ISSUES/FACTORS IDENTIFIED BY TASK FORCE MEMBERS

Impaired Driving Enforcement	**Impaired Driving Prosecution**	**Impaired Driving Adjudication, Sanctions and Driver Licensing**	**Impaired Driver Program Evaluation and Data Analysis**	**Media Relations, Communications and Advertising**
MIPs/Underage Arrests Speed/seatbelt Road conditions – over driving conditions	DUI defendant involved in vehicular battery/vehicle homicide What/where their CJ history? (Including those charged/reduced) Understand dismissals – why dismissal? Why number of dismissals so high?	What # of impaired drivers as part of SB70? Jurisdiction with DUI Courts vs. Non DUI Courts What is sentencing practices across the circuits/judges for sentencing/follow-up? How much is 24/7 used? Combination/conviction – judgment/treatment & monitoring Sentencing practices – SD, what are they? IDA pre-sentence/as post sentence. Use in DUI education, treatment, monitoring Gap between DUI arrests as convictions and number taking DUI I program Judge follow-up to DUI I and DUI 2 sentencing – how are they done? (Does system need a position that follows up on court requirements to see if they are/are not completed?)	24/7 data Reservation numbers impact Example – non-licensed driver stats Prevention/treatment information Effect of DUI Court IDA Use in DUI education, treatment, monitoring Is treatment effective? Recid?? Gap between DUI arrests as convictions and number taking DUI I program Tribal vs. UJS – dismissals Rural vs. urban Amount of alcohol related fatalities on reservations - compared to population on/off reservations	Difference between a) media relations and advertising and, b) public affairs and advocacy Impaired driving communication & media - SD has good public service announcements to educate in this area

What is the biggest alcohol impaired driving issue in South Dakota?"

Offenders	Urban/Rural	Enforcement/Prosecution /Adjudication	Acceptance	Consumption and binge drinking	Education/Treatment
Repeat Offenders Repeat Offenders Repeat offenders still driving Recidivism Arrests for DUI 2+ have not decreased (as those lower DUI offenses) Statewide 12 hours standard curriculum for 1st DUI offenders being used in all circuits Repeat offenders: Probably similar to DUI 1st is really DUI 2nd is really DUI 3rd, - primary point is multiple offenders DUI 2 – 4 + should be the primary focus	Rural Communities Rural – Hard to do law enforcement on hundreds of miles of rural roads Alcohol use on rural high-speed roadways Although we are primarily a rural state, per capita rural issues are still disproportionate by higher in rural areas of the Stat Rural counties – lack of public transportation	Reductions – Reckless vs. DUI Follow-up monitoring of offender & completion of recommendations Number of arrests in comparison to number of convictions in certain areas Uniform sanctions: DUI 1st is really DUI 2nd is really DUI 3rd Unlicensed and lack of driver education on rules of the road, road rage driving Consistency with applying sanctions DUI 2 – 4 + should be the primary focus Impaired driving CJ programs & activities Alcohol-related crashes for special events such as Sturgis motorcycle rally Abuse supervision vs. dependence (addiction) supervision	Social Acceptance SD mentality regarding drinking overall SD mentality regarding underage drinking (acceptance) Society still accepts it Community Attitudes (not really a serious problem) Lack of awareness of impairment – everyone understands what a falling down drunk is, not everyone recognizes impairment (either while drinking or the next morning Social dependency on alcohol, leading to our acceptance/tolerance of DUI (and alcohol involved behavior Injuries/fatalities of innocent people due to drunk driving	Binge drinking (continued issue) Volume per capita – we have seen significant decreases in DUI firsts, but increases elsewhere Binge drinking & overall alcohol consumption rates in SD are alarming Minor consumption – follow through, i.e. Do we treat our MIC different in terms of supervision – when those individuals become future DUI offenders The high rate of all arrests, as compared to other states, being alcohol related in SD. This speaks to prevention, education efforts being significant in the reduction of not only impaired driving, but all crimes Under 21 alcohol impaired drivers	18-21 year old Prevention & education funds are decreasing which may influence the impact Small town thoughts of "no traffic – I can drive myself home – I'm fine" Perception that "I've only had a few – I'm fine" when really they are not Drivers who play the odds – knowing they won't get caught Does treatment prevent further DUI convictions? Issue with self-reporting can lead to not getting necessary/needed services Not planning ahead when going out Abuse supervision vs. dependence (addiction) supervision

South Dakota Impaired Driving Taskforce Agenda

April 7, 2015, AmericInn Conference Room in Fort Pierre, 10:00 a.m. to 3:00 p.m. (CDST)

Agenda Items:

- Welcome
- Review purpose of group
- Approval of Minutes from Previous Meeting
- NHTSA update
- Office of Highway Safety update
- Review main points of plan
- Information update:
  - Responsible Beverage Server Training (TAM)
  - Where DUI Court Programs are available, why do people not go to DUI Court?
  - Top 10 counties with high DUI arrests
  - Case Study of sentencing by magistrate judges for DUI 1 and DUI 2 offenses
  - Case Study of DUI 1 offenders that do not participate in DUI 1 program
  - How dismissals and reductions are reported
  - Effectiveness of Social Media in Impaired Driving Prevention Campaigns.
  - Road conditions and driving conditions in DUI cases/crashes
- Selecting and Prioritizing Recommendations
- Next steps

South Dakota Impaired Driving Task Force | MINUTES

April 7, 2015 | 10:00 am – 3:00 pm CST | AmericInn Conference Room, Pierre, South Dakota

Meeting called by Roland Loudenburg

Type of meeting

Facilitator Roland Loudenburg

Attendees:

Nancy Allard, Lee Axdahl, Paul Bachand, Sgt. Randy Brink, Judge John L. Brown, Burke Eilers, Lois Goff, Dodi Haug, Art Mabry, Lt. Chris Misselt, Gary Tuschen, Dustin Witt, Tiffany Wolfgang (via conference call), Roland Loudenburg, Leslie Young, Mike Mabee, Mary Doane, Darla Erikson

Loudenburg called the meeting to order and briefly explained the purpose of the meeting. Introductions from each attendee were given. Bachand reviewed the responsibilities of the task force. Axdahl provided an update regarding the Impaired Driving funding.

DISCUSSION TOPIC

| Discussion topic *Approve minutes from last meeting*

Discussion: A motion to approve the minutes from last meeting was motioned by Axdahl, seconded by Allard. Motion passed unanimously.

DISCUSSION TOPIC

| Discussion topic *Responsible Beverage Server Training/Discussion*

Discussion: Haug presented information to the group on different responsible beverage server trainings that are available to South Dakota retailers. A handout explaining each training was passed out. (Handout attached at end of minutes.) TAM is the most common option. It is hard to know the percentage of trained employees due to the high turnover rate. Good discussion was held and several comments were noted such as: Should there be a minimum requirement to selling alcohol? Should licensing require training? It was discussed to send a survey out to retailers asking them if they train and how often they train and what type of training do they use.

DISCUSSION TOPIC

| Discussion topic *DUI Courts*

Discussion: Judge Brown presented DUI Court information. There are currently four DUI courts in South Dakota for those who have had between three and seven DUIs. While each program has similarities, Hughes County DUI Court is an intensive supervision program consisting of four – four month phases. If the person does not want to do DUI court, they can possibly do six months penitentiary time. There are home and work requirements.

DISCUSSION TOPIC

| Discussion topic *Top 10 Counties with DUI arrests*

Discussion: Handouts showing each county's number of DUI arrests were handed out and explained by Loudenburg and Young. Follow-up from this discussion is to determine who does the bulk of issuing these citations – City/County or State? Why do some counties have higher citation rate than others? (Handout attached at end of minutes.)

DISCUSSION TOPIC

Discussion topic *Case Study Sentencing by Magistrate Judges for DUI 1s & 2s*

Discussion: Young and Loudenburg presented the findings from the survey sent out to all magistrate judges regarding how they sentence DUI 1s and 2s. Seven judges responded to the survey. The results are attached at the end of the minutes. It was decided to send out the survey one more time to the magistrate judges to get more information. The results of the survey will be sent out to the magistrate judges. Allard will be cc'd on that email.

DISCUSSION TOPIC

Discussion topic *Case Study of DUI 1 offenders that do not participate in the DUI 1 program*

Discussion: Young and Loudenburg presented the findings of a case study that tried to identify what happens to those DUI 1s who do not do the DUI program. One hundred forty cases were reviewed. An attachment at the end of the minutes describes the outcomes. Discussion was held on if the material is relevant to those who take the course and are between the ages of 18 – 21. The course reinforces responsible drinking, while those under 21 are still illegal. A circuit tour was done in the past to persuade more judges to get on board with this DUI class. It might be time to do another tour.

DISCUSSION TOPIC

Discussion topic *How dismissals and reductions are reported*

Discussion: Allard presented information on how DUI charges, dismissals and reductions are reported within the State. Some good discussion followed the handout. What are we seeing in terms of dismissals? Are some being charged out as something else besides a DUI? Another sample will be run to find out what is going on in terms of what specifically they are being charged with. (Handout attached at end of minutes.)

DISCUSSION TOPIC

Discussion topic *Effectiveness of Social Media*

Discussion: Checkpoint notifications are effective for the State. Axdahl will get more information from NHTSA regarding this topic.

DISCUSSION TOPIC

Discussion topic *Road conditions and driving conditions in DUI cases/crashes*

Discussion: Goff presented and explained a handout to the group about DUI cases/crashes and the road conditions that were present. It was pointed out that road conditions play no factor in DUI crashes. The map and other informational sheets are attached to the end of the minutes.

DISCUSSION TOPIC

Discussion topic *Selecting and prioritizing recommendations*

Discussion: A handout was presented to the group that summarized what the task force concluded are the biggest alcohol impaired driving issues in South Dakota and different issues/factors identified by the task force members. Each member selected what they believe should be the priorities of the group and those findings were tallied.

Offenders

1. Statewide 12 hours standard curriculum for 1st DUI offenders being used in all circuits
2. Repeat offenders: Probably similar to DUI 1st is really DUI 2nd is really DUI 3rd, - primary point is multiple offenders

Urban/Rural

1. Rural Communities - Hard to do law enforcement on hundreds of miles of rural roads
2. Rural counties – lack of public transportation

Enforcement/Prosecution/Adjudication

1. Uniform sanctions: DUI 1st is really DUI 2nd is really DUI 3
2. Consistency with applying sanctions

Acceptance

1. Social Acceptance - SD mentality regarding drinking overall
2. Lack of awareness of impairment – everyone understands what a falling down drunk is, not everyone recognizes impairment (either while drinking or the next morning)

Consumption and Binge Drinking

1. Binge drinking & overall alcohol consumption rates in SD are alarming
2. The high rate of all arrests, as compared to other states, being alcohol related in SD. This speaks to prevention, education efforts being significant in the reduction of not only impaired driving, but all crimes

Education/Treatment

1. Prevention & education funds are decreasing which may influence the impact
2. Server Education

Parting comments/discussions:

Can local coalitions TAM train?

Law enforcement and training should go hand in hand.

We should look at what the Mitchell Area Task Force is doing as example.

A scheduler will be sent out in the near future to decide on the next date/time. (Sometime in June.)

With no further discussion the meeting was adjourned.

Approved Alcohol Training Programs through the SD Department of Revenue.

The SD Retailers Association (www.sdra.org) advertises online alcohol training called eTIPS and is also approved by the SD Dept. of Revenue. They also offer in-person training in CAST (Certified Alcohol Sales Training) which is 4-hour training.

CAST:

- Able to send a trainer on staff to training in order to train other staff members – this trainers certification would be valid for 3 years.
- An employee's training would be valid for 4 years.

eTIPS:

Online training that is approved by the SD Department of Revenue.
Two versions:

- On Premise eTIPS: customized for bars, restaurants, and other businesses which sell alcohol for consumption on-site.
- Off Premise eTIPS: customized for businesses such as grocery stores, liquore stores, and convenience stores, who sell alcohol to be taken off the premises for consumption

Responsible Serving of Alcohol (On and Off Premise):

Online server training offered through Professional Server Certification Corporation (PSCC).
www.rserving.com

Skillsoft South Dakota Alcohol Training:

Online training – valid for 4 years www.skillsoft.com

TAM (Techniques of Alcohol Management)

The Licensed Beverage Dealers of South Dakota (www.sdliquor.com) endorses TAM. Class is also offered online at www.licensedbeveragedealers-sd.com. A business owner, manager, or supervisor can register at www.licensedbeveragedealers-sd.com for the proctor link. Being a proctor allows you to administer and witness the TAM® test online.

From MLBA.org: TAM® provides risk management tools and training which covers a wide variety of information including:

- False Identification
- Laws, Rules, and Regulations
- Clinical Effects of Alcohol
- Customer Disturbances
- Alcohol Management

From Tamusa.org: TAM® has been particularly effective at increasing point of sale prevention efforts in the areas of underage purchases, identification procedures in both tobacco and alcohol, serving of intoxicated customers, and recognition of third party sales.

TIPS (Training for Intervention Procedures):

Both on and off-premise – sponsored by Health Communications, Inc. www.gettips.com

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Also listed on the Licensed Beverage Dealers of South Dakota www.sdliquor.com was Rserving.com - this SD Responsible Serving of Alcohol is a course that is approved by the SD Department of Revenue.

All Dockets

Rank	2010 County	2010 Rate	2010 NDkts	2010 Pop	2011 County	2011 Rate	2011 NDkts	2011 Pop	2012 County	2012 Rate	2012 NDkts	2012 Pop	2013 County	2013 Rate	2013 NDkts	2013 Pop	Average Rank (4 yrs.) Avg.	County	High	Low
1	STANLEY	3901	88	2256	STANLEY	2841	65	2288	BENNETT	3029	69	2278	ROBERTS	3067	226	7368	2.0	ROBERTS	1	3
2	ROBERTS	2773	202	7284	BENNETT	2647	60	2267	ROBERTS	2957	218	7373	MEADE	2744	567	20661	2.8	STANLEY	1	6
3	BENNETT	2664	60	2252	ROBERTS	2569	189	7357	MELLETTE	2673	39	1459	STANLEY	2246	51	2271	3.0	BENNETT	1	6
4	MEADE	2613	498	19057	MOODY	2518	121	4806	MOODY	2630	126	4791	CHARLES MIX	2054	134	6525	4.5	MEADE	2	7
5	WALWORTH	2522	107	4243	MEADE	2396	461	19239	LAWRENCE	2412	477	19777	MOODY	1966	94	4782	5.8	MOODY	4	10
6	CHARLES MIX	2518	162	6434	MELLETTE	2342	34	1452	STANLEY	2368	54	2280	BENNETT	1964	45	2291	6.5	LAWRENCE	5	7
7	LAWRENCE	2185	425	19453	LAWRENCE	2229	438	19650	MEADE	2301	454	19730	LAWRENCE	1931	391	20252	7.2	MELLETTE	3	11
8	PENNINGTON	2129	1628	76479	WALWORTH	2053	89	4335	JACKSON	2149	46	2141	WALWORTH	1842	79	4288	8.2	CHARLES MIX	4	14
9	MELLETTE	2103	29	1379	PENNINGTON	1919	1487	77486	CHARLES MIX	2122	138	6503	PENNINGTON	1841	1479	80326	8.8	WALWORTH	5	14
10	MOODY	2023	97	4794	FALL RIVER	1878	108	5750	PENNINGTON	1992	1575	79082	BUTTE	1829	143	7817	9.0	PENNINGTON	8	10
11	BRULE	1940	76	3917	JACKSON	1831	39	2130	FALL RIVER	1980	114	5757	MELLETTE	1653	24	1452	12.2	FALL RIVER	10	16
12	FALL RIVER	1732	100	5775	BUTTE	1795	139	7745	HARDING	1838	19	1034	CODINGTON	1642	346	21068	16.0	BRULE	11	22
13	DAY	1702	76	4466	BROWN	1729	489	28282	BUTTE	1795	139	7744	BEADLE	1613	218	13519	16.5	MINNEHAHA	15	20
14	LYMAN	1690	45	2663	CHARLES MIX	1684	109	6472	WALWORTH	1678	72	4291	BRULE	1457	58	3981	17.0	JACKSON	8	28
15	MINNEHAHA	1621	2063	127275	HUGHES	1595	210	13163	MINNEHAHA	1525	2009	131695	CUSTER	1431	100	6987	17.2	BUTTE	10	34
16	BEADLE	1524	201	13192	MINNEHAHA	1589	2047	128815	LYMAN	1515	41	2707	FALL RIVER	1379	78	5655	17.5	BEADLE	13	22
17	SPINK	1514	73	4823	UNION	1555	168	10802	BRULE	1491	59	3956	YANKTON	1374	245	17830	17.8	CODINGTON	12	23
18	CODINGTON	1411	289	20476	TRIPP	1507	65	4313	CODINGTON	1452	303	20866	DAY	1328	58	4366	18.0	DAY	13	21
19	SULLY	1407	15	1066	BEADLE	1490	199	13360	HUGHES	1449	194	13387	HUGHES	1271	170	13375	18.8	HUGHES	15	22
20	UNION	1404	150	10686	DAY	1469	66	4493	CLAY	1400	163	11639	MINNEHAHA	1176	1585	134805	20.8	BROWN	13	26
21	BROWN	1376	387	28132	DAVISON	1347	203	15069	DAY	1336	59	4415	JACKSON	1166	25	2144	22.8	LYMAN	14	32
22	HUGHES	1374	179	13025	BRULE	1333	53	3977	BEADLE	1321	178	13479	JONES	1142	9	788	23.8	TRIPP	18	26
23	DAVISON	1286	192	14927	CODINGTON	1317	272	20653	YANKTON	1299	230	17711	BROWN	1130	328	29034	24.0	DAVISON	21	28
24	PERKINS	1240	29	2338	CLAY	1244	144	11576	JONES	1272	10	786	DAVISON	1056	161	15239	24.5	YANKTON	17	32
25	EDMUNDS	1227	38	3098	BROOKINGS	1205	313	25984	TRIPP	1271	54	4247	MARSHALL	1049	39	3717	24.8	UNION	17	35
26	TRIPP	1225	53	4325	YANKTON	1136	200	17611	BROWN	1224	352	28750	TRIPP	984	42	4267	27.2	CUSTER	15	34
27	CUSTER	1221	81	6635	EDMUNDS	1095	34	3104	UNION	1210	133	10992	PERKINS	963	23	2389	28.2	JONES	22	36
28	JACKSON	1121	23	2051	JERAULD	1055	17	1612	DAVISON	1185	180	15191	BROOKINGS	938	249	26546	28.5	BROOKINGS	25	32
29	BROOKINGS	1113	289	25959	AURORA	1048	21	2003	MARSHALL	1178	43	3649	LYMAN	936	26	2778	29.2	CLAY	20	38
30	JERAULD	1098	18	1640	SPINK	1019	50	4909	JERAULD	1131	18	1592	LAKE	913	88	9638	29.2	EDMUNDS	25	34
31	LINCOLN	1084	345	31823	JONES	1004	8	797	EDMUNDS	1102	34	3084	HARDING	908	9	991	32.0	HARDING	12	45
32	YANKTON	1081	189	17486	LYMAN	988	27	2733	BROOKINGS	1031	272	26380	AURORA	900	18	2000	32.5	LAKE	30	34
33	LAKE	1062	94	8855	CUSTER	947	64	6757	LAKE	1019	96	9418	LINCOLN	893	314	35181	32.8	MARSHALL	25	40
34	BUTTE	1052	80	7608	LAKE	870	80	9193	CUSTER	995	68	6833	EDMUNDS	874	27	3088	33.0	JERAULD	28	44
35	CLAY	1050	120	11432	MCCOOK	847	35	4133	AURORA	991	20	2019	UNION	797	88	11041	33.0	SULLY	19	39
36	JONES	1024	8	781	SULLY	835	9	1078	MINER	960	17	1770	GREGORY	792	26	3284	33.8	SPINK	17	45
37	MARSHALL	969	35	3612	TURNER	831	53	6381	GRANT	869	49	5641	HANSON	737	17	2306	35.0	LINCOLN	31	38
38	HYDE	907	10	1102	LINCOLN	808	266	32924	LINCOLN	837	285	34064	CLAY	716	82	11458	35.2	AURORA	29	45
39	DEUEL	842	28	3325	PERKINS	801	19	2373	SULLY	799	9	1127	SULLY	716	8	1117	35.5	PERKINS	24	52

40	HARDING	836	8	957	MARSHALL	778	28	3598	KINGSBURY	772	31	4016	GRANT	603	34	5640	41.5	GREGORY	36	48
41	GREGORY	818	27	3302	GREGORY	704	23	3265	MCCOOK	748	31	4146	SANBORN	599	11	1835	43.0	GRANT	37	53
42	GRANT	797	45	5649	HAND	627	17	2713	TURNER	742	47	6332	BON HOMME	564	32	5678	43.5	MCCOOK	35	51
43	KINGSBURY	675	27	4001	KINGSBURY	627	25	3988	HYDE	625	7	1120	SPINK	560	28	5003	45.5	KINGSBURY	40	57
44	DEWEY	655	23	3512	CLARK	620	17	2743	HAAKON	606	9	1486	JERAULD	503	8	1592	45.5	MINER	36	50
45	AURORA	605	12	1982	HARDING	596	6	1006	SPINK	596	30	5031	HAND	445	12	2698	46.2	CLARK	44	49
46	HAAKON	603	9	1493	HANSON	569	13	2283	CLARK	579	16	2765	CLARK	432	12	2775	46.5	TURNER	37	57
47	MCCOOK	601	25	4157	MINER	559	10	1790	CORSON	557	15	2693	BUFFALO	410	5	1219	48.2	DEUEL	39	53
48	HAND	480	13	2711	DEUEL	537	18	3352	GREGORY	517	17	3290	CORSON	395	11	2788	48.2	HANSON	37	55
49	CLARK	461	13	2817	POTTER	534	10	1873	FAULK	491	9	1832	MINER	394	7	1775	48.2	HYDE	38	58
50	MINER	443	8	1806	DEWEY	531	19	3575	SANBORN	489	9	1842	TURNER	391	25	6395	49.5	HAND	42	63
51	POTTER	426	8	1878	HUTCHINSON	473	26	5499	CAMPBELL	433	5	1154	MCCOOK	382	16	4192	50.8	DEWEY	44	57
52	HAMLIN	414	17	4104	MCPHERSON	471	9	1909	PERKINS	417	10	2396	DEWEY	356	13	3652	51.2	HAAKON	44	59
53	HUTCHINSON	411	23	5595	GRANT	464	26	5605	DEUEL	416	14	3365	DEUEL	330	11	3331	51.8	SANBORN	41	58
54	CORSON	376	10	2660	HYDE	454	5	1102	BON HOMME	407	23	5648	POTTER	317	6	1892	52.0	CORSON	47	59
55	HANSON	355	8	2254	HAMLIN	387	16	4137	HANSON	393	9	2288	HAMLIN	315	13	4128	53.0	POTTER	49	58
56	BON HOMME	335	19	5664	HAAKON	338	5	1480	HAMLIN	387	16	4138	HUTCHINSON	292	16	5473	54.0	BON HOMME	42	64
57	TURNER	330	21	6366	FAULK	329	6	1821	DEWEY	384	14	3642	KINGSBURY	279	11	3944	54.5	HAMLIN	52	56
58	SANBORN	324	6	1852	SANBORN	319	6	1880	POTTER	372	7	1882	HYDE	273	3	1098	56.0	HUTCHINSON	51	64
59	MCPHERSON	312	6	1924	CORSON	227	6	2648	DOUGLAS	346	8	2313	FAULK	271	5	1845	57.2	FAULK	49	64
60	BUFFALO	255	3	1177	ZIEBACH	227	4	1759	ZIEBACH	334	6	1795	HAAKON	271	4	1477	57.8	BUFFALO	47	63
61	CAMPBELL	251	3	1194	DOUGLAS	173	4	2314	BUFFALO	327	4	1224	DOUGLAS	257	6	2338	59.0	MCPHERSON	52	63
62	ZIEBACH	234	4	1712	CAMPBELL	171	2	1167	MCPHERSON	313	6	1918	ZIEBACH	167	3	1794	60.0	CAMPBELL	51	66
63	DOUGLAS	173	4	2306	BUFFALO	166	2	1206	HAND	300	8	2668	MCPHERSON	156	3	1926	60.8	ZIEBACH	59	62
64	FAULK	166	3	1810	BON HOMME	160	9	5632	HUTCHINSON	291	16	5492	SHANNON	57	5	8726	61.0	DOUGLAS	59	63
65	TODD	121	7	5762	TODD	85	5	5891	TODD	101	6	5933	TODD	50	3	5959	65.0	TODD	65	65
66	SHANNON	24	2	8297	SHANNON	70	6	8516	SHANNON	34	3	8702	CAMPBELL	0	0	1120	65.5	SHANNON	64	66

South Dakota Dockets

Rank	2010				2011				2012				2013				Average, High & Low Rank			
1	STANLEY	3413	77	2256	BENNETT	2603	59	2267	BENNETT	2897	66	2278	ROBERTS	2647	195	7368	2.0	BENNETT	1	4
2	BENNETT	2575	58	2252	STANLEY	2579	59	2288	ROBERTS	2563	189	7373	CHARLES MIX	1962	128	6525	2.2	ROBERTS	1	3
3	ROBERTS	2457	179	7284	ROBERTS	2243	165	7357	MELLETTE	2399	35	1459	STANLEY	1937	44	2271	3.0	STANLEY	1	6
4	CHARLES MIX	2362	152	6434	MELLETTE	2204	32	1452	MOODY	2129	102	4791	BENNETT	1877	43	2291	5.2	CHARLES MIX	2	10
5	WALWORTH	2239	95	4243	MOODY	2081	100	4806	CHARLES MIX	1999	130	6503	MOODY	1757	84	4782	5.2	MELLETTE	3	8
6	MELLETTE	2030	28	1379	PENNINGTON	1755	1360	77486	STANLEY	1974	45	2280	PENNINGTON	1708	1372	80326	5.8	MOODY	4	9
7	PENNINGTON	1936	1481	76479	WALWORTH	1707	74	4335	JACKSON	1868	40	2141	WALWORTH	1702	73	4288	6.8	PENNINGTON	6	8
8	BRULE	1710	67	3917	JACKSON	1643	35	2130	PENNINGTON	1865	1475	79082	MELLETTE	1584	23	1452	8.0	WALWORTH	5	13
9	MOODY	1669	80	4794	FALL RIVER	1635	94	5750	FALL RIVER	1737	100	5757	BEADLE	1539	208	13519	11.0	FALL RIVER	9	15
10	LAWRENCE	1594	310	19453	CHARLES MIX	1591	103	6472	LAWRENCE	1664	329	19777	CODINGTON	1524	321	21068	11.5	LAWRENCE	10	14
11	FALL RIVER	1541	89	5775	BROWN	1577	446	28282	BUTTE	1537	119	7744	MEADE	1496	309	20661	13.8	BEADLE	9	17
12	MINNEHAHA	1510	1922	127275	LAWRENCE	1547	304	19650	MINNEHAHA	1458	1920	131695	BUTTE	1394	109	7817	14.2	BRULE	8	21
13	BEADLE	1486	196	13192	HUGHES	1497	197	13163	WALWORTH	1398	60	4291	BRULE	1382	55	3981	14.2	MINNEHAHA	12	19
14	DAY	1433	64	4466	MINNEHAHA	1493	1923	128815	HUGHES	1397	187	13387	LAWRENCE	1358	275	20252	15.5	CODINGTON	10	20
15	SPINK	1368	66	4823	BUTTE	1446	112	7745	BRULE	1390	55	3956	FALL RIVER	1238	70	5655	16.0	HUGHES	13	20
16	CODINGTON	1338	274	20476	BEADLE	1407	188	13360	CODINGTON	1366	285	20866	YANKTON	1217	217	17830	18.2	MEADE	11	22
17	LYMAN	1314	35	2663	TRIPP	1391	60	4313	BEADLE	1261	170	13479	HUGHES	1181	158	13375	18.5	BUTTE	11	36
18	BROWN	1244	350	28132	DAY	1313	59	4493	CLAY	1203	140	11639	CUSTER	1102	77	6987	18.8	BROWN	11	25
19	MEADE	1238	236	19057	DAVISON	1234	186	15069	YANKTON	1163	206	17711	MINNEHAHA	1099	1481	134805	18.8	DAY	14	23
20	HUGHES	1236	161	13025	CODINGTON	1230	254	20653	JERAULD	1131	18	1592	DAY	1054	46	4366	19.2	JACKSON	7	38
21	DAVISON	1166	174	14927	BRULE	1132	45	3977	MEADE	1125	222	19730	BROWN	1040	302	29034	21.8	DAVISON	19	24
22	SULLY	1126	12	1066	MEADE	1107	213	19239	MARSHALL	1124	41	3649	JONES	1015	8	788	23.2	YANKTON	16	30
23	TRIPP	1064	46	4325	CLAY	1063	123	11576	DAY	1110	49	4415	DAVISON	1011	154	15239	24.2	TRIPP	17	30
24	JONES	1024	8	781	JERAULD	1055	17	1612	DAVISON	1106	168	15191	JACKSON	979	21	2144	26.8	CUSTER	18	34
25	CUSTER	1010	67	6635	BROOKINGS	1039	270	25984	BROWN	1089	313	28750	LAKE	892	86	9638	27.8	CLAY	18	36
26	LAKE	1005	89	8855	SPINK	978	48	4909	LYMAN	1071	29	2707	MARSHALL	861	32	3717	27.8	LAKE	25	31
27	LINCOLN	1002	319	31823	UNION	963	104	10802	TRIPP	1060	45	4247	LINCOLN	824	290	35181	27.8	LYMAN	17	37
28	PERKINS	984	23	2338	YANKTON	943	166	17611	MINER	960	17	1770	BROOKINGS	821	218	26546	29.0	BROOKINGS	25	32
29	JERAULD	976	16	1640	EDMUNDS	934	29	3104	LAKE	956	90	9418	EDMUNDS	810	25	3088	29.0	JERAULD	20	43
30	YANKTON	938	164	17486	CUSTER	873	59	6757	EDMUNDS	940	29	3084	TRIPP	797	34	4267	29.2	MARSHALL	22	38
31	MARSHALL	914	33	3612	LAKE	838	77	9193	BROOKINGS	883	233	26380	LYMAN	792	22	2778	30.2	JONES	22	41
32	BROOKINGS	913	237	25959	TURNER	831	53	6381	AURORA	842	17	2019	AURORA	750	15	2000	31.2	EDMUNDS	29	37
33	HYDE	907	10	1102	MCCOOK	774	32	4133	UNION	801	88	10992	PERKINS	712	17	2389	31.2	LINCOLN	27	36
34	CLAY	883	101	11432	JONES	753	6	797	CUSTER	776	53	6833	HANSON	607	14	2306	31.2	SPINK	15	46
35	UNION	870	93	10686	AURORA	749	15	2003	LINCOLN	757	258	34064	SANBORN	599	11	1835	33.8	UNION	27	40
36	BUTTE	868	66	7608	LINCOLN	738	243	32924	KINGSBURY	747	30	4016	CLAY	585	67	11458	36.5	AURORA	32	47
37	EDMUNDS	839	26	3098	LYMAN	732	20	2733	GRANT	727	41	5641	GREGORY	548	18	3284	36.8	SULLY	22	45
38	JACKSON	829	17	2051	MARSHALL	695	25	3598	MCCOOK	699	29	4146	SPINK	540	27	5003	40.5	MCCOOK	33	46
39	DEUEL	752	25	3325	SULLY	649	7	1078	TURNER	695	44	6332	BON HOMME	528	30	5678	41.8	MINER	28	48
40	GREGORY	666	22	3302	HAND	627	17	2713	HARDING	677	7	1034	UNION	498	55	11041	41.8	PERKINS	28	61

41	KINGSBURY	650	26	4001	HANSON	569	13	2283	JONES	636	5	786	SULLY	448	5	1117	42.8	GREGORY	37	50
42	HARDING	627	6	957	KINGSBURY	552	22	3988	HAAKON	606	9	1486	HAND	445	12	2698	43.8	TURNER	32	56
43	GRANT	620	35	5649	CLARK	547	15	2743	CLARK	542	15	2765	JERAULD	440	7	1592	44.0	GRANT	37	49
44	HAAKON	536	8	1493	GREGORY	521	17	3265	HYDE	536	6	1120	CLARK	432	12	2775	44.5	KINGSBURY	36	59
45	MCCOOK	529	22	4157	PERKINS	506	12	2373	SULLY	532	6	1127	MINER	394	7	1775	45.2	HARDING	40	52
46	DEWEY	513	18	3512	MINER	503	9	1790	SPINK	517	26	5031	MCCOOK	382	16	4192	45.8	CLARK	43	53
47	AURORA	505	10	1982	HARDING	497	5	1006	FAULK	491	9	1832	GRANT	372	21	5640	47.2	HAND	40	57
48	MINER	443	8	1806	HUTCHINSON	455	25	5499	SANBORN	489	9	1842	TURNER	360	23	6395	47.5	HYDE	33	58
49	POTTER	426	8	1878	GRANT	446	25	5605	CORSON	446	12	2693	BUFFALO	328	4	1219	48.0	HANSON	34	59
50	HAND	406	11	2711	DEWEY	420	15	3575	GREGORY	426	14	3290	POTTER	317	6	1892	48.2	SANBORN	35	56
51	HUTCHINSON	393	22	5595	MCPHERSON	419	8	1909	BON HOMME	372	21	5648	HAMLIN	315	13	4128	49.0	HAAKON	42	56
52	HAMLIN	390	16	4104	DEUEL	418	14	3352	HAMLIN	362	15	4138	HARDING	303	3	991	51.0	DEUEL	39	60
53	CLARK	355	10	2817	POTTER	374	7	1873	DEUEL	357	12	3365	DEWEY	301	11	3652	51.0	DEWEY	46	55
54	SANBORN	324	6	1852	HAAKON	338	5	1480	DOUGLAS	346	8	2313	HUTCHINSON	274	15	5473	52.0	BON HOMME	39	63
55	BON HOMME	318	18	5664	HAMLIN	338	14	4137	DEWEY	329	12	3642	HYDE	273	3	1098	52.0	POTTER	49	56
56	TURNER	314	20	6366	SANBORN	319	6	1880	POTTER	319	6	1882	FAULK	271	5	1845	52.2	HAMLIN	51	54
57	MCPHERSON	312	6	1924	FAULK	275	5	1821	HAND	300	8	2668	HAAKON	271	4	1477	52.8	HUTCHINSON	48	58
58	HANSON	311	7	2254	HYDE	272	3	1102	HUTCHINSON	291	16	5492	DOUGLAS	257	6	2338	55.8	FAULK	47	63
59	CORSON	263	7	2660	CORSON	227	6	2648	HANSON	262	6	2288	KINGSBURY	254	10	3944	57.0	CORSON	49	61
60	ZIEBACH	234	4	1712	DOUGLAS	173	4	2314	CAMPBELL	260	3	1154	DEUEL	240	8	3331	58.2	DOUGLAS	54	61
61	DOUGLAS	173	4	2306	ZIEBACH	171	3	1759	PERKINS	250	6	2396	CORSON	215	6	2788	58.8	BUFFALO	49	62
62	BUFFALO	170	2	1177	BUFFALO	166	2	1206	BUFFALO	245	3	1224	ZIEBACH	167	3	1794	58.8	MCPHERSON	51	64
63	FAULK	166	3	1810	BON HOMME	160	9	5632	ZIEBACH	223	4	1795	MCPHERSON	156	3	1926	61.5	ZIEBACH	60	63
64	CAMPBELL	84	1	1194	CAMPBELL	86	1	1167	MCPHERSON	209	4	1918	SHANNON	34	3	8726	63.5	CAMPBELL	60	66
65	TODD	52	3	5762	TODD	51	3	5891	TODD	67	4	5933	TODD	17	1	5959	65.0	TODD	65	65
66	SHANNON	24	2	8297	SHANNON	47	4	8516	SHANNON	23	2	8702	CAMPBELL	0	0	1120	65.5	SHANNON	64	66

Magistrate Judge DUI 1 and DUI2 Sentencing Survey

DUI 1	DUI 2
Jail time	
Q1 Suspended Jail (1) 30 days suspended (4) 60 days suspended (1) 45-90 days suspended (1)	Q3 Served 30; Suspended 60 (1) Served 10-30; Suspended additional days (1) Served 10-20;Suspended 160-170 (1) Served 10;Suspended 50-170 (4)
Driver License Revocation	
Q1 30 days (7) Work permit (3) Work permit with 24/7 if BAC >.17 (3) Work permit not mentioned (4)	Q3 360 days (7) Work permit with 24/7 (5) Work permit not mentioned (2)
24/7	
Q1 Work permit with 24/7 if BAC >.17 (3)	Q3 24/7 60-90 days as condition of suspended sentence (2) Work permit with 24/7 (5)
Fines	
Q1 $250-450plus court costs and blood test fee (1) $351 plus court costs and blood test fee (1) $400 plus court costs and blood test fees (1) $400-500 plus court costs and blood test fees (3) None listed (1)	Q3 No fine or court cost or blood test fee (1) No fine but court costs and blood test fee (1) $500 plus court costs and blood test fee (2) $620 plus court cost and blood test fee (1) $650-750 plus court costs and blood fees (1) $700 plus court costs and blood test fees (1)
Factors in a harsher sentence	
Q2 None without additional charges (1) Previous history alcohol related offenses (5) High BAC (4) Children in vehicle (3) Attitude towards officer and/or court (3) Failure to complete treatment (2) Accidents or other aggravating facts (3)	Q4 High BAC (5) Accidents and other aggravating factors (5) Age of Priors (4) History alcohol related offenses (4) Children in car (2) Success[lack of success] on 24/7 (2) Failure to complete treatment (2) Attitude towards officer/trooper/court (2)

Factors that might lead to dismissal [DUI 1 or DUI 2]	
Q5 Low BAC (5) No proof of driving (2) Suppression issues (2) Lack of history (1) Age of prior (1) Fourth or fifth amendment issues (1) Disproportionate school or work consequences (1)	
Factors that might lead to reduced charges [DUI 1 or DUI2]	
Q6 Low BAC (6) No proof of driving (2) Suppression issues (3) Lack of history (1) Age of prior (2) Fourth or fifth amendment issues (1) Disproportionate school or work consequences (2) Person and significant other had verified dispute (1)	
What factors might lead to 24/7 program	
Q7 High BAC (7) Prior history of reduction (1) Underage drinking history (1) Age prior offenses (3) Poor completion of treatment (1) Conduct during arrest (1) Work permit (2) Bond condition (1) Age(under 21 get 24/7) (1) History alcohol abuse (1)	Q10 High BAC (5) Prior history of reduction (1) Underage drinking history (1) Age prior offenses (1) Poor completion of treatment (1) Alcohol relapse (2) Conduct during arrest (1) Work permit (3) All Bond conditions (2) History alcohol abuse (1) All convictions (1)
Factors excluding Participation in DUI First	
Q15 Low BAC (3) Language issues (1)	

Military Repot Date (1) Lack of Prior History (2) Completion of higher level of treatment (1) Nonresident (1) Ability to pay (1) Job disruption (1)	
Factors Leading to Participation in DUI First	
Q16 All DUI 1 convictions (4) High BAC (2) History of substance abuse (1) Request suspended imposition (1) Nature of stop (1) Request of state (1)	
Factors might lead DUI 1 offender to receive treatment	
Q17 High BAC (5) History alcohol or substance abuse(4) Recommendation by CD counselor (2) Prior history underage drinking (1) Prior DUI's reduced to lesser charges (1) Conduct during arrest (1) Request by state (1) Request for suspended imposition (1)	
Biggest Barriers to effective programming [DUI 1 and DUI 2]	
Q21 Speed of getting DUI 2 offenders into program Lack of standardized (non-treatment) for DUI 2 Inability to place on supervised probation Inability to utilize probation period longer than I year Availability of slots in affordable programs Some difficulty in exchange of information between court and provider Not knowing what alcohol evaluation will recommend Proven data base history of success in stopping drinking driving	
Additional Programming Needed	
Q22	

Standardized second offender (non-treatment) program Financial assistance with treatment CBISA with more structured aftercare More supervision of meaningful attempt to complete treatment
Participating Circuits
Q27 Circuits 1,2, 3, 4, 5

DUI I Case Study

Sentencing for DUI 1 offenders that do not participate in DUI First Program

Cases:

- Arrest date between 7/1/2012 and 6/30/2013
- Highest DUI Level linked to docket is DUI 1
- Disposition – convicted or suspended imposition
- Linked DUI 1 First completers removed
- 20 cases selected from each circuit
- 140 cases reviewed

No order (condition) indicated		9	6.4%	
No classes or treatment ordered		47	33.6%	
Alcohol direction given		84	60.0%	
	DUI Class			5
	DUI Class + Proof			16
	DUI Class + CD Eval			7
	DUI Class + CD Eval + Proof			3
	CD Eval			6
	CD Eval + Proof			7
	CD Eval + Follow Rec			17
	CD Eval + Follow Rec + Proof			11
	24/7			3
	24/7 + CD Eval + Follow Rec + Proof			3
	24/7 + Complete treatment			3
	Complete aftercare			2
	Complete treatment			1
Total Cases		140		

Findings:

- 31 referred to DUI Driver Education
  - Did not complete
  - Could not link
  - Lacked information to attempt link
  - Education course not DUI First
- 52 referred for CD Evaluation
- 10 referred DUI Class and CD Evaluation
- 9 referred to 24/7
- 4 complete treatment
- 3 complete treatment and 24/7
- 2 complete aftercare
- 43 required proof to court services

Table B-19. DUI Filings and Dispositions by County - FY2014

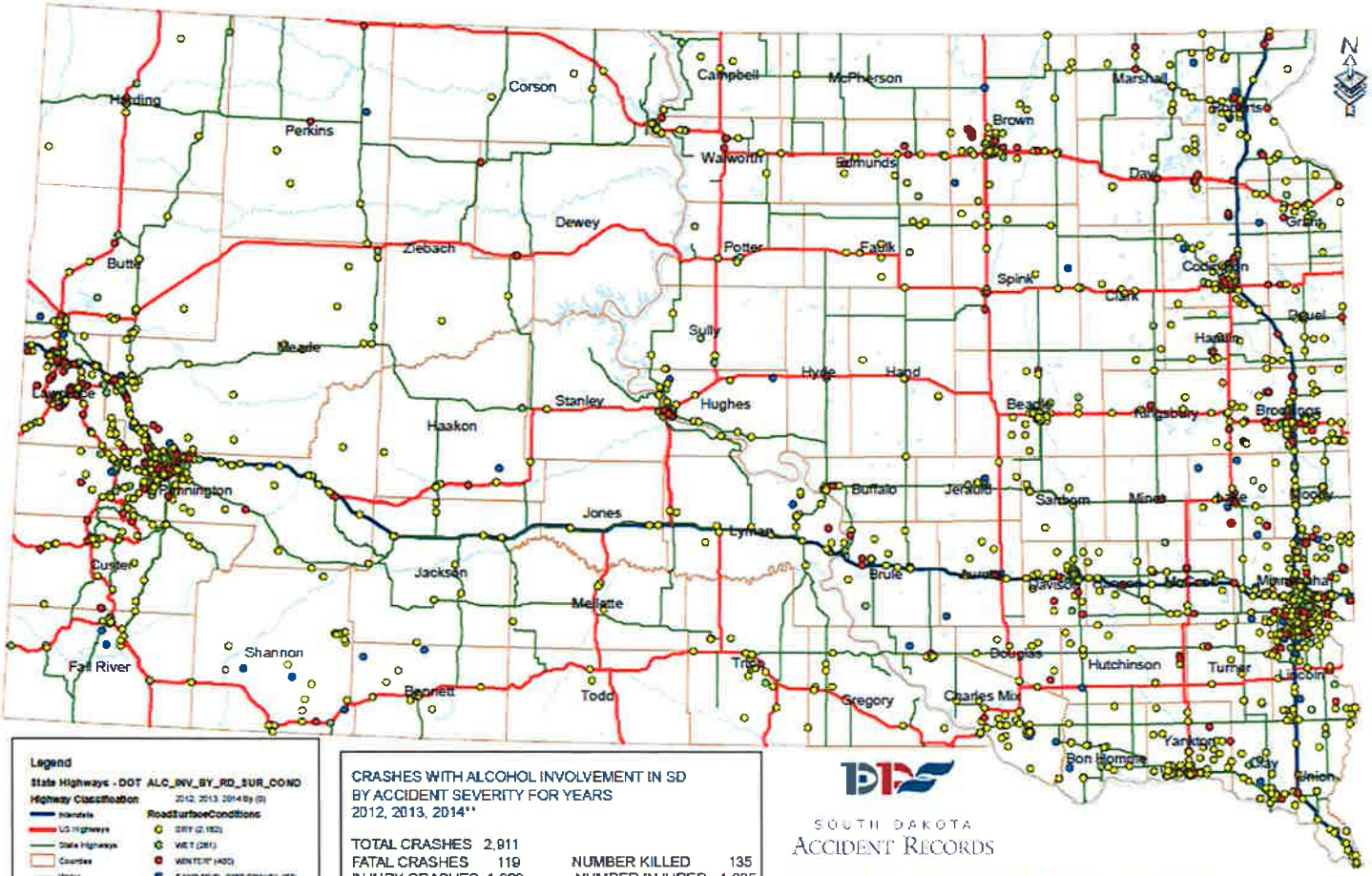
COUNTIES	Charges Filed	Guilty Plea	Dismissals	Trials: Acquittals	Trials: Convictions	Susp. Impos.*	Recharged	Other Dispositions	TOTAL DISPOSITIONS
1st CIRCUIT									
Aurora	26	11	6	0	0	1	1	0	20
Bon Homme	25	27	3	0	0	4	5	5	44
Brule/Buffalo	78	52	19	0	1	5	1	4	82
Charles Mix	142	87	40	0	1	9	36	11	184
Clay	84	68	5	0	0	8	5	2	88
Davison	155	107	31	0	1	21	21	13	194
Douglas	9	6	1	0	0	1	0	0	8
Hanson	16	17	2	0	0	2	0	2	23
Hutchinson	23	27	2	0	0	0	1	1	29
McCook	22	17	8	0	1	5	3	0	32
Turner	21	20	4	0	0	5	2	2	33
Union	109	74	31	0	0	9	14	5	123
Yankton	264	200	59	0	0	16	11	12	298
TOTAL	968	703	201	0	4	86	98	57	1,149
2nd CIRCUIT									
Lincoln	590	346	236	0	2	59	131	19	693
Minnehaha	1,790	1,120	377	3	19	221	148	301	2,189
TOTAL	2,357	1,466	613	3	21	280	279	320	2,882
3rd CIRCUIT									
Beadle	182	148	32	2	2	6	19	1	210
Brookings	207	184	41	1	6	41	0	12	285
Clark	15	7	1	0	5	2	1	2	18
Codington	690	253	326	2	12	16	27	24	660
Deuel	17	10	5	0	0	0	1	0	16
Grant	45	34	5	0	2	0	0	3	42
Hamlin	21	15	5	0	1	1	0	0	28
Hand	11	10	2	0	0	0	2	0	14
Jerauld	6	6	3	0	0	0	1	0	10
Kingsbury	19	12	3	0	0	0	0	1	16
Lake	96	61	19	0	0	23	7	5	115
Miner	5	5	3	0	0	2	0	1	11
Moody	94	47	44	0	0	7	0	0	104
Sanborn	12	10	4	0	0	0	0	0	14
TOTAL	1,420	802	489	5	28	98	64	48	1,534
4th CIRCUIT									
Butte	254	109	28	1	5	32	18	97	290
Corson	18	8	8	0	0	1	0	2	19
Dewey	18	13	1	0	0	3	0	0	17
Harding	15	8	3	0	0	1	5	2	19
Lawrence	446	280	80	2	5	87	57	85	596
Meade	545	334	171	1	6	143	51	53	759
Perkins	17	12	5	0	0	0	0	1	18
Tripp	5	2	1	0	0	0	1	1	5
TOTAL	1,308	766	297	4	16	267	132	221	1,703

COUNTIES	Charges Filed	Guilty Plea	Dismissals	Trials: Acquittals	Trials: Convictions	Susp. Impos.*	Recharged	Other Dispositions	TOTAL DISPOSITIONS
5th CIRCUIT									
Brown	370	250	73	0	0	34	2	19	348
Campbell	1	1	0	0	0	0	0	0	1
Faulk	70	34	32	0	0	3	0	3	74
Edmunds	28	11	5	0	0	1	0	1	23
Faulk	3	1	2	0	0	1	0	0	10
Marshall	52	34	18	1	0	5	1	2	63
McPherson	3	1	3	0	0	0	0	0	4
Roberts	209	139	73	0	0	6	1	17	236
Spink	35	26	9	0	0	3	0	0	32
Walworth	66	46	24	0	0	3	0	0	73
TOTAL	845	562	237	1	0	56	4	36	900
6th CIRCUIT									
Bennett	59	44	14	1	0	1	0	0	60
Gregory	60	17	31	0	1	2	0	0	50
Haakon	5	5	0	0	1	1	0	0	7
Hughes	257	137	24	0	2	16	54	104	334
Hyde	2	2	0	0	0	1	0	0	3
Jackson	32	27	5	0	1	1	0	4	38
Jones	11	5	9	0	0	0	0	0	14
Lyman	63	26	12	0	0	0	2	2	42
Mellette	13	12	8	0	0	0	0	0	20
Potter	9	5	1	0	0	0	0	0	6
Stanley	61	40	16	0	0	4	0	1	61
Sully	4	3	3	0	0	0	0	1	7
Todd/Tripp	45	34	15	0	0	5	11	1	66
TOTAL	621	360	145	1	5	31	67	110	727
7th CIRCUIT									
Custer	130	93	36	1	2	30	1	5	130
Fall River/Shannon	78	58	18	0	0	16	2	0	93
Pennington	1,725	1,063	344	3	52	298	126	348	2,130
TOTAL	1,931	1,203	398	4	54	324	129	355	2,355

	Charges Filed	Guilty Plea	Dismissals	Trials: Acquittals	Trials: Convictions	Susp. Impos.*	Recharged	Other Dispositions	TOTAL DISPOSITIONS
STATE TOTALS	9,450	5,830	2,230	18	128	1,148	760	1,148	11,351

* Suspended Imposition of Sentence

STATE REPORTABLE MOTOR VEHICLE CRASHES WITH ALCOHOL INVOLVEMENT IN SOUTH DAKOTA BY ROAD SURFACE CONDITIONS FOR YEARS 2012, 2013, AND 2014**



Legend

State Highways - DOT ALC_INV_BY_RD_SUR_COND

Highway Classification 2012, 2013, 2014 By (0)

Interstate
US Highways
State Highways
Counties
Water

RoadSurfaceConditions

DRY (2,152)
WET (281)
WINTER* (400)
SAND,MUD, DIRT,GRAVEL (72)
OIL (1)
OTHER/OTHER (18)

CRASHES WITH ALCOHOL INVOLVEMENT IN SD
BY ACCIDENT SEVERITY FOR YEARS
2012, 2013, 2014**

TOTAL CRASHES	2,911		
FATAL CRASHES	119	NUMBER KILLED	135
INJURY CRASHES	1,309	NUMBER INJURED	1,885
PDO*** CRASHES	1,483		

SOUTH DAKOTA
ACCIDENT RECORDS

* = WINTER IS SNOW, SLUSH, ICE, FROST CONDITIONS
** = 2014 NUMBERS CAN CHANGE BECAUSE DATA COMES OUT OF A LIVE DATABASE
***PDO = PROPERTY DAMAGE ONLY

PREPARED BY:
DEPT OF PUBLIC SAFETY
HIGHWAY SAFETY/ACCIDENT RECORDS
APRIL 1, 2015

ALCOHOL INVOLVED MV CRASHES IN SD FOR YEARS 2012 THRU 2014

Date Range: 01/01/2012 Thru 12/31/2014

Accident Nbrs: 1200005, 1200014, 1200016, 1200036, 1200091, 1200107, 1200108, 1200134, 1200169, 1200179, 1200180, 1200255, 1200274, 1200318, 1200333, 1200364, 1200367, 1200387, 1200403, 1200405, 1200437, 1200456, 1200457, 1200466, 1200471, 1200485, 1200586, 1200594, 1200605, 1200624

Crash Summary

Driver Contributing Circumstances

Speed-Over Limit	268	Speed-Over Safe	308	Failure to Yield	254	Run Off Road	654	Distracted	81
Follow Too Close	107	Improper Passing	16	Wrong Side Road	73	Swerving/Avoiding	54		
Turn/Lane Change	297	Improper Signal	2	Improper Back/Park	43	Overcorrection	148		
Fell Asleep	68	Traffic Signal	151	Other	96	Cellular/Electronic	65		

Surface Condition

Dry	2162
Wet	261
Ice / Frost	145
Snow / Slush	255
Other	4
Sand/Dirt/Gravel	77
Unknown	7
Wild Animal	0

Weather

Clear	2125	Blowing Sand/Soil	
Rain	81	Severe Crosswinds	2
Cloudy	527	Snow / Sleet	115
Other	1	Fog / Smoke	17
		Blowing Snow	22
		Unknown	21

Relation To Intersection

Non-Intersection	1928	Driveway	99
4 Way Intersection	302	Rail Crossing	6
T Intersection	129	Cross Over	
Y Intersection	7	Other	5
5 Way Intersection	1	Alley	14
Intersection Relat	302	Bike path	
Interchange	117	Unknown	1
Wild Animal	0		

Road Alignment

Straight Level	1933	Unknown	11
Straight Grade	352	Wild Animal	0
Straight Crest	114		
Curve Level	292		
Curve Grade	164		
Curve Crest	45		

Driver Alcohol / Drugs

Alcohol	2947
Drugs	156
Both	150

Vehicle Type

Car	2022	Van/Bus	11
Sport Utility Vehicle	821	Motorhome	3
Pickup	913	Single Unit Truck	51
Mini Van	205	Farm Machinery	6
Cargo Van	13	Heavy Equipment	3
Truck / Semi	41	Other	51
Motorcycle	153		

Time	12	1	2	3	4	5	6	7	8	9	10	11	Total
AM	215	239	261	133	87	64	65	75	45	37	45	53	1319
PM	59	67	69	114	104	135	143	168	172	180	193	188	1592

Injury Severity - Injury Totals

Fatality	Injury2	Injury3	Injury4	No Injury
135	469	798	618	2889

Crash Severity - Crash Totals

Fatality	Injury2	Injury3	Injury4	No Injury
119	351	546	412	1483

Lighting Conditions

Light	Dawn	Dusk	Not lighted	Lighted	Other
943	57	59	939	875	36

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals
218	218	214	232	234	229	283	282	247	250	238	266	2911

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
577	282	269	313	352	430	688

Property Damage Estimate $22,979,699.27

VEHICLE INVOLVED IN CRASHES IN SD FOR YEARS 2012 THRU 2014 Date Range: 01/01/2012 Thru 12/31/2014

Accident Nbrs: 1200005, 1200014, 1200016, 1200036, 1200091, 1200107, 1200108, 1200134, 1200169, 1200179, 1200180, 1200255, 1200274, 1200318, 1200333, 1200364, 1200387, 1200397, 1200403, 1200405, 1200437, 1200450, 1200457, 1200466, 1200471, 1200485, 1200586, 1200594, 1200605, 1200624

	01/01/2012 12/31/2012				01/01/2013 12/31/2013				01/01/2014 12/31/2014				Totals			
Crash Type	F	I	P	T	F	I	P	T	F	I	P	T	F	I	P	T
Angle-Intersec	2	43	50	95	2	57	63	122	3	39	54	96	7	139	167	313
Rear End	2	45	41	88	1	47	48	96	0	46	60	106	3	138	149	290
Head-on	4	5	2	11	1	9	0	10	6	11	3	20	11	25	5	41
Fxd Obj in Rd	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Fxd Obj off Rd	7	155	206	368	7	141	211	359	11	149	210	370	25	445	627	1097
Overturn on rd	5	26	1	32	1	16	1	18	1	20	0	21	7	62	2	71
Overturn off rd	20	127	24	171	19	95	38	152	17	85	48	150	56	307	110	473
SSW overtake	2	3	8	13	1	2	13	16	0	1	16	17	3	6	37	46
SSW opp dir	1	1	7	9	0	4	5	9	1	5	7	13	2	10	19	31
Angle-no intersec	1	6	8	15	0	9	10	19	1	8	6	15	2	23	24	49
Bicycle	0	3	0	3	0	3	0	3	0	1	0	1	0	7	0	7
Pedestrian	1	5	1	7	2	4	0	6	0	2	0	2	3	11	1	15
Animal	0	5	2	7	0	2	2	4	0	3	1	4	0	10	5	15
Parked Veh	0	24	86	110	0	30	85	115	0	28	98	126	0	82	269	351
Other	0	19	21	40	0	14	17	31	0	11	29	40	0	44	67	111
Totals	45	467	458	970	34	433	493	960	40	409	532	981	119	1309	1483	2911

Left Turn Crashes
(at least one vehicle turned left)

F	I	P	T	F	I	P	T	F	I	P	T	F	I	P	T
1	35	46	82	1	37	51	89	3	30	56	89	5	102	153	260

2

IMPAIRED DRIVING ISSUES/FACTORS IDENTIFIED BY TASK FORCE MEMBERS

Impaired Driving Enforcement	**Impaired Driving Prosecution**	**Impaired Driving Adjudication, Sanctions and Driver Licensing**	**Impaired Driver Program Evaluation and Data Analysis**	**Media Relations, Communications and Advertising**
MIPs/Underage Arrests Speed/seatbelt Road conditions – over driving conditions	DUI defendant involved in vehicular battery/vehicle homicide What/where their CJ history? (Including those charged/reduced) Understand dismissals – why dismissal? Why number of dismissals so high?	What # of impaired drivers as part of SB70? Jurisdiction with DUI Courts vs. Non DUI Courts What is sentencing practices across the circuits/judges for sentencing/follow-up? How much is 24/7 used? Combination/conviction – judgment/treatment & monitoring Sentencing practices – SD, what are they? IDA pre-sentence/as post sentence. Use in DUI education, treatment, monitoring Gap between DUI arrests as convictions and number taking DUI I program Judge follow-up to DUI I and DUI 2 sentencing – how are they done? (Does system need a position that follows up on court requirements to see if they are/are not completed?)	24/7 data Reservation numbers impact Example – non-licensed driver stats Prevention/treatment information Effect of DUI Court IDA Use in DUI education, treatment, monitoring Is treatment effective? Recid?? Gap between DUI arrests as convictions and number taking DUI I program Tribal vs. UJS – dismissals Rural vs. urban Amount of alcohol related fatalities on reservations - compared to population on/off reservations	Difference between a) media relations and advertising and, b) public affairs and advocacy Impaired driving communication & media - SD has good public service announcements to educate in this area

What is the biggest alcohol impaired driving issue in South Dakota?"

Offenders	Urban/Rural	Enforcement/Prosecution /Adjudication	Acceptance	Consumption and binge drinking	Education/Treatment
Repeat Offenders Repeat Offenders Repeat offenders still driving Recidivism Arrests for DUI 2+ have not decreased (as those lower DUI offenses) Statewide 12 hours standard curriculum for 1st DUI offenders being used in all circuits Repeat offenders: Probably similar to DUI 1st is really DUI 2nd is really DUI 3rd, - primary point is multiple offenders DUI 2 – 4 + should be the primary focus	Rural Communities Rural – Hard to do law enforcement on hundreds of miles of rural roads Alcohol use on rural high-speed roadways Although we are primarily a rural state, per capita rural issues are still disproportionate by higher in rural areas of the Stat Rural counties – lack of public transportation	Reductions – Reckless vs. DUI Follow-up monitoring of offender & completion of recommendations Number of arrests in comparison to number of convictions in certain areas Uniform sanctions: DUI 1st is really DUI 2nd is really DUI 3rd Unlicensed and lack of driver education on rules of the road, road rage driving Consistency with applying sanctions DUI 2 – 4 + should be the primary focus Impaired driving CJ programs & activities Alcohol-related crashes for special events such as Sturgis motorcycle rally Abuse supervision vs. dependence (addiction) supervision	Social Acceptance SD mentality regarding drinking overall SD mentality regarding underage drinking (acceptance) Society still accepts it Community Attitudes (not really a serious problem) Lack of awareness of impairment – everyone understands what a falling down drunk is, not everyone recognizes impairment (either while drinking or the next morning Social dependency on alcohol, leading to our acceptance/tolerance of DUI (and alcohol involved behavior Injuries/fatalities of innocent people due to drunk driving	Binge drinking (continued issue) Volume per capita – we have seen significant decreases in DUI firsts, but increases elsewhere Binge drinking & overall alcohol consumption rates in SD are alarming Minor consumption – follow through, i.e. Do we treat our MIC different in terms of supervision – when those individuals become future DUI offenders The high rate of all arrests, as compared to other states, being alcohol related in SD. This speaks to prevention, education efforts being significant in the reduction of not only impaired driving, but all crimes Under 21 alcohol impaired drivers	18-21 year old Prevention & education funds are decreasing which may influence the impact Small town thoughts of "no traffic – I can drive myself home – I'm fine" Perception that "I've only had a few – I'm fine" when really they are not Drivers who play the odds – knowing they won't get caught Does treatment prevent further DUI convictions? Issue with self-reporting can lead to not getting necessary/needed services Not planning ahead when going out Abuse supervision vs. dependence (addiction) supervision

FY2016 APPENDIX E

Participation by Political Subdivisions

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.

FY2016 APPENDIX F

Planning and Administration (P&A) Costs

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.