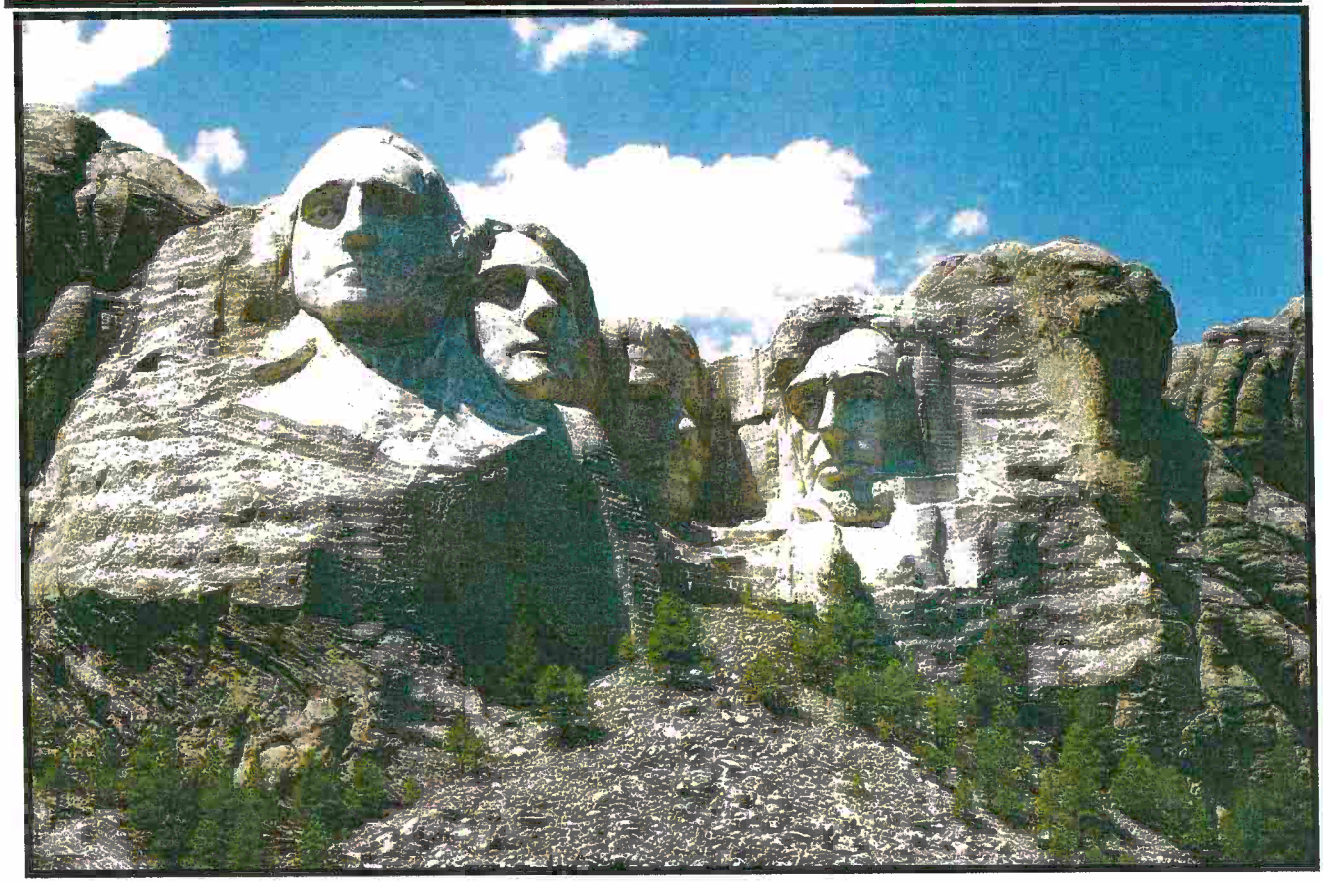
South Dakota 2014 Highway Safety Plan



SOUTH DAKOTA
DEPARTMENT
OF PUBLIC SAFETY

prevention ~ protection ~ enforcement

THE HIGHWAY SAFETY PLAN IS PROVIDED BY:

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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.state.sd.us/statutes/DisplayStatute.aspx?Type=Statute&Statute=32-13-1

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

The Office of Highway Safety strives to carry out its mission through a variety of means. Primary in this effort is public information and education as well as enforcement. OHS staff is committed to developing partnerships with agencies statewide. The list of partners includes state, local, and county law enforcement agencies, the Department of Transportation, the Department of Human Services, the Department of Social Services, the Attorney General, the Unified Judicial System, the South Dakota Chiefs of Police Association, the South Dakota Sheriff's Association, 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 2014 Highway Safety Plan (HSP). This plan articulates the state's official prospectus for improving the safety of the state's highway users. The 2014 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 FY2014. 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.

The 2014 South Dakota highway Safety plan reflects a change in approach for the state in setting and articulating performance measure goals. For each core outcome measure, the performance goal for the state will be based on changes in the five-year average and compared to a larger trend goal of reduction for each measure. This is slightly different from the approach used in the past, which based goals on changes in the annual values, which are highly susceptible to random fluctuation. 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 electronically, (approximately 67% 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.

STATEWIDE SYNOPSIS

Given that its 833,354 residents[1] are distributed over 77,121 square miles of terrain, South Dakota remains in 2013 as it has for most of its formal existence as one the nation's most sparsely populated states. Although the state's seemingly endless acres of prairie and farmland are coveted for their rustic charm and rolling vistas, the markedly rural character of South Dakota's landscape presents distinctive challenges to traffic crash prevention and management. Altogether, rural roads and highways comprise 96.2% of the 82,536 total roadway miles that criss-cross the state, and in 2012, rural travel accounted for 71.0% 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 a strikingly active one. 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, while an additional 12% take to the roads at least once per week.[3] This high level of driving frequency further spurs the pressing need for effective traffic crash deterrence.

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[1] US Census Bureau estimate for 2012

[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 and state ID card holders under the age of sixteen. This survey will be referred to hereafter as the 2012 Highway Safety Behaviors Survey. The survey was not replicated in 2013, however due to the consistency across measures for the 3 years it was taken, we have no reason to think that the numbers would be significantly different in 2013.

Through the lens of major traffic crash indicators, observers of highway safety outcomes witnessed a number of encouraging developments in 2012. Of the 16, 259 traffic crashes reported through the South Dakota Accident Reporting System (SDARS) data system in 2012 (almost 1100 fewer crashes than the previous year), positive directionalities were observed across a wide range of outcomes measures:

- Total injuries from traffic crashes in 2012 (5, 431) saw a .9% decrease from 2011 (5, 480).
- The number of fatalities incurred by unrestrained passenger vehicle occupants decreased 9.4%, from 64 in 2011 to just 58 in 2012; in addition, the number of all unrestrained passenger vehicle occupants involved in traffic crashes decreased almost 25% from 2011 to 2012.
- The total number of crashes involving at least one driver or motorcycle operator with a BAC reading of .08 or above decreased by just over 40%. However, the total number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC reading of .08 or above was 30% higher in 2012 than in 2011.
- The number of individuals killed as a result of at least one speeding driver decreased 18.9% from 2011. Of the 30 fatalities, 93% occurred on rural roadways.
- The number of pedestrian fatalities in South Dakota remains quite small and dropped from 7 in 2011 to 2 in 2012. The number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 7.1 fatalities per year since 2008.

These positive outcomes are in spite of the fact that vehicle miles traveled in South Dakota continued to increase in 2012. The Federal Highway Administration asserts that Americans tallied approximately 35 billion more vehicle miles traveled in 2011 than in 2010, an increase of 1.2%.[4] Likewise, statewide VMT estimates for South Dakota increased by approximately 84million miles from 2011 to 2012, a change of roughly 1.6%. This increase alone ushers in the natural opportunity for a rise in traffic crashes in South Dakota, along with their consequent economic and human damages.

The positive outcomes also occurred in spite of a continued prevalence of rural over urban travel in South Dakota. In 2012, rural VMT accounted for 71.0% 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. Rural fatality rates in South Dakota have historically been much higher than their urban counterparts. Additionally, injury-to-fatality ratios suggest that rural crashes are more likely than urban crashes to produce fatalities, all else being equal. In 2012, 20.8 injuries were recorded for each fatality in rural areas. By contrast, 184.7 injuries per fatality were recorded in urban areas.

It should be noted, however, that there were a couple of areas in which South Dakota did not see improvements in 2012:

- A total of 133 traffic crash fatalities were recorded in South Dakota in 2012, up from 111 (but down from 140 in 2010.)

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[4] Federal Highway Administration, *Historical Monthly VMT Report*. Available at http://www.fhwa.dot.gov/policy information/travel/tvt/history/. At the time of this report, 2012 VMT data from the Federal Highway Administration was not yet available.

- The overall fatality rate also increased from 1.23 in 2011 to 1.47 in 2012.

- Despite a decrease in the total number of injuries, the number of serious injuries from traffic crashes increased 6.6% from 760 in 2011 to 810 in 2012.

- The number of motorcyclist fatalities (25) and unhelmeted motorcyclist fatalities (23) increased significantly from 2011 to 2012, 78.5% and 109.1% respectively. However, 2011 was a particularly low year for motorcyclist fatalities so these percentages are somewhat inflated.

- 20 drivers under the age of 21 were involved in a fatal traffic crash in 2012; this figure represents a 42.9% increase from the previous year. However, it should be noted, that 2011 was a particularly low year for the number of young drivers involved in fatal crashes and the value for 2012 is not unusually high compared to recent averages.

- The annual seat belt survey administered through OHS reported in 2012 that overall seat belt usage decreased this year. The 2012 estimate of 66.5% represents a decline of 6.9 percentage points from the 2011 rate of 73.4%.

While many of these developments in annual number appear discouraging, the five-year averages for each of these core outcome measures is much more promising, particularly when compared to long term goals. 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. 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.

As will be seen, three of the thirteen separate performance goals articulated in the 2013 HSP have been met to date.[5] 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.

[5] It must be understood, however, that the performance goals established in the 2011 HSP were constructed with target date of December 31, 2012. In this light, the evaluation of 2012 performance goals offered by this report (which is based on CY2011 traffic crash data) should be seen as tentative.

HIGHWAY SAFETY PLAN OUTLINE

As required by 23 CFR 1200, the 2014 Highway Safety Plan includes four primary elements: performance plan, highway safety plan, certification and assurances, and program cost summary. The South Dakota plan blends discussion of the performance plan and highway safety plan for the purpose of presenting a more integrative, comprehensible proposal. The 2014 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. The Office of Highway Safety has worked in coordination with the South Dakota Department of Transportation (SDDOT) on the Highway Safety Plan and the Strategic Highway Safety Plan. 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. Second, the plan offers program descriptions for projects related to the priority areas arising from the 2013 planning process. Finally, the plan presents a comprehensive 2014 budget summary for activities associated with enhancing highway safety vis-à-vis the highlighted priority areas.

CORE OUTCOME AND BEHAVIOR MEASURES FOR 2012
Performance Measures in Brief

CORE OUTCOME MEASURES FOR 2012

C1 – Number of traffic fatalities: **133**

C2 – Number of serious injuries in traffic crashes: **810**

C3 – Fatalities per vehicle mile traveled: **1.47**

C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions: **598**

C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above: **39**

C6 – Number of speeding-related fatalities: **30**

C7 – Number of motorcyclist fatalities: **25**

C8 – Number of unhelmeted motorcyclist fatalities: **23**

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

C10 – Number of pedestrian fatalities: **2**

BEHAVIOR MEASURES FOR 2012

B1 – Observed seat belt use for passenger vehicles, front seat outboard occupants: 66.5%

ACTIVITY MEASURES FOR 2012

A1 – Impaired Driving Citations: 10,487

A2 – Occupant Protection Citations: 6,578

A3 – Speed Citations: 42,539

2014 HIGHWAY SAFETY PERFORMANCE GOALS

C1 – Decrease the traffic fatalities five-year average by at least .6 percent from the 2008-2012 average of 127.2 to a five year average for 2009-2013 of 126.6.

C2 – Decrease the serious traffic injuries five-year average by at least 3 percent from the 2008-2012 average of 858 to a five-year average for 2009-2013 of 833.[6]

C3 – (a) Decrease the five-year average fatalities/VMT from the 2008-2012 average rate of 1.44 to 1.42by December 31, 2013.

(b) Decrease the five-year average rural fatalities/VMT from the 2008-2012 average rate of 1.75 to 1.71 by December 31, 2013.

(c) Maintain the five-year average urban fatalities/VMT from the 2008-2012 average rate of.68 through December 31, 2013.

C4 – Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 2 percent from the 2008-2012 average of 66.2 to a five-year average for 2009-2013 of 65.

C5 – Decrease the alcohol impaired driving fatalities five-year average by at least 1 percent from the 2008-2012 annual average of 37 to a five-year annual average for 2009-2013 of 36.6.

C6 – Decrease the speeding related fatalities five-year average by at least 3.5 percent from the 2008-2012 annual average of 34.8 to a five-year annual average for 2009-2013 of 33.6.

C7 – Decrease the motorcyclist fatalities five-year average by at least 4.5 percent from the 2008-2012 annual average of 22 to a five-year annual average for 2009-2013 of 21.

C8 – Decrease the motorcyclist fatalities five-year average by at least 4.5 percent from the 2008-2012 annual average of 22 to a five-year annual average for 2009-2013 of 21.

C9 – Decrease drivers age 20 or younger involved in fatal crashes 14 percent from the 2011 calendar base year figure of 14 to 12 by December 31, 2013.

C10 – Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2009-2013, despite expected increases in population.

2014 CORE BEHAVIOR GOALS

B1 – Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2012 calendar year base year average usage rate of 66.5 percent to 70.0 percent by December 31, 2013.

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[6] While this goal seems modest it actually requires a significant decrease in fatalities because we will be losing the data from 2008 which was a relative low point in fatalities.

Core Outcome and Behavior Measures in Detail

C1: NUMBER OF FATALITIES FROM TRAFFIC CRASHES

2013 Performance Goal

***Goal Statement*:** Decrease traffic fatalities 5.4 percent from the 2011 calendar base year figure of 111 to 106 by December 31, 2013.

Current Value: *133*

Current Status: *Not met*

2014 Performance Goal[7]

- Decrease the traffic fatalities five-year average by at least .6 percent from the 2008-2012 average of 127.2 to a five-year average for 2009-2013 of 126.6.[8]

Key Observations

- The vast majority (98.5%) of traffic crash fatalities in South Dakota in 2012 were motorists, as opposed to pedestrians[9].

Recent Data

Of the 16, 259 motor vehicle traffic crashes reported in South Dakota in 2012, 118 (0.72% of total crashes) resulted in at least one fatality. In total, 133 traffic crash fatalities were recorded in South Dakota in 2012, up approximately 20% from 2011. Of these fatalities, 68 (51.1%) were sustained by residents of South Dakota[10]. The observed fatality counts for 2012 are an exception to a generally downward trend in traffic crash fatalities observed in South Dakota over the previous five-year period. In 2012, 69.2% of traffic crash fatalities were drivers of motor vehicles.

Table 1 presents basic fatality counts and annual percentage changes from 2008 to 2012. Figure 1 provides a visual representation of fatalities in South Dakota over the same period, as expressed through five-year averages. Figure 1 illustrates that despite the slight increase in fatalities from the last calendar year, the five-year average for fatalities is still trending downward.

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[7] Throughout the report, 2014 goals will differ from 2013 goals in that they will 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.

[8] While this goal seems modest it actually requires a significant decrease in fatalities because we will be losing the data from 2008 which was a relative low point in fatalities.

[9] In 2012 there was only one recorded pedestrian fatality' the other non-motor vehicle occupant was in a railway car.

[10] In 2011, there were 41 individuals for which state of residency was not included. Of those for which state of residency was known, 73.9% were residents of South Dakota.

Table 1. Annual Traffic Crash Fatalities: 2008-2012

	Fatalities	% Change
2008	121	-17.1%
2009	131	+8.3%
2010	140	+6.9%
2011	111	-20.7%
2012	133	+19.8%

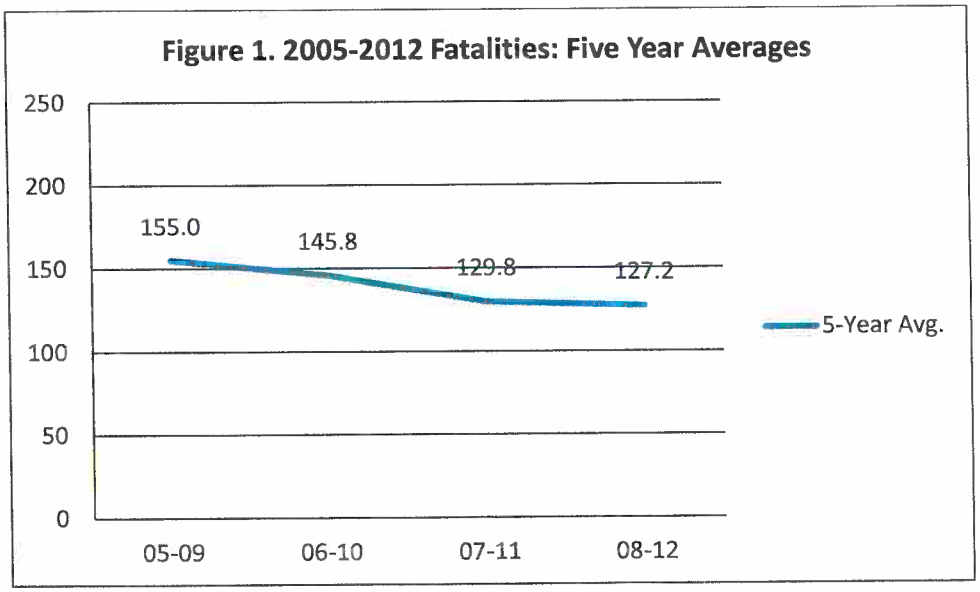


Figure 2 presents traffic crash fatalities by unit type for 2012. From this data, it can be seen that the vast majority of traffic crash fatalities in South Dakota are motorists, as opposed to pedestrians. With regard to the 133 traffic crash fatalities recorded in 2012, 131(98.5%) were motor vehicle occupants. Of these, 56 (42.1%) were either totally or partially ejected from their vehicles, and 31 (23.3%) died in vehicles in which airbags did not deploy. Of all motor vehicle occupant fatalities, 67.7% (90) were male. Front seat occupants composed 44.8% (47) of passenger vehicle occupant fatalities. Occupants aged 21-30 years accounted for 20.3% (27) of all occupant fatalities, the highest of any age group.[11] 43% (58) of fatalities occurred on roads were the speed limit was 65 or greater. Finally, 87.2% (116) of 2012 traffic crash fatalities occurred on rural roadways while the remaining 12.8% (17) 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.

[11] Among 10 year age span groups.

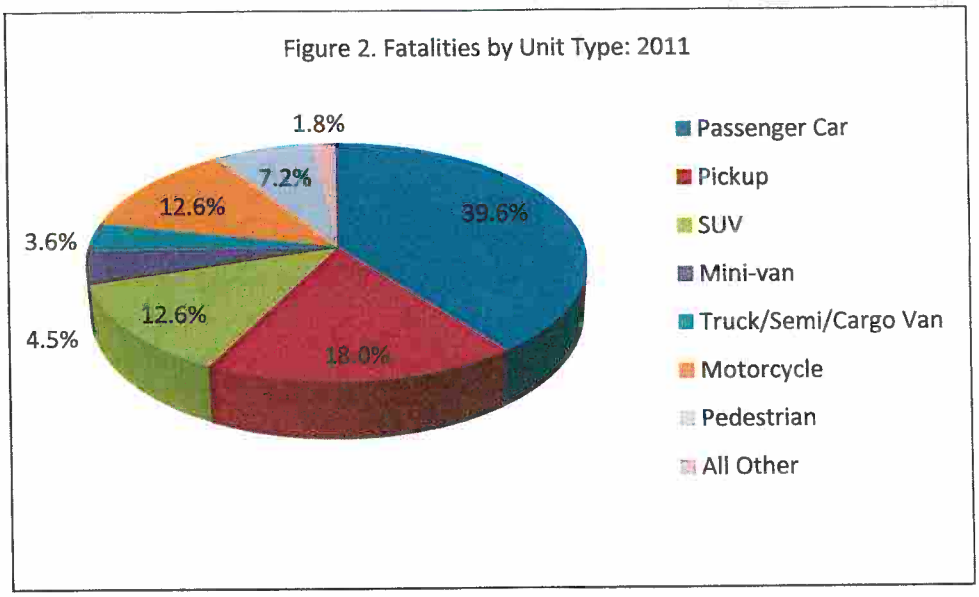


Table 2 displays calculated values for a modified per capita measure of traffic crash fatalities: total fatalities per 100,000 in-state population. This metric provides a relative indicator of fatality incidence, indexed to dynamic population counts. The figures presented in this table supply another means by which to examine treading features with respect to traffic crash fatalities in South Dakota. By this measure, the state has witnessed a 44.35% cumulative improvement in fatality outcomes over the 2006–2012 time period, even with the small spike in crash fatalities observed in 2009 and 2010. This five-year reduction is accounted for by the fact that the generally reduced number of fatalities in South Dakota since 2006 has been recorded contemporaneously with an overall increase in actual in-state population.

Table 2. Total Fatalities per 100,000 In-State Population: 2006-2012[12]

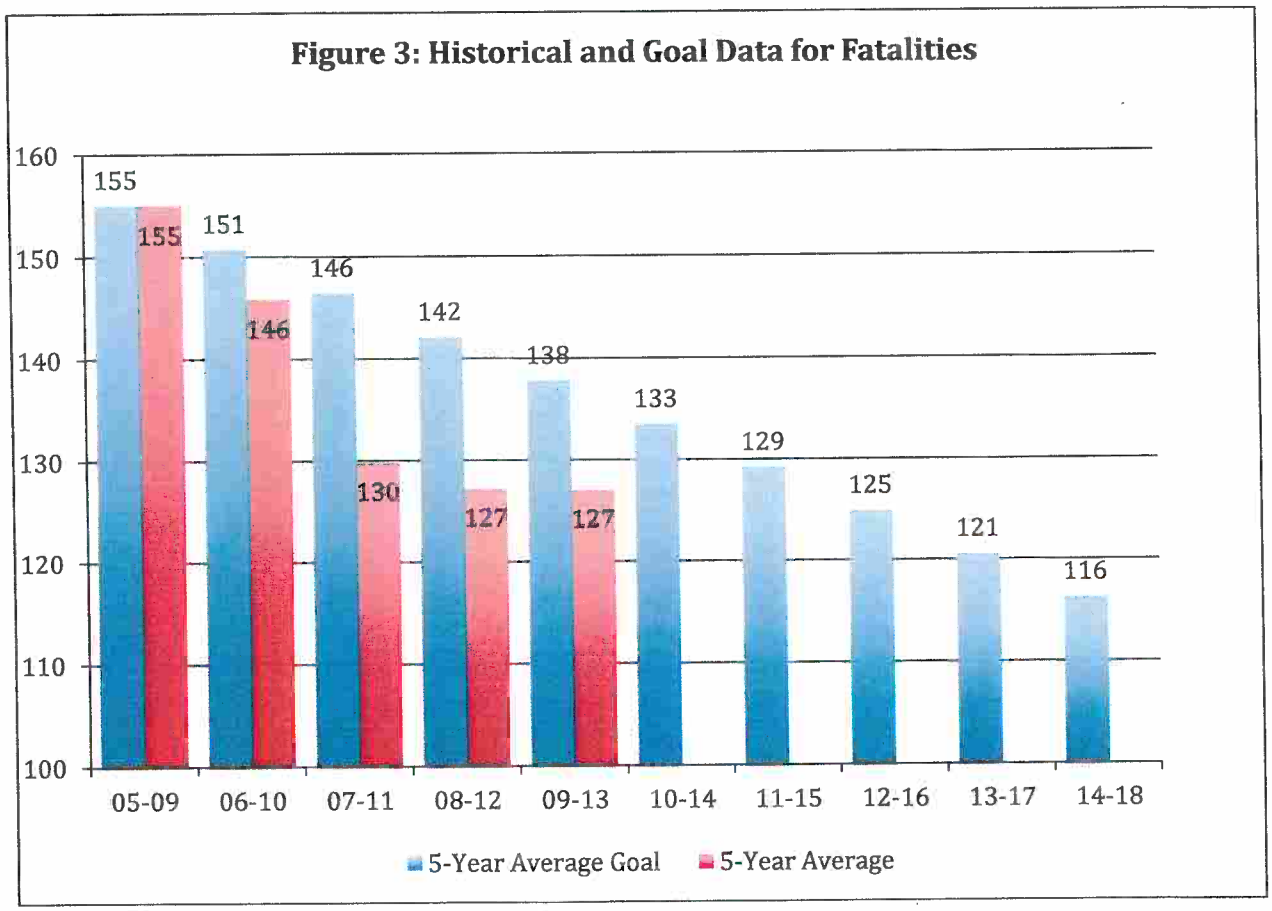
	Population Estimate	Total Fatalities	Per 100,000 Population	Annual % Change
2006	787,380	191	24.26	-
2007	795,689	146	18.35	-24.4%
2008	804,194	121	15.05	-18.0%
2009	812,383	131	16.13	+7.2%
2010	814,180	140	17.20	+6.6%
2011	824,082	111	13.5	-21.5%
2012	833,354	133	15.96	+18.2%

[12] 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 is informed by historical data in order to meet goals related to longer term trends. As is displayed in Figure 3, 2005-2014 South Dakota aims to reduce the five-year average for fatalities by 25% (from 155 to 120). In order to be consistent with this goal, the five-year fatalities average for 2009-2013 would need to be below 140. However, in order to continue a general reduction in fatalities, the goal is to decrease the five-year average to 126.6 for the 2009-2013 time period. While this seems like a modest decrease, it equates to 120 fatalities or less for the calendar year 2013, a 10% reduction from the 2012 value of 133.

Figure 3: Historical and Goal Data for Fatalities



C2: NUMBER OF SERIOUS INJURIES FROM TRAFFIC CRASHES

2013 Performance Goal

Goal Statement: Decrease serious traffic injuries 05 percent from the 2011 calendar base year figure of 760 to 722 by December 31, 2013.

Current Value: *810*

Current Status: *Not met*

2014 Performance Goal

- Decrease the serious traffic injuries five-year average by at least 3 percent from the 2008-2012 average of 858 to a five-year average for 2009-2013 of 833.[13]

Key Observations

- 5,431 non-fatal traffic crash injuries were sustained in 2012, 810 of which were serious or incapacitating.
- The number of serious injuries recorded in 2012 represents a small (6.6%) increase from the analogous 2011 total.

Recent Data

A grand total of 5,564[14] injuries were sustained as a result of traffic crashes in 2012, 133 (2.4%) of which were ultimately fatal. Of non-fatal injuries, 810 (14.9%) were serious or incapacitating. The number of serious injuries recorded in 2012 (810) represents a 6.6% increase from the analogous 2011 figure (760), however the increase total injuries was only 1.53%.

Table 3 displays frequency counts and average annual changes for all non-fatal injuries and serious injuries from 2008–2012. 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.

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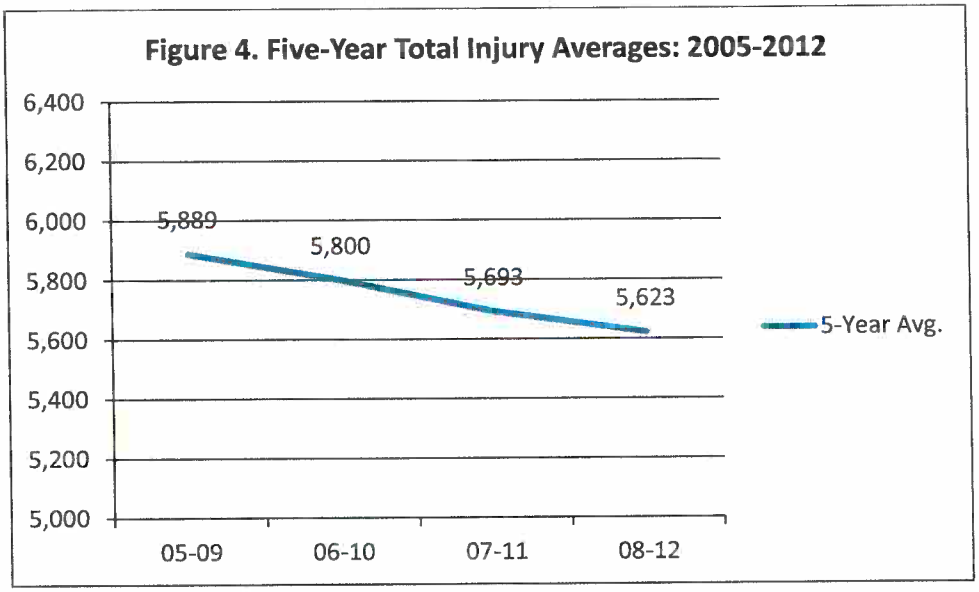
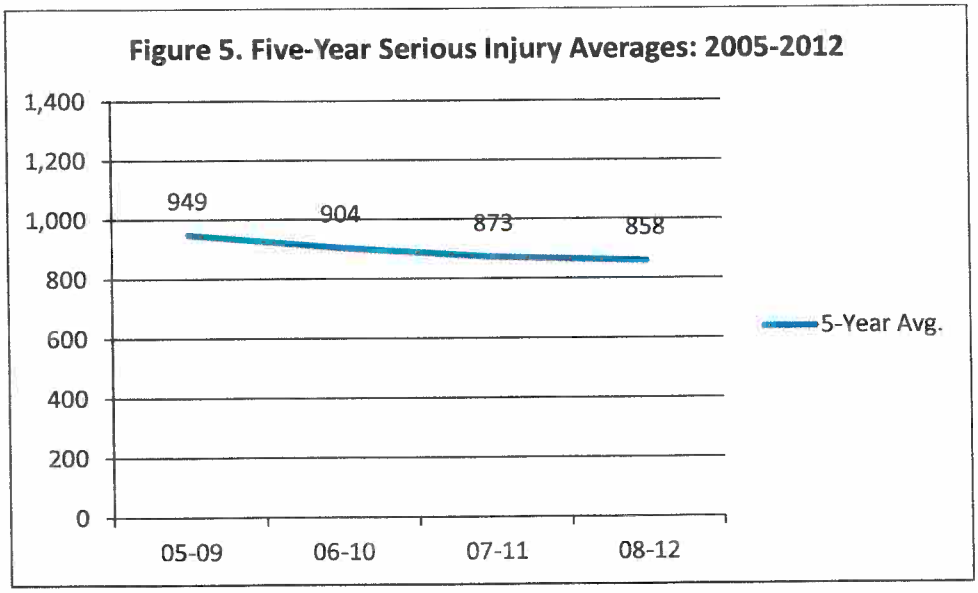
[13] While this goal seems modest it actually requires a significant decrease in fatalities because we will be losing the data from 2008 which was a relative low point in fatalities.

[14] This figure includes 2611 "possible" injuries included in the South Dakota Crash Data.

Table 3. Annual Traffic Crash Non-Fatal Injuries, Total and Serious: 2008-2012

	Total Injuries	% Change	Serious Injuries	% Change
2008	5,709	-1.3%	925	+4.8%
2009	5,702	-0.1%	842	-9.0%
2010	5,791	+1.6%	844	+0.2%
2011	5,480	-5.4%	760	+3.2%
2012	5,431	-0.9%	810	+6.6%

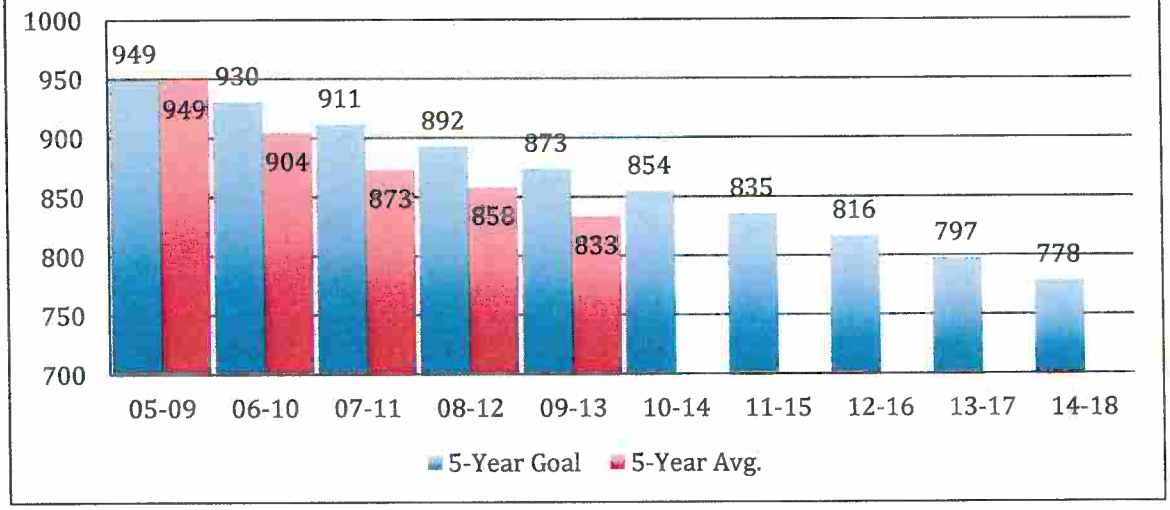




State Goal Calculations

As exhibited in Figure 6, Between 2005 and 2014, South Dakota aims to reduce the five-year average for serious injuries by 20% (from 949 to 778). In order to be consistent with this goal, the five-year fatalities average for 2009-2013 needs to be at or below 873. However, in order to continue a general reduction in fatalities the goal is to decrease the five-year average by 3% from 858 to 833 for the 2009-2013 time period, this equates to an annual value of 800 serious injuries or less for 2013.

Figure 6. Historical and Goal Data for Serious Injury



C3: FATALITIES PER VEHICLE MILE TRAVELED

2013 Performance Goal

Goal Statement (a): Decrease fatalities/VMT from the 2011 calendar base year rate of 1.23 to 1.17 by December 31, 2013.

Current Value: *1.47*

Current Status: *Not met*

Goal Statement (b): Decrease rural fatalities/VMT from the 2011 calendar base year rate of 1.41 to 1.32 by December 31, 2013.

Current Value: *1.80*

Current Status: *Not met*

Goal Statement (c): Decrease urban fatalities/VMT from the 2011 calendar base year rate of .79 to .64 by December 31, 2013.

Current Value: *.65*

Current Status: *Met*

2014 Performance Goal

- (a) Decrease the five-year average fatalities/VMT from the 2008-2012 average rate of 1.44 to 1.42by December 31, 2013.
- (b) Decrease the five-year average rural fatalities/VMT from the 2008-2012 average rate of 1.75 to 1.71 by December 31, 2013.
- (c) Maintain the five-year average urban fatalities/VMT from the 2008-2012 average rate of.68 through December 31, 2013.

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 2012 statewide fatality rate of 1.47 represents a 19.5% increase from that of 2011 (1.23). However, the most recent five-year average fatality rate has decreased 23% from the 2005-2009 time period.
- Considered separately, the state's rural fatality rate of 1.80 represents a 27.7% increase from 2011, while the urban rate of 0.65 is a 17.7% decrease since last year. For both rural and urban fatality rates there has been consistent improvement in the 5 year averages since the 2005-2009 time period.
- 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 2012, South Dakota's state and local governments maintained 82,536 miles of roadways, 96.3% of which (79,462) were designated by the state Department of Transportation as rural. In addition, 71.0% 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 2012. Overall, the 9.08 million total VMT figure for 2012 represents an increase of .96% from the 8.99 million VMT figure for 2011.

Table 4. South Dakota Roadways and VMT: 2012

	Values	% of Total
Rural Miles	79462	96.3%
Urban Miles	3074	3.7%
Total Miles	82536	100%
Rural VMT	6,447,395,392	71.0%
Urban VMT	2,630,228,731	29.0%
Total VMT	9,077,624,123	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 2008–2012, segmented by location type.[15] While the jump from the fatality rate of 2011 is concerning, the 2012 rate is only slightly higher than the rate in 2008 and below the high rates experienced in 2009 and 2010. The increase in total fatality rate can be contributed to an increase in rural fatalities as the urban fatality rate decreased by almost 18%. The same pattern exists when we consider rural and urban injury rates as well.

Table 5. Fatality and Injury Rates by Location: 2008-2012[16]

	Total Fatality Rate	Rural Fatality Rate	Urban Fatality Rate	Total Injury Rate	Rural Injury Rate	Urban Injury Rate
2008	1.43	1.78	0.63	67.40	39.85	130.58
2009	1.50	1.82	0.72	65.25	38.37	131.46
2010	1.58	1.95	0.64	65.35	39.70	129.55
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
% Change ('11 to '12)	+19.5%	+27.7%	-17.7%	+0.05%	+7.2%	-2.7%

[15] "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.

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

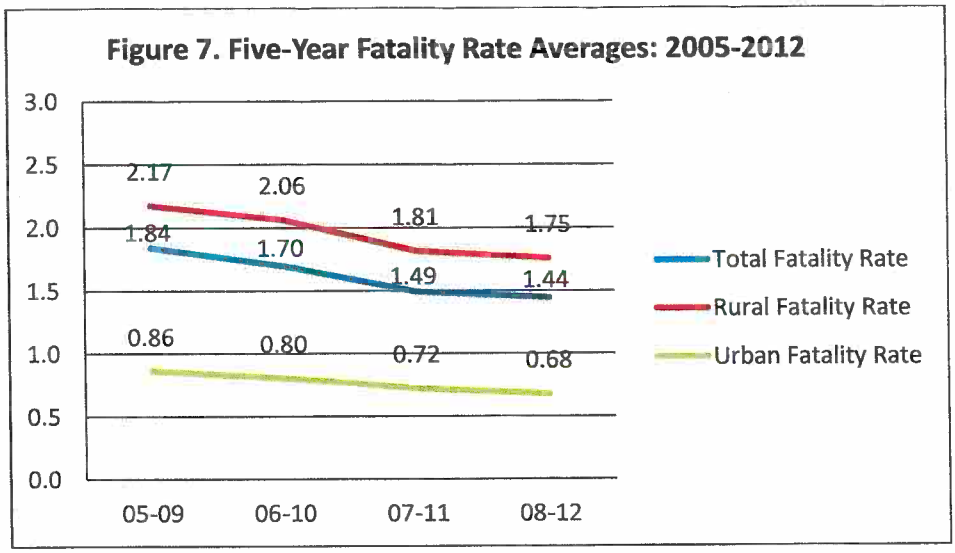


Figure 7 demonstrates a downward trend across five-year averages for total, rural, and urban fatality rates for every period since the 2005-2009 average. As expected, average rural fatality rates are substantially higher than comparable urban fatality rates for each of the last five years. The reasons for this tendency are at least partially intuitive, including but not limited to the characteristically higher allowable rates of speed on rural roadways and the increased transit time required for emergency responders to arrive at crash sites. The relationship between rural and urban fatalities can also be observed through injury-to-fatality ratios. In 2012, 20.8 injuries were recorded for each fatality in rural areas. By contrast, 184.7 injuries per fatality were recorded in urban areas.[17] Like the rural-urban disparities in basic fatality rates, the above injury-to-fatality ratios suggest that rural crashes are more likely than urban crashes to produce fatalities, all else being equal. This observation implies that states like South Dakota, whose distinctively rural composition produce unique geographic contexts, face unique challenges to effective traffic crash management.

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 2013 is 9,194,323,522. If the goal for fatalities of 120 or less is reached, the fatalities per VMT will be 1.42 or lower. Using the last three years of data, 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 2009-2013 time period of 1.71 or lower. The already low rate of urban fatalities per VMT combined with the lower average percentage of fatalities that occur in urban areas, the goal for the 2009-2013 five-year average is to maintain the current .68 fatalities per Urban VMT.

C4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

2013 Performance Goal

Goal Statement: Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 1 percent from the 2011 calendar base year figure of 65 to 64 by December 31, 2013.

Current Value: *58*

Current Status: *Met*

2014 Performance Goal

- Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 2 percent from the 2008-2012 average of 66.2 to a five-year average for 2009-2013 of 65.

Key Observations

- A total of 58 unrestrained passenger vehicle occupants were killed in traffic crashes in 2012, a 9.3% decrease from 2011.
- In 2012, 65.5% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise. By contrast, only 22.4% of restrained occupants suffered an injury or fatality.
- 67.2% of all unrestrained driver fatalities in 2012 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, 84.2% wore a seatbelt and/or shoulder harness; of those who were completely ejected from the vehicle, 0.8 wore a seatbelt and/or shoulder harness[18].

Recent Data

In 2012, 23,911 passenger vehicle occupants were involved in traffic crashes, 1,607 of which were unrestrained.[19] Of these unrestrained occupants whose injury status was known, 58(3.7%) were killed, 254(15.8%) sustained a serious injury, and 721(44.8%) received other injuries. Altogether then, 64.3% of these occupants suffered an injury, fatal or otherwise. By contrast, only 20.7% of restrained passenger vehicle occupants involved in a traffic crash sustained an injury or fatality. From 2008–2012, 57.7% of unrestrained passengers involved in a traffic crash were injured or killed, and 3.7% were killed. In 2011, only 0.12% 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 2008–2012. Figure 6 presents five-year averages from 2005 to 2012 of unrestrained passenger vehicle occupant fatalities.

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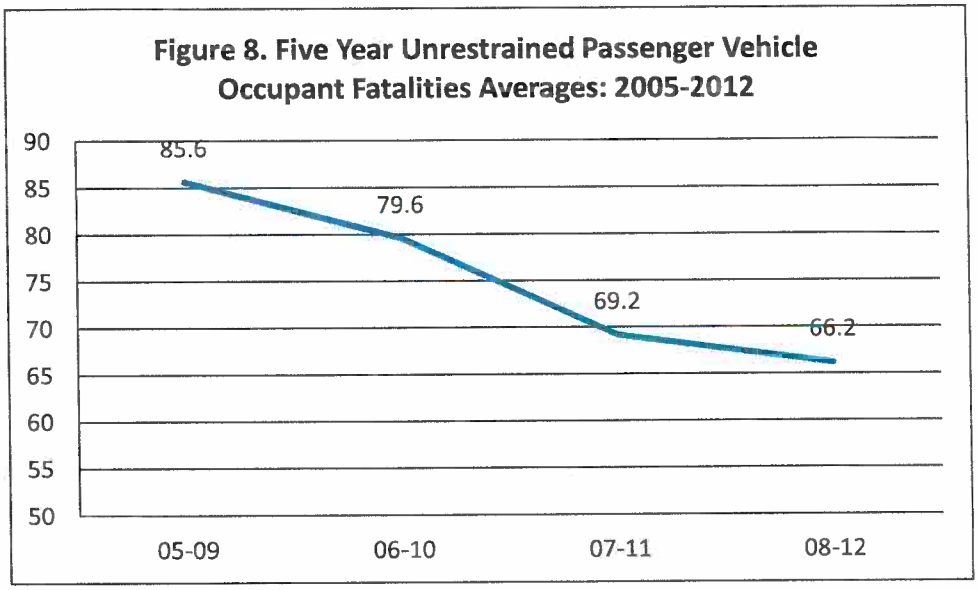
[18] Percentage is based on cases where restraint data is known; 1402 cases are excluded because restraint status is unknown.
[19] Here, "unrestrained" passengers are those not wearing a seatbelt or shoulder harness, as well as a child occupant not properly secured in a child restraint system.

Table 6. Injury Outcomes of Unrestrained Passenger Vehicle Occupants: 2008-2012[20]

	Fatalities	Serious Injuries	Other Injuries	No Injuries	Total
2008	61	302	782	773	1918
2009	79	262	756	757	1854
2010	67	248	709	792	1816
2011	65	319	577	776	1737
2012	58	254	721	574	1607
2012 (%)	3.6%	15.8%	44.9%	35.7%	100.0%
All Years (%)	3.7%	15.5%	39.7%	41.1%	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 2012, four children under the age of five were killed as passenger vehicle occupants. Of these four fatalities, only one was properly secured into a child restraint device[21]. Of the five children that suffered a serious injury, three were completely unrestrained and two were in an appropriate child restraint.

Of the 97 passenger vehicle occupants sustaining fatal injuries in 2012, 93 of them were age 5 or older. Of those 93 that sustained fatal injuries, 57 (58.8%) were unrestrained[22]. Approximately 64% (1022) of all

[20] 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.
[21] One of these fatalities is recorded as unknown with regards to restraint usage.
[22] "Unrestrained" includes those who used no restraint, or youth restraint system used improperly.

unrestrained occupants (age five and older) involved in a traffic crash sustained either a fatality or an injury. Among these unrestrained fatalities, 21-30 was the modal age group (twenty two fatalities).[23] Occupants in the 21-30 age group represented 22.6% of all unrestrained fatalities. Males accounted for 62.8% (61) of all unrestrained fatalities, as well as 61.0% (155) of all unrestrained serious injuries.

In 2012, 36.8% (49) of all passenger vehicle occupants sustaining a fatal injury were either partially or totally ejected from the vehicle; of those suffering all other injuries, only 2.6% were ejected either partially or totally. Of passenger vehicle occupants who were partially or totally ejected from the vehicle during a crash, 74.4% suffered a serious injury or fatality. Finally, among those who were partially ejected, only 35.2% had been restrained properly. Of those who were totally ejected, only one had been restrained properly. Table 7 presents 2012 data on ejection status by restraint usage for passenger vehicle occupants only (all ages).

Table 7. Ejection Status by Restraint Usage: 2012[24]

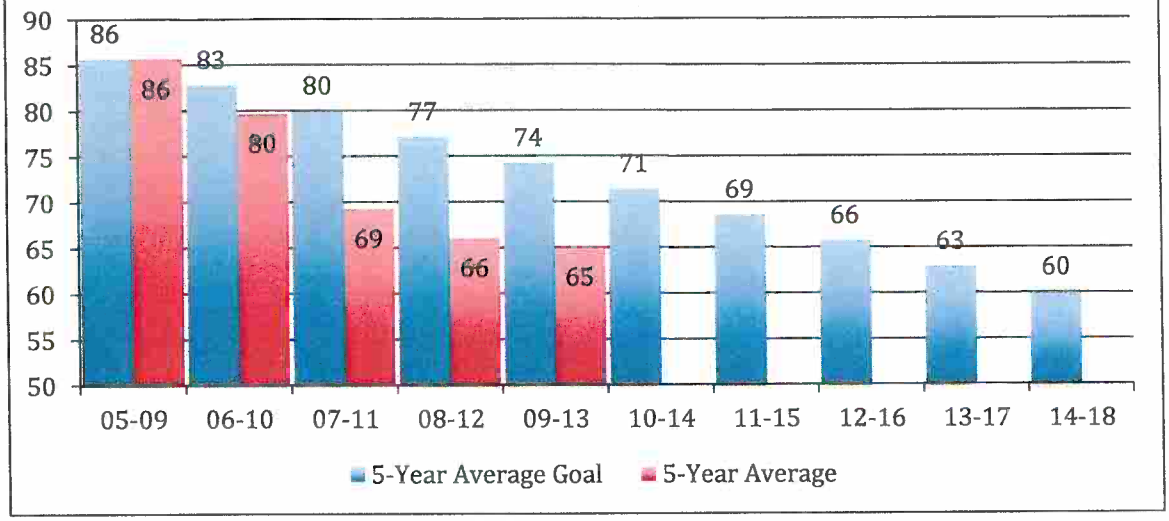
	Not Ejected	Totally Ejected	Partially Ejected	Total
None	7.3%	91.0%	64.7%	8.1%
Belt/harness	83.9%	0.0%	35.3%	83.2%
Other, Unreported, Unknown	8.4%	8.4%	0.0%	8.4%
Youth restraint used improperly	0.0%	0.0%	0.0%	0.0%
Youth restraint used properly	0.3%	0.6%	0.0%	0.3%
Grand Total	100.0%	100.0%	100.0%	100.0%

State Goal Calculations

As displayed in Figure 9, between 2005 and 2014, South Dakota aims 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 2009-2013 needs to be at or below 74. However, in order to continue a general reduction in fatalities, the goal is to decrease the five-year average by 2% from 66 to 65 for the 2009-2013 time period, this equates to an annual value of 56 unrestrained passenger vehicle occupant fatalities or less for 2013.

[23] Using census age ranges (20 and under, 21-30, 31-40, 41-50, 51-60, 61-70, 71 and above).
[24] This table does not include individuals for whom injury data was unknown or missing. The total unrestrained passenger vehicle occupants for 2012 was 1595.

Figure 9. Historical and Goal Data for Unrestrained Passenger Vehicle Fatalities



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

2013 Performance Goal

Goal Statement: Decrease alcohol impaired driving fatalities 3.3 percent from the 2011 calendar base year figure of 30 to 29 by December 31, 2013.

Current Value: *39*

Current Status: *Not met*

2014 Performance Goal

- Decrease the alcohol impaired driving fatalities five-year average by at least 1 percent from the 2008-2012 annual average of 37 to a five-year annual average for 2009-2013 of 36.6.

Key Observations

- The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above was 30% higher in 2012 than in 2011; however, the total number of crashes involving these drivers decreased by almost 41%.

- In 2012, only 96% of fatalities in this traffic crash category were sustained by intoxicated drivers themselves, leaving 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.[25] Altogether, 16, 259 traffic crashes were reported in 2012, 271 of which involved at least one driver with a BAC reading of .08 or above. In other words, 1.7% of all accidents involved at least one driver with a BAC of .08 or higher. This is a decrease from the rate in 2011 (2.6%). 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.[26]

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

[26] 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: 2008-2012

	BAC Crashes	Total Crashes	% Total Crashes that were BAC Crashes	% Annual Change in BAC Crashes
2008	373	15,908	2.3%	+23.5%
2009	421	16,996	2.5%	+12.9%
2010	396	17,624	2.2%	-5.9%
2011	458	17,359	2.6%	+15.7%
2012	271	16,259	1.7%	-40.8%

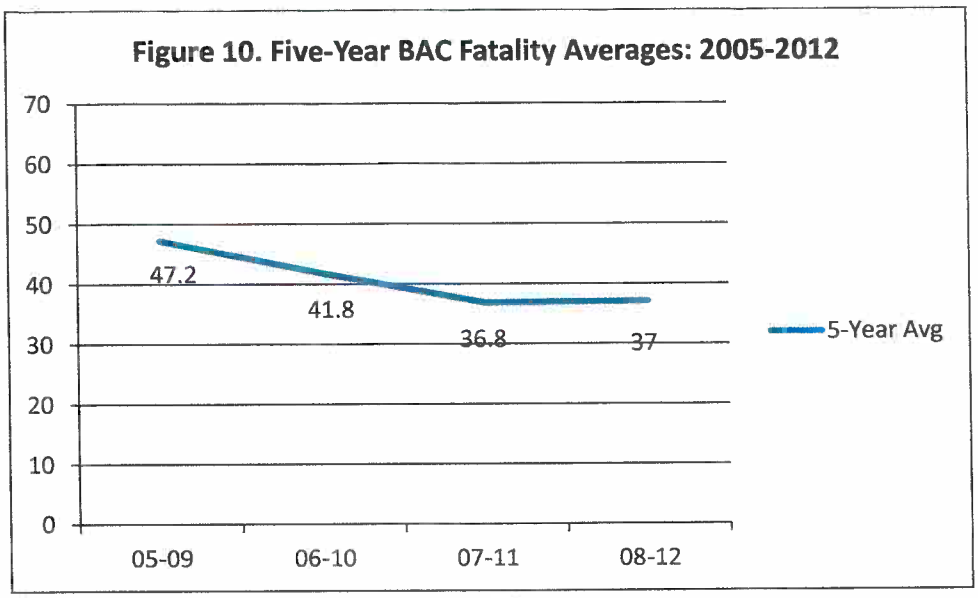
Table 9 presents frequency counts of fatalities and injuries resulting from traffic crashes involving at least one driver with a BAC reading of .08 or higher. From 2008–2012, 199 fatalities and 515 serious injuries were sustained in crashes involving at least one operator exceeding the legal BAC limit. In 2012 alone, 39 fatalities and 104 serious injuries were reported in analogous traffic crashes. The fatality figure represents an increase from 2011 (30.0%).

Table 9. Injury Outcomes for Individuals Involved in BAC Crashes: 2008-2012[27]

	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
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	86	497
2012(%)	7.8%	20.9%	53.9%	17.3%	100.0%
All Years (%)	5.7%	13.2%	33.0%	47.5%	100.0%

To partially allay the potentially misleading influence of small tabular values, Figure 10 displays five-year averages for fatalities reported from 2008–2012. Fatalities resulting from these traffic crashes accounted for 29.3% of all fatalities recorded in 2012, compared to a 2011 figure of 27%.

[27] Among individuals for whom an injury status was reported (97.3% of all individuals involved in such crashes).



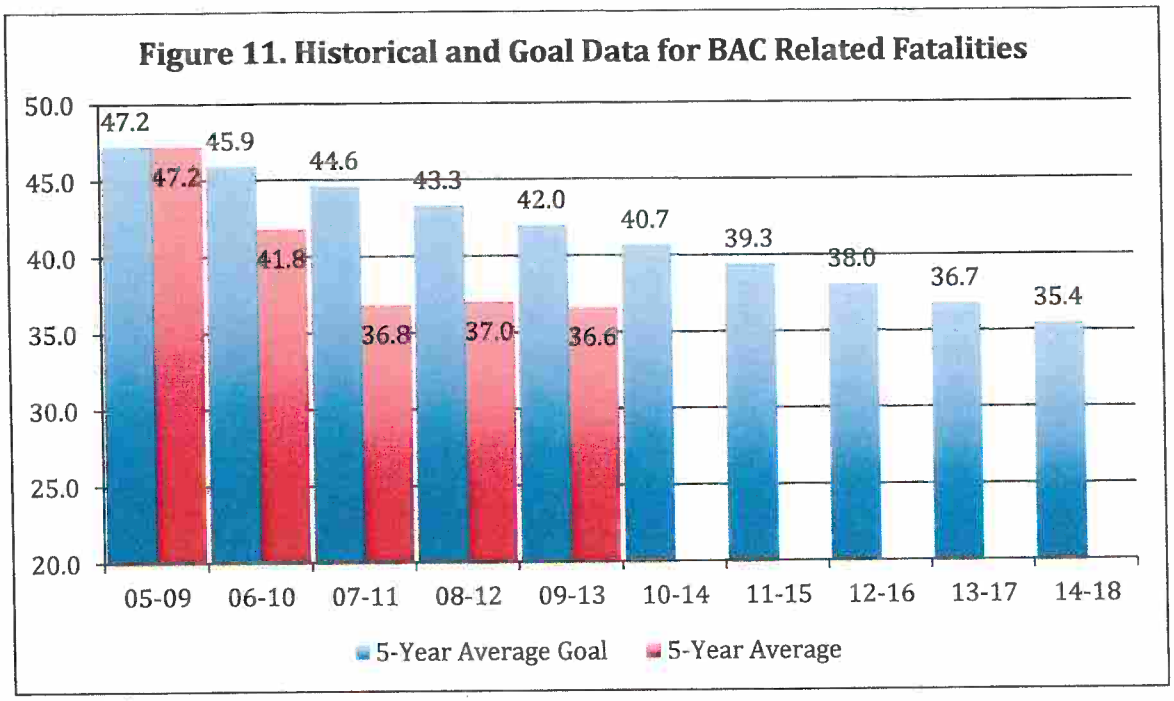
A total of 266 vehicle operators with a BAC level of .08 were involved in traffic crashes in 2012. 52.3% (139) of these drivers were under the age of 30, and 71.8% (191) were under the age of 40. During 2012, no pedestrian or pedalcyclist fatalities were reported in traffic crashes involving these drivers. By vehicle type, fatality counts were as follows (number of fatalities in parenthesis): passenger car (20), sport utility vehicle (3), light truck (3). Of fatality victims, 25 (64.1%) were themselves drivers with a BAC level of .08 or higher. Among fatalities in 2012 of drivers with a BAC of .08 or higher, 80% (20) carried an in-state driver's license; 28% (7) were operating without or under a revoked or suspended license; 80% (20) were male; 92% (23) failed to use appropriate safety restraint devices or other protective equipment, and 24% (6) were 25 years old or younger.

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 2014, South Dakota aims 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 2009-2013 needs to be at or below 42.0. However, in order to continue a general reduction in alcohol impaired driving fatalities, the goal is to decrease the five-year average by 1% from 37 to 36.6 for the 2009-2013 time period, this equates to an annual value of 33 alcohol impaired driving fatalities or less for 2013.

Figure 11. Historical and Goal Data for BAC Related Fatalities



C6: NUMBER OF SPEEDING-RELATED FATALITIES

2013 Performance Goal

Goal Statement: Decrease speeding-related fatalities 11 percent from the 2011 calendar base year figure of 37 to 34 by December 31, 2013.

Current Value: *30*

Current Status: *Met*

2014 Performance Goal

- Decrease the speeding related fatalities five-year average by at least 3.5 percent from the 2008-2012 annual average of 34.8 to a five-year annual average for 2009-2013 of 33.6.

Key Observations

- A total of 30 individuals were killed in 2012 as a result of traffic crashes involving at least one speeding driver. This figure has decreased 19% since 2011.
- 100% of speeding-related fatalities in 2012 were sustained by motor vehicle occupants; no pedestrians were killed in these traffic crashes.
- 93% of speeding-related fatalities in 2012 occurred on rural roadways. Additionally, speeding-related fatalities per VMT were substantially higher in rural areas.

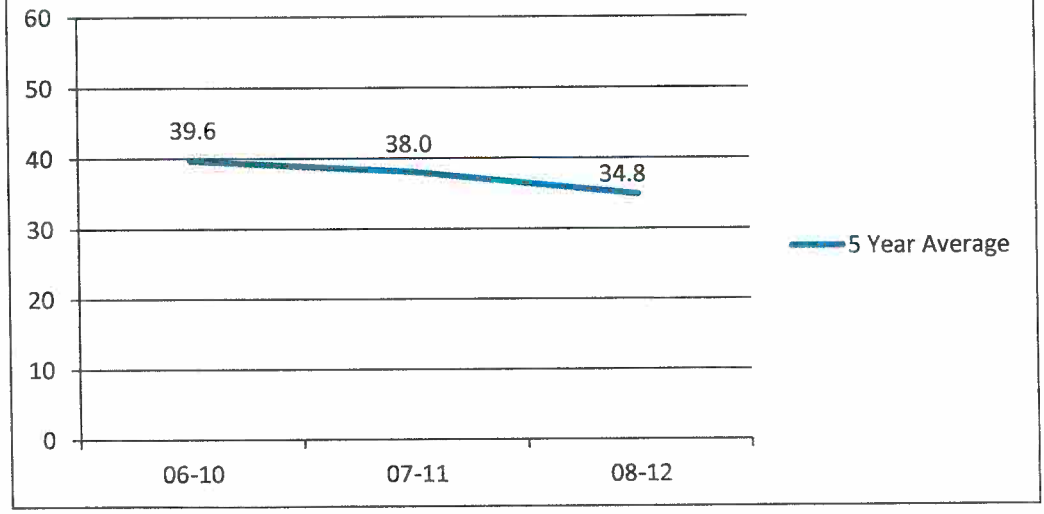
Recent Data

Lead-footed motor vehicle drivers pose an ongoing challenge to highway safety planners. Nearly 23% percent of South Dakota's traffic crash fatalities in 2012 were sustained in roadway incidents involving at least one speeding driver (down from 33% in 2011). Indeed, that many motorists knowingly and willfully elect to drive at rates higher than the posted limit would seem to challenge the use of the term "traffic *accident*." Existing data appears to suggest that South Dakotans send mixed signals with respect to the attitudes and behaviors that underlie this manner of driving. On 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 2012, 1,520 traffic crashes occurred that involved at least one speeding driver (amounting to 13.2% of all reported traffic crashes; in these speeding related traffic crashes a total of 2,328 people were involved. Of these individuals, 30 (1.3%) sustained fatal injuries, 149 (6.4%) suffered serious but non-fatal injuries, and

250 (10.7%) received non-serious injuries. Figure 12 smoothes the most recent years of data by displaying five-year averages for speeding-related fatalities during the 2006–2012 period. This figure illustrates the continuing downward trend in speeding-related fatalities.

Figure 12. Five-Year Speeding-Related Fatality Averages: 2006-2012



100% of speeding-related fatalities in 2012 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: 10 (33.3%) passenger car, 5 (16.7%) light truck, 5 (16.7%) motorcycle, 7(23%) sport utility vehicle, and 3 (10%) other vehicles.

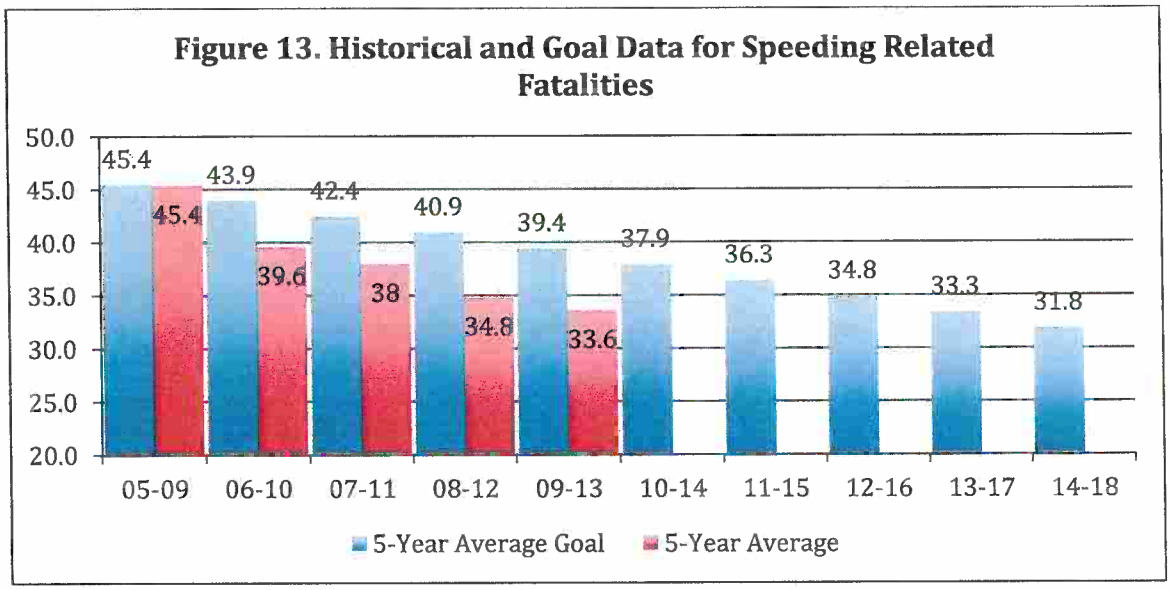
The difference in injury rates between road surface types would again seem to imply a broader difference in crash outcomes between rural and urban roadways. In 2012 93% of speeding-related fatalities were recorded on rural roadways with only two fatalities occurring in urban areas; seven speeding-related fatalities were recorded on interstate highways (rural). Table 10 places data for speeding-related fatalities in the context of vehicle miles traveled, and further segments these figures by rural-urban crash location. Similar to the rates displayed in section C3, rural fatalities/VMT are considerably higher than their urban counterparts for all years under consideration. However, it can also be seen that speeding-related fatalities per VMT declined across all categories with a slight decrease in rural speeding-related fatalities and a much larger decrease in urban speeding-related fatalities in 2012.

Table 10. Speeding-Related Fatalities per VMT: 2008-2012

	Total Fatalities/VMT	Rural Fatalities/VMT	Urban Fatalities/VMT
2008	0.41	0.49	0.23
2009	0.45	0.50	0.32
2010	0.37	0.41	0.28
2011	0.41	0.47	0.23
2012	0.33	0.43	0.08

State Goal Calculations

As can be seen in Figure 13, between 2005 and 2014 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 2009-2013 needs to be at or below 39.4. However, in order to continue a general reduction in speeding-related fatalities, the goal is to decrease the five-year average by 3.5% from 34.8 to 33.6 for the 2009-2013 time period, this equates to an annual value of 29 alcohol speeding related fatalities or less for 2013.



C7: NUMBER OF MOTORCYCLIST FATALITIES

2013 Performance Goal

Goal Statement: Decrease motorcyclist fatalities 7 percent from the 2011 calendar base year figure of 14 to 13 by December 31, 2013.

Current Value: 25

Current Status: *Not Met*

2014 Performance Goal

- Decrease the motorcyclist fatalities five-year average by at least 4.5 percent from the 2008-2012 annual average of 22 to a five-year annual average for 2009-2013 of 21.

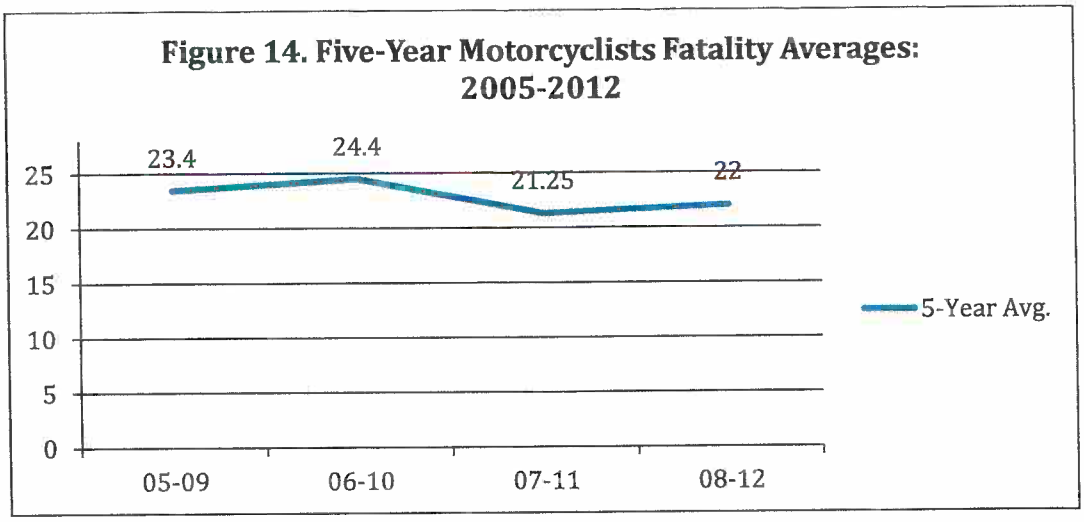
Key Observations

- Motorcycles were involved in only 2.7% of traffic crashes in 2012, but these accidents accounted for 18.8% of all fatalities.
- 100% of all fatalities sustained in traffic crashes involving motorcycles in 2011 were suffered by motorcycle occupants.
- The number of motorcycle fatalities per 1000 registered motorcycles for 2012 (.341) is higher than the 2011 rate (.201).
- 19 of the 25 motorcyclist fatalities recorded in 2012 were incurred by males.

Recent Data

In 2012, 415 traffic crashes involving motorcycles were reported, amounting to approximately 2.5% of all traffic crashes.[28] Of the 613 motorcycle occupants involved in these accidents a total of 585 people (95.9%) received non-fatal injuries as a result of these crashes, and 25 people (4.1%) were killed. The above fatality count of 25, all of whom were motorcyclists, reflects 18.8% of all fatalities reported in 2012. So despite only being involved in 2.5% of traffic crashes in 2012, accidents involving motorcycles accounted for 18.8% of all fatalities. Figure 14 displays five-year averages for motorcycle fatalities (motorcycle occupants only) for 2006-2012.

[28] In sections C7 and C8, references to "motorcycles" and "motorcycle operators/occupants" also include mopeds and moped operators/occupants. For simplicity, the term "motorcycle" is used alone.



The average age of motorcyclists suffering fatal injuries was 45.8 years.[29] Of the 25 motorcyclist fatalities in 2012, 15 (60%) were age 40 or older; this is significantly less than the analogous 2011 figure of 85.7%. 19 (76%) of the motorcyclist fatalities recorded in 2012 were incurred by males, all of whom were operators; altogether, five motorcycle passengers were killed, all of whom were female. 13 of the 25 fatalities (52%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2012 Sturgis Motorcycle Rally. Only 8 of the 20 motorcycle operators that were killed (40%) were licensed in South Dakota. Four (16%) of the motorcyclists suffering fatal injuries were drivers with a blood alcohol content reading of .08 or above. Since South Dakota does not track motorcycle vehicle miles traveled, fatality per VMT rates cannot be computed. Table 11 displays figures for an alternative rate measure: motorcycle fatalities per 1000 registered motorcycles. While this metric is problematic for a number of reasons, it nonetheless supplies a relative indicator of motorcycle fatality rates.[30] From this table it can be seen that motorcycle fatalities, as a proportion of motorcycle registrations, increased since 2011.

Table 11. Motorcycle Fatalities per Registered Motorcycle: 2008-2012

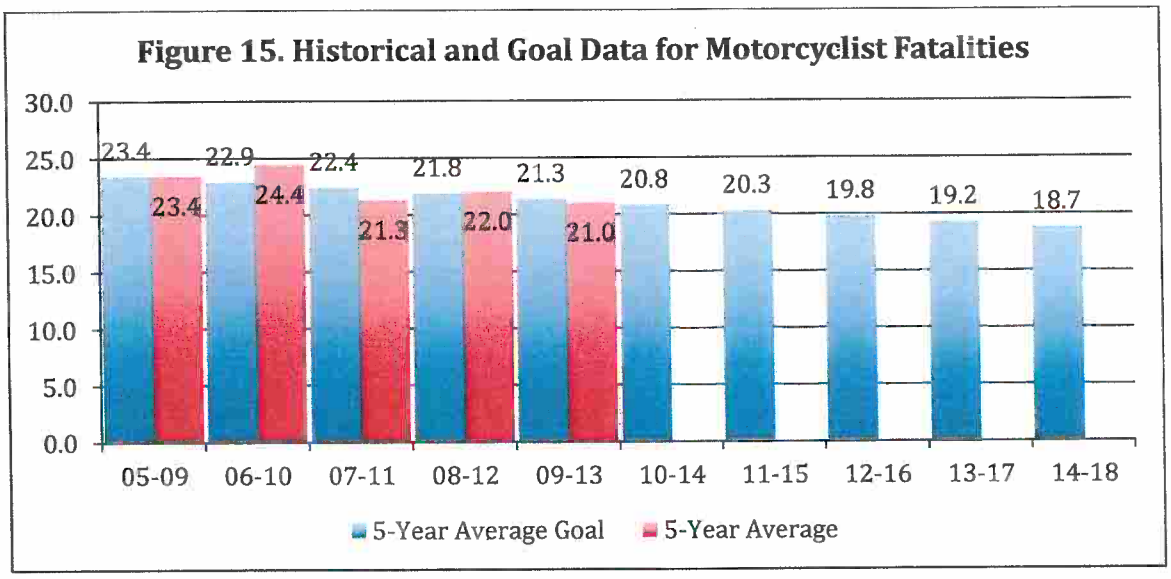
	Registered Motorcycles[31]	Motorcyclist Fatalities	Fatalities per 1000 Registered Motorcycles
2008	58,508	28	0.256
2009	62,735	16	0.255
2010	65,686	27	0.411
2011	69,660	14	0.201
2012	73,310	25	0.341

[30] 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.

[31] http://www.state.sd.us/drr2/motorvehicle/title/Title_Registration_stats/intern%20motor-v%20history/statetotal.htm

State Goal Calculations

As is exhibited in Figure 15, between 2005 and 2014, South Dakota aims to reduce the five-year average for motorcyclist fatalities by 20% (from 23.4 to 18.7). In order to be consistent with this goal, the five-year motorcyclist fatalities average for 2009-2013 needs to be at or below 21.3. Hence, the goal is to decrease the five-year average by 4.5% from 22 to 21 for the 2009-2013 time period, this equates to an annual value of 23 motorcyclist fatalities or less for 2013.



C8: NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

2013 Performance Goal

Goal Statement: Reduce unhelmeted motorcyclist fatalities 10 percent from the 2011 calendar base year figure of 11 to 10 by December 31, 2013.

Current Value: *23*

Current Status: *Not met*

2014 Performance Goal

- Maintain an unhelmeted motorcyclist fatalities five-year average of 15.75 fatalities or less for 2009-2013.[32]

Key Observations

- Of the 25 motorcyclist fatalities in 2012, 23 (92%) were sustained by unhelmeted occupants.
- 11 of the 23 unhelmeted motorcyclist fatalities recorded in 2012 were sustained by out-of-state motorcyclists.
- Males accounted for 16 of the 21 unhelmeted motorcyclist fatalities recorded in 2012.

Recent Data

Motorcycle occupants accounted for 613 (2.4%) of the 25,946 people involved in motor vehicle traffic crashes in 2012; 72.9% (447) of these riders were not wearing a helmet at the time the crash took place. This unhelmeted occupant percentage is slightly higher than the 2011 percentage (62.7%). That unhelmeted riders make up such a large percentage of motorcyclists involved in traffic crashes, should perhaps come as no surprise, given that the *2009 South Dakota Statewide Seatbelt and Motorcycle Helmet Use Survey* found that helmets are used by only 35.6% of motorcyclists on South Dakota's roadways. This relatively low rate of helmet use clearly does not sit well with South Dakotans at large. The 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 2008-2012. For 2012, as well as for the entire 2008-2012 period, helmeted riders sustain fatal injuries with slightly lower relative frequency than do unhelmeted riders. It should be noted however that n-values in these categories may be too small to justify the formation of practical inferences based on these figures alone.

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[32] While this may seem a modest goal, in order to achieve it the annual unhelmeted motorcyclist fatalities will have to decrease by 64.5% from 23 to 10.

Table 12. Injury Outcomes for Unhelmeted and Helmeted Motorcycle Occupants: 2008-2012

Unhelmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2008	11	119	207	43	380
2009	14	102	214	44	374
2010	19	118	239	62	438
2011	11	108	181	52	352
2012	23	91	209	126	447
2012 (%)	3.1%	30.7%	51.4%	14.8%	100.0%
All Years (%)	3.9%	27.0%	52.7%	16.4%	100.0%

Helmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2008	4	59	116	19	198
2009	2	56	116	26	200
2010	8	59	124	21	212
2011	3	50	106	26	185
2012	2	53	69	34	158
2012 (%)	1.3%	33.5%	43.7%	21.5%	100.0%
All Years (%)	2.0%	29.1%	55.7%	13.2%	100.0%

The 23 unhelmeted fatalities in 2012 only included eleven (47.8%) bikers carrying a South Dakota driver's license. As before, this figure is suggestive of a sizable proportion of out-of-state motorcycle traffic on South Dakota's roadways. The 40 and older age group constituted 60.9% (14) of all unhelmeted motorcyclist fatalities; 78.3% (18) of fatalities were sustained by males. Table 13 gives annual figures for unhelmeted motorcyclist fatalities per registered motorcycle from 2008-2012. Again, interpretive caution is warranted due to low n-values.

Table 13. Unhelmeted Motorcycle Fatalities per Registered Motorcycle: 2008-2012

	Fatalities per 1,000 Registered Motorcycles
2008	0.19
2009	0.22
2010	0.29
2011	0.16
2012	0.31

State Goal Calculations

For the purposes of establishing goal, unhelmeted motorcyclist fatalities must be considered as a subset of motorcyclist fatalities. On average, 75% of motorcyclists fatalities are incurred by unhelmeted motorcyclists. Since the five-year average goal for overall motorcyclist fatalities for the 2009-2013 time period is 21, the corresponding figure for unhelmeted motorcyclist fatalities will be 15.75 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

2013 Performance Goal

Goal Statement: Decrease drivers age 20 or younger involved in fatal crashes 14 percent from the 2011 calendar base year figure of 14 to 12 by December 31, 2013.

Current Value: *20*

Current Status: *Not met*

2014 Performance Goal

- Decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 5.6 percent from the 2008-2012 annual average of 18 to a five-year annual average for 2009-2013 of 17.

Key Observations

- 20 drivers under the age of 21 were involved in a fatal traffic crash in 2012; this figure represents a 42.8% increase since 2011.

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 ages 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% of young motorists 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 42.8% since last year. It should be noted though, that 2011 was a particularly low year for this figure and the figure for 2012 is still the second lowest value in the last five years.

Table 14. Drivers Under 21 Involved in Fatal Crashes: 2008-2012

	Drivers Under 21	Annual % Change
2008	22	-8.3%
2009	20	-9.1%
2010	22	+10.0%
2011	14	-36.4%
2012	20	+42.8%
		Total Change = -9.1%

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 continuing a trend of improvement.

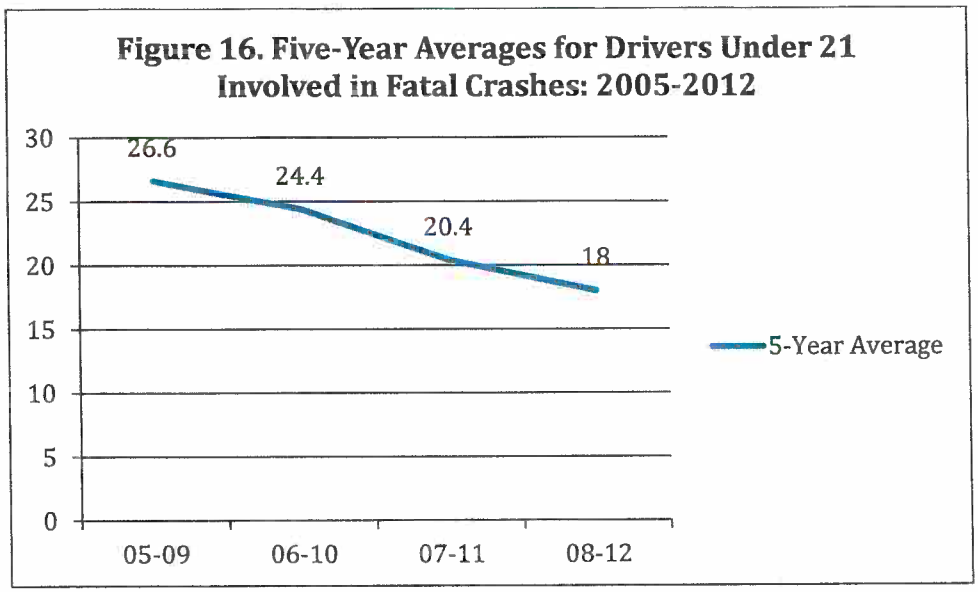


Table 15 presents additional data describing the proportional involvement of young drivers in traffic crashes in South Dakota. This table suggests that the relative level of involvement of drivers under 21 in both total crashes and fatal crashes continues to be relatively stable.

Table 15. Traffic Crashes Involving Drivers Under Age 21: 2008-2012

	Total Crashes	Total Crashes Involving Driver Under 21	% of Total Crashes Involving Driver Under 21	Total Fatal Crashes	Fatal Crashes Involving a Driver Under 21	% of Fatal Crashes Involving a Driver Under 22
2008	15,908	4,052	25.5%	109	21	19.3%
2009	16,996	4,206	24.7%	112	19	17.0%
2010	17,624	4,210	23.9%	124	22	17.7%
2011	17,359	3,992	23.0%	101	13	12.9%
2012	16,259	3,906	24.0%	118	16	16.9%

Table 16 presents fatality rates, expressed as fractions of total in-state population counts, for years 2008-2012. This table indicates that 24 fatalities resulted in 2012 from traffic crashes involving a driver under 21 years old. Additionally, the 2012 fatality rate of 2.87 fatalities per 100,000 in population is slightly higher than last year.

Table 16. Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2008-2012

	Population Estimate	Fatalities from Crashes Involving a Driver Under 21	Per 100,000 Population
2008	804,194	23	2.86
2009	812,383	22	2.71
2010	814,180	23	2.82
2011	824,082	18	2.18
2012	833,354	24	2.87

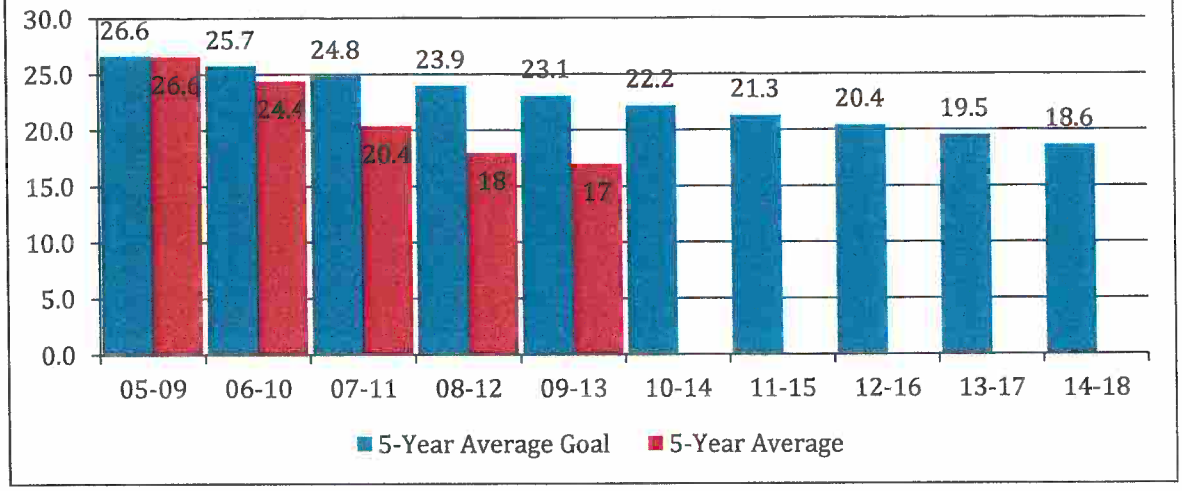
Of the 20 drivers under age 21 involved in fatal traffic crashes in 2012, 12 of them (60.0%) were killed. All 20 of them were from South Dakota. 14 of the 20 (70%) were male, and 5 (25%) recorded a positive blood alcohol content reading.[33] 17 of the 20 drivers (85.0%) were operating a passenger vehicle (one was operating an ATV and another was driving a truck with gross vehicle weight greater than 10,000 lbs.). Among all passenger vehicle occupants age 20 or younger involved in traffic crashes in 2012, 23 were killed (and 128 were seriously injured.) 17 (73.9%) of the passenger vehicle occupants age 20 or younger who were killed in 2012 were unrestrained.

State Goal Calculations

Between 2005 and 2014, as is illustrated in Figure 17, South Dakota aims 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 speeding related fatalities average for 2009-2013 needs to be at or below 23.1. However, in order to continue a general reduction in speeding-related fatalities, the goal is to decrease the five-year average by 5.6% from 18 to 17 for the 2009-2013 time period, this equates to an annual value of 17 alcohol speeding related fatalities or less for 2013.

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

Figure 17. Historical and Goal Data for Drivers Under 21 Involved in Fatal Crashes



C10: NUMBER OF PEDESTRIAN FATALITIES

2013 Performance Goal

Goal Statement: Reduce pedestrian fatalities 14 percent from the 2011 calendar base year figure of 7 to 6 by December 31, 2013.

Current Value: *2*

Current Status: *Met*

2013 Performance Goal

- Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2009-2013, despite expected increases in population.[34]

Key Observations

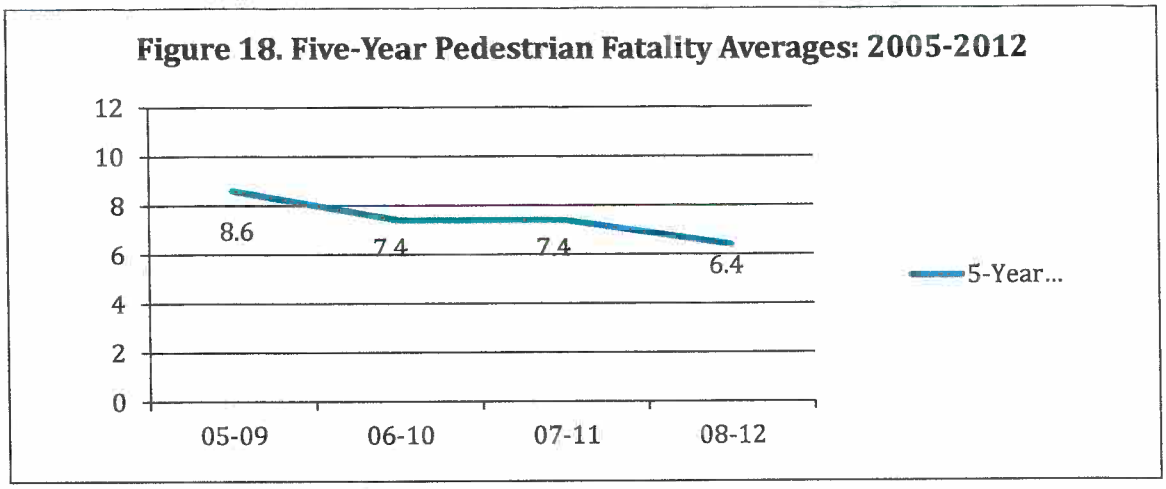
- Since 2008, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 7.4 fatalities per year; 2 were reported in 2012, down from 7 the previous year.

Recent Data

Urban streets and roadways constituted only 3.6% of all road miles in South Dakota in 2011. 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 32 pedestrian fatalities were recorded in the state from 2008 through 2012. This includes 2 such fatalities in 2012, a decrease from the previous year and lower than the five-year average. Since 2008, the number of annual pedestrian fatalities has fluctuated around an average of 7.4 fatalities per year; the 2 fatalities this year represent a five-year low.

Figure 18 presents trend data for pedestrian fatalities from 2005–2012, as expressed by five-year averages.

[34] While this may seem a modest goal, in order to achieve it the annual unhelmeted motorcyclist fatalities will have to decrease by 64.5% from 23 to 10.



In 2012, 59 traffic crashes occurred that involved at least one pedestrian. These crashes resulted in 2 fatalities, 11 serious injuries, and 50 other injuries. No traffic crashes produced multiple pedestrian fatalities. One of those killed was reported to having a blood alcohol content of .08 at the time of the crash. Only one of the pedestrians killed was a resident of South Dakota.

In 2012, both of the pedestrians killed were in urban areas. In addition, 82.4% (75 of 91) of non-fatal pedestrian injuries were sustained in urban areas. This is in contrast to previous years in which rural areas sustained greater rates of pedestrian fatalities than urban areas. While the differences are not as striking as the data from 2009 or 2010, these figures still suggest that urban roadways produce a far greater proportion of pedestrian injuries than do rural areas, but the risk of sustaining an actual fatality (as opposed to a non-fatal injury) are much higher for pedestrians in rural areas. This is likely due to the higher maximum allowable speed limits in rural versus urban areas.

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

Table 17. Pedestrian Fatalities and Injuries by Location: 2012

	Rural Roadways	Urban Roadways	Total
Fatalities (%)	0%	100%	100.0%
Fatalities (n)	0	2	2
Non-fatal Injuries (%)	17.6%	82.4%	100.0%
Non-fatal Injuries (n)	5	55	60

Table 18. Pedestrian Injury Outcomes by Location: 2012

	Fatalities	Serious Injuries	Other Injuries	No injuries	Total
Rural (%)	0%	10%	40%	50%	100.0%
Rural (n)	0	1	4	5	10
Urban (%)	1.8%	9.2%	41.3%	57.7%	100.0%
Urban (n)	2	10	45	52	109

Finally, Table 19 displays pedestrian fatality counts indexed to statewide population figures. Although no linear pattern is apparent for this measure, it can be seen that over the five most recent years, roughly 1-2 pedestrians per 100,000 in-state population have been killed in motor vehicle crashes each year. The 2012 figure of 0.24 shows a decrease from the 2011 figure of .85 and is much less than the five-year average of 0.79.

Table 19. Pedestrian Fatalities per 100,000 In-State Population: 2008- 2012

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2008	804,194	10	1.24
2009	812,383	4	0.49
2010	814,180	9	1.11
2011	824,082	7	0.85
2012	833,354	2	0.24

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 2009-2013 five-year average is simply to maintain the already miniscule 7 fatalities or less per year.

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

2013 Performance Goal

Goal Statement: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2011 calendar year base year average usage rate of 73.4 percent to 74.9 percent by December 31, 2013.

Current Value: *66.5%*

Current Status: *Not met*

2014 Performance Goal

- Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2012 calendar year base year average usage rate of 66.5 percent to 70% percent by December 31, 2013.

Key Observations

- The 2012 estimate for statewide estimated safety restraint usage on all road types was 66.5%, a statistically significant decrease from 2011 (73.4%).

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.[35] 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 2012, the state of South Dakota conducted a statewide observational survey following methodological guidelines spelled out in NHTSA's Uniform Criteria for State Observational Surveys of Seat Belt Use. The underlying purpose of this annual survey is to observe safety restraint use of all drivers, right

[35] 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.

front passengers, and children under the age of five, traveling on rural and urban highways and interstates. Also, starting in 2009, the analytic focus of South Dakota's annual survey was expanded to include an examination of helmet use by motorcycle occupants on state roadways. The *2011 South Dakota Statewide Seatbelt and Motorcycle Helmet Use Survey Final Report*, which was prepared for and funded by the South Dakota Office of Highway Safety, serves as the primary source document for all information presented in this section.

From the sixteen counties selected from the sampling pool, a total of 6, 926 automobile occupants and were observed. After weighing averages to account for VMT, the 2012 statewide estimated safety restraint use on all road types was 66.5%. This represents a statistically significant decrease of 6.9 percentage points from the 2011 statewide weighted estimate of 73.4%. However, it should be noted that the process for analyzing observed seatbelt use changed significantly from 2011. More specifically, the weighting method used shifts more of the observations to tribal areas. This combined with increased responsiveness of tribal reporting agents contributes t0 the lower reported percentage in 2012.

This observed overall rate of seatbelt use is somewhat less than the self-reported rates reflected in the 2012 Highway Safety Behaviors Survey. Table 20 exhibits the observed restraint use figures for 2008-2012.

Table 20. Observed Restraint Use by Year 2008-2012

	Statewide
2008	71.8
2009	72.1
2010	74.5
2011	73.4
2012	66.5
% Change ('11 to '12)	-6.9%

OTHER ONGOING PERFORMANCE MEASURE REPORTING EFFORTS

Continuing with the 2013 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: 10,487[36]

A2 – Occupant Protection Citations: 6,578[37]

A3 – Speed Citations: 42, 539[38]

[36] http://www.sdjudicial.com/Uploads/downloads/ar/fy2012/DUI.pdf
[37] http://www.sdjudicial.com/Uploads/downloads/ar/fy2012/traffic.pdf
[38] Ibid

2014 HSP FINANCIAL BUDGET

GTS PROJECT #	Performance Measure	PROJECT NAME	402 Funds	405/408 Funds	410 Funds	2010/405f Funds	154/164 Funds	Non-Federal Funds (1)
2014-40-01/02	C-9	Parents Matter-Prairie View					$ 159,000.00	
2014-40-03	C-5	Traffic Safety Prosecutor					$ 145,000.00	
2014-40-04	C-5	SDSU Safe Ride					$ 50,596.00	
2014-40-05	C-5	USD Safe Rides					$ 24,948.00	
2014-40-06	C-5	SDSMT Safe Ride					$ 28,500.00	
2014-40-07	C-5	Pennington County DUI Prosecutor					$ 89,801.00	
2014-40-08	C-5	Stop DUI-5th Circuit					$ 146,979.00	
2014-40-09	C-5	Stop DUI-6th Circuit					$ 112,960.00	
2014-40-10	C-9	Teen Court					$ 105,000.00	
2014-41-01/02/03	C-5, C-6	SDHP Crash Reduction	$ 206,750.00		$ 207,900.00			$ 420,000.00
2014-41-04	C-5	Traffic Enforcement Training			$ 14,600.00			
2014-41-05	C-8	SDHP DRE School			$ 83,056.00			$ 80,000.00
2014-41-06	C-1	Law Enforcement Liaisons	$ 76,289.00					
2014-41-07	C4, C-5	Sioux Falls PD	$ 64,050.00				$ 392,900.00	$ 456,950.00
2014-41-08	C-5,-C-6	Cheyenne River Sioux Tribe	$ 47,747.00		$ 3,650.00			
2014-41-09	C-4, C-5	Oglala Sioux Tribe	$ 18,415.00		$ 695.00			
2014-42-01	C-4	SESV-Occupant Protection	$ 8,458.00					
2014-43-01	C-2	EMS Training	$ 249,463.00					$ 296,583.00
2014-44-01	C-4, C-5	Volunteers of America	$ 96,973.00				$ 81,335.00	
2014-44-02	C-9	DSS Diversion Program					$ 110,000.00	
2014-44-03	C-5	DSS Prevention Program					$ 106,000.00	
2014-44-04	C-10	SDEMSC Bike Safety	$ 35,000.00					
2014-44-05	C-1	Community Outreach	$ 76,414.00					
2014-44-06	C-9	From The H.E.A.R.T.			$ 13,174.00			$ 13,174.00
2014-44-07	C-9	Mitchell Alcohol Task Force					$ 14,563.00	$ 7,581.00
2014-45-01	C-7	Motorcycle Safety				$ 100,000.00		$ 400,000.00
1-46-01	C-5	Mountain Plains Evaluation					$ 151,000.00	
1-46-02	C-4	Seat Belt Survey	$ 50,000.00					
2014-46-03	Data Project	TraCS/Web TraCS		$ 350,000.00				
2014-46-04	Data Project	NEMSIS		$ 25,800.00				$ 100,000.00
2014-46-05	Data Project	Driver License Modernization		$ 250,000.00				$ 150,000.00
2014-46-06	Data Project	SDHP CAD/RMS System		$ 40,000.00				
2014-46-07	C-1	USD Business Research	$ 50,000.00					
2014-46-08	C-1	Grant Management System	$ 200,000.00					
2014-47-01	C-6	Law Enforcement Equip-Speed	$ 300,000.00					$ 75,000.00
2014-47-02	C-5	Law Enforcement Equip-Cameras			$ 100,000.00			$ 100,000.00
2014-47-03	C-5	Law Enforcement Equip-FST/PBT			$ 100,000.00			$ 100,000.00
2014-47-04/05	C-1, C-5	Law Enforcement Overtime	$ 350,000.00		$ 200,000.00			$ 287,500.00
2014-47-06/07	C-1, C-5	Law Enforcement - Other	$ 50,000.00		$ 75,000.00			$ 75,000.00
2014-48-01/02/03	C-4, C-5	Media Campaigns	$ 150,000.00		$ 250,000.00			$ 75,000.00
2014-48-04/05	C-4, C-5	SD Broadcasters	$ 100,000.00		$ 200,000.00			$ 300,000.00
2014-48-06	C-1	Public Information Officer	$ 45,000.00					
2014-49-01	C-5	SESV-Youth Simulator Project					$ 49,950.00	
2014-50-01	C-1	Roadway Safety Committee	$ 15,000.00					
2014-51-01	C-1	P&A	$ 101,710.00					$ 84,000.00
2014-52-01	C-1	DOT Hazard Elimination					$ 4,500,000.00	
		TOTALS	**$ 2,291,269.00**	**$ 665,800.00**	**$ 1,248,075.00**	**$ 100,000.00**	**$ 6,268,532.00**	**$ 3,020,788.00**

NOTES:

(1) Figures listed in this column represent a best estimate made by the Office of Highway Safety on information available at the time of submission of the 2014 HSP.

ADDENDUM A

EMERGENCY MEDICAL SERVICES

The Office of Emergency Medical Services provides mandatory refresher training for 2,944[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**		
	1,125 – Recertification[2]	@ 72 hours each	=	81,000 hours
	41 – New EMT-Basic	@ 120 hours each	=	4,920 hours
	40 – EMT	@ 160 hours each	=	6,400 hours
2.	**ALS (Advanced Life Support includes Intermediate Levels 85 & 99)**			
	220 – Int. 85 Recertification	@ 36 hours each[3]	=	7,920 hours
	3 – Int. 99 Recertification	@ 60 hours each[3]	=	180 hours
	7 - AEMT (new level-0 recerts)	@ 180 hours each[4]	=	1,260 hours
3.	**Paramedic Level**			
	59 – New	@ 1,800 hours each	=	106,200 hours
	134 – Recertification	@ 72 hours each[5]	=	9,648 hours
	TOTAL TRAINING HOURS ACROSS LEVELS			**217,528**

To determine the value of volunteer training hours, the EMS Program used data from the non-profit Independent Sector organization to establish a hourly wage for the State of South Dakota[6].
The most recent data available is from calendar year 2011 and the rate for South Dakota (including wage and fringe benefits) is $15.99 per hour. Using this hourly rate, the value of the volunteered training hours is:

217,528 Hours (x) $15.99 (=) $ 3,478,273

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 $478,244 (+) Volunteer Hours $3,478,273 (=) $ 3,956,517

To determine a proportionate share of EMS training as it relates to motor vehicle collision responses, the total training budget number of 2,848,196 is multiplied by .1412 as determined in the table below.

$3,956,517 (x) 9.58 (=) $379,034.33

According to this calculation, South Dakota's proportionate share would be $379,034.33 which is well above the **$249,463** request for assistance in the FFY2014 Highway Safety Plan.

	2008	2009	2010	2011	2012
Total number of EMS Response for Services (only calls responded to, not total 911 calls received)	36,399	31,742	47,181	44,546	49,371
Total motor vehicle collision responses	4,563	5,134	3,194	2,970	2,810
Percent of motor vehicle responses compared to total number of response for services	12.5%	16.2%	6.8%	6.7%	5.7%
Five Year Average Motor Vehicle Collision EMS Responses	**9.58% EMS**				

Notes:

(1) South Dakota has 2,944 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.

ADDENDUM B

EQUIPMENT REQUEST

Agency	Equipment Request	Cost/Unit
Bennett County SO Project #2014-	Radar Trailer/Speed Board & signs - monitoring board to provide necessary data and information to assist in targeting problem areas with speeding drivers.	$6,760
Brandon PD Project #2014-	Stalker Awareness Monitor (SAM) - To be used to measure progress of enforcement and in reducing average speed.	$6,448
Brookings PD Project #2014-	TraCS Interface - To increase accident reporting efficiency and accuracy by installing Zuercher Technology ledSuite software and server with TraCS interface.	$5,500
Cheyenne River Sioux Tribe Project #2014-	Mobile Speed Sign – To be used to enable speed measurement, data collection and trend identification.	$7,746
McCook County SO	Speed Board – To assist in education of the public and enforcement and prosecution of speeding violators.	$6,198

ADDENDUM C

ROADWAY SAFETY ADVISORY COMMITTEE

The 2014 Highway Safety Plan is submitted in cooperation and with the assistance of the following Roadway Safety Committee member agencies.

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

FY2014 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: **2014-44-05**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$50,928.00		$50,928.00	Section 402 - MAP21
Travel	$8,000.00		$8,000.00	Section 402 - MAP21
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	$15,500.00		$15,500.00	Section 402 - MAP21
Indirect Costs	$1,986.19		$1,986.19	Section 402 - MAP21
SUBTOTAL CATEGORIES	**$76,414.19**	**0.00**	**$76,414.19**	
Federal Funds	$76,414.19	0.00	$76,414.19	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$76,414.19**	**0.00**	**$76,414.19**	

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 Transportation**

HSP PROJECT TITLE: **DOT Hazard Elimination**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-52-01**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$4,500,000.00		$4,500,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$4,500,000.00**	**0.00**	**$4,500,000.00**	
Federal Funds	$4,500,000.00	0	$4,500,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$4,500,000.00**	**0.00**	**$4,500,000.00**	

Problem Identification and Brief Project Summary:

The Hazard Elimination Project is administered by the Department of Transportation.

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: **2014-46-08**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$200,000.00		$200,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$200,000.00**	**0.00**	**$200,000.00**	
Federal Funds	$200,000.00	0	$200,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$200,000.00**	**0.00**	**$200,000.00**	

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: **Law Enforcement Other - 402**

HSP PROJECT TITLE: **Highway Safety Program**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-47-06**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: C6 Total Speed Related Fatalities

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Police Traffic Services

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$50,000.00		$50,000.00	Section 402 - MAP21
Travel				Make Selection
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$50,000.00**	**0.00**	**$50,000.00**	
Federal Funds	$50,000.00	0	$50,000.00	
State & Local Match	$12,500.00	0	$12,500.00	
TOTAL FEDERAL+MATCH	**$62,500.00**	**0.00**	**$62,500.00**	

Problem Identification and Brief Project Summary:

Speed-related crashes are one of the top factors in fatal and injury crashes in South Dakota. The intent of this project will be to use overtime enforcement to assist law enforcement agencies in reducing speed violations and crashes. All overtime will be used in high visibility efforts during the times and locations where the crashes are occurring. Enforcement will be data driven based on statistical information obtained from the Office of Accident Records.

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: **Law Enforcement Overtime - 402**

HSP PROJECT TITLE: **Highway Safety Program**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-47-04**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: C6 Total Speed Related Fatalities

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Police Traffic Services

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$350,000.00		$350,000.00	Section 402 - MAP21
Travel				Make Selection
Contractual Services				Make Selection
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	$350,000.00	
State & Local Match	$70,000.00	0	$70,000.00	
TOTAL FEDERAL+MATCH	**$420,000.00**	**0.00**	**$420,000.00**	

Problem Identification and Brief Project Summary:

Speed is one of the top factors in fatal crashes across the United States and in South Dakota. This project will utilize overtime enforcement to assist law enforcement agencies in reducing speed-related violations, and crash injuries and deaths. South Dakota keeps a very accurate record of its speed-related crash events and this data will be used to schedule saturation patrols and mobilization activities. All overtime will be used in high visibility efforts during the times and locations where this crash activity is concentrated.

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: **Law Enforcement Liaisons**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-41-06**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Police Traffic Services

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$47,400.00		$47,400.00	Section 402 - MAP21
Travel	$17,000.00		$17,000.00	Section 402 - MAP21
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	$10,040.00		$10,040.00	Section 402 - MAP21
Indirect Costs	$1,848.60		$1,848.60	Section 402 - MAP21
SUBTOTAL CATEGORIES	**$76,288.60**	**0.00**	**$76,288.60**	
Federal Funds	$76,288.60	0.00	$76,288.60	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$76,288.60**	**0.00**	**$76,288.60**	

Problem Identification and Brief Project Summary:

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

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: **2014-51-01**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$66,820.78		$66,820.78	Section 402 - MAP21
Travel	$10,976.00		$10,976.00	Section 402 - MAP21
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	$21,307.16		$21,307.16	Section 402 - MAP21
Indirect Costs	$2,606.01		$2,606.01	Section 402 - MAP21
SUBTOTAL CATEGORIES	**$101,709.95**	**0.00**	**$101,709.95**	
Federal Funds	$101,709.95	0	$101,709.95	
State & Local Match	$83,622.00	0	$83,622.00	
TOTAL FEDERAL+MATCH	**$185,331.95**	**0.00**	**$185,331.95**	

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 SD's Traffic Safety program. The Governor's Representative is the liaison between the Governor's Office and the Legislature, local and state agencies, and various councils and boards throughout the state. US DOT policy requires that federal participation in Planning and Administration (P&A) activities shall not exceed 50% of the total cost of such activities or the applicable sliding scale rate (54.88% for South Dakota) in accordance with 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: **Planning and Administration**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-51-01**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$66,820.78		$66,820.78	Section 402 - MAP21
Travel	$10,976.00		$10,976.00	Section 402 - MAP21
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	$21,307.16		$21,307.16	Section 402 - MAP21
Indirect Costs	$2,606.01		$2,606.01	Section 402 - MAP21
SUBTOTAL CATEGORIES	**$101,709.95**	**0.00**	**$101,709.95**	
Federal Funds	$101,709.95	0	$101,709.95	
State & Local Match	$83,622.00	0	$83,622.00	
TOTAL FEDERAL+MATCH	**$185,331.95**	**0.00**	**$185,331.95**	

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 SD's Traffic Safety program. The Governor's Representative is the liaison between the Governor's Office and the Legislature, local and state agencies, and various councils and boards throughout the state. US DOT policy requires that federal participation in Planning and Administration (P&A) activities shall not exceed 50% of the total cost of such activities or the applicable sliding scale rate (54.88% for South Dakota) in accordance with 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: **2014-48-06**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Make Selection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$10,000.00		$10,000.00	Section 402 - MAP21
Travel	$5,000.00		$5,000.00	Section 402 - MAP21
Contractual Services	$10,000.00		$10,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs	$20,000.00		$20,000.00	Section 402 - MAP21
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$45,000.00**	**0.00**	**$45,000.00**	
Federal Funds	$45,000.00	0	$45,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$45,000.00**	**0.00**	**$45,000.00**	

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: **2014-50-01**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Make Selection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	$7,500.00		$7,500.00	Section 402 - MAP21
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	$7,500.00		$7,500.00	Section 402 - MAP21
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$15,000.00**	**0.00**	**$15,000.00**	
Federal Funds	$15,000.00	0	$15,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$15,000.00**	**0.00**	**$15,000.00**	

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 Business Research**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-46-07**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

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	$50,000.00		$50,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$50,000.00**	**0.00**	**$50,000.00**	
Federal Funds	$50,000.00	0	$50,000.0	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$50,000.00**	**0.00**	**$50,000.00**	

Problem Identification and Brief Project Summary:

The USD Government Research Bureau will draft a Highway Safety Plan for FY2015 using statistical analysis of crash data; the Plan will include short and long term goals, a summary of planning projects, and a budget for FY2015. The USD Government Research Bureau will deliver a report assessing performance of FY2013 objectives against articulated objectives.

Evidence Based: **Yes**

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

FY2014 PROJECTS BY CORE PERFORMANCE AREA

TAB C2

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

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety – Emergency Medical Services**

HSP PROJECT TITLE: **EMS Training**

PROJECT MANAGER NAME: **Marilyn Rutz**

PHONE: **605-773-4031**

GTS PROJECT NUMBER: **2014-43-01**

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

MAJOR PERFORMANCE MEASURE: C2 Total Serious Injuries in Crashes

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Other and P&A

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	$7,500.00		$7,500.00	Section 402 - MAP21
Contractual Services	$232,600.00		$232,600.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs	$9,363.00		$9,363.00	Section 402 - MAP21
SUBTOTAL CATEGORIES	**$249,463.00**	**0.00**	**$249,463.00**	
Federal Funds	$249,463.00	0.00	$249,463.00	
State & Local Match	$396,583.00	0	$396,583.00	
TOTAL FEDERAL+MATCH	**$646,046.00**	**0.00**	**$646,046.00**	

Problem Identification and Brief Project Summary:

South Dakota has 123 ground, 6 air, and 9 out-of-state licensed ambulance services. Volunteers staff approximately 80% of the ambulance services which creates a unique challenge to keep ambulance services staffed with trained personnel. At any time, approximately 15% of South Dakota's ambulance services suffer a shortage of trained personnel. South Dakota is largely a rural state. Many ambulance services have to travel great distances taking an hour or more to reach a medical facility. Care during this time, what is called the "Golden Hour", is critical. It is of utmost importance that EMS providers of all levels receive the training necessary in order to provide the life saving care needed. EMS providers are taught personal protection skills as well as defensive driving skills that they pass on the others which help in accident reduction. This project will provide EMS training and obtain an 80% pass rate for 500 newly trained EMT's, 50 newly trained AEMT's, 50 newly trained Paramedics, 25 defensive driving (EVOC) courses, and 16 Basic Trauma Life Support or Pre-Hospital Trauma Life Support courses.

Evidence Based: **Yes**

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

FY2014 PROJECTS BY CORE PERFORMANCE AREA

TAB C3

Fatalities/VMT (FARS, FHWA)

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FY2014 PROJECTS BY CORE PERFORMANCE AREA

TAB C4

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

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

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

HSP PROJECT TITLE: **Media**

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

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-48-01/02**

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

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Media/Public Information Officer

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$150,000.00		$150,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$150,000.00**	**0.00**	**$150,000.00**	
Federal Funds	$150,000.00	0.00	$150,000.00	
State & Local Match	$37,500.00	0	$37,500.00	
TOTAL FEDERAL+MATCH	**$187,500.00**	**0.00**	**$187,500.00**	

Problem Identification and Brief Project Summary:

To educate the public on highway safety issues including occupant protection, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHSA 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: **Oglala Sioux Tribe Department of Public Safety**

HSP PROJECT TITLE: **Sacred Cargo**

PROJECT MANAGER NAME: **Kennith Franks**

PHONE: **605-867-5141**

GTS PROJECT NUMBER: **2014-41-09**

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

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Occupant Protection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$3,494.43		$3,494.43	Section 402 - MAP21
Travel	$1,245.37		$1,245.37	Section 402 - MAP21
Contractual Services	$875.00		$875.00	Section 402 - MAP21
Equipment	$4,800.00		$4,800.00	Section 402 - MAP21
Other Direct Costs	$8,000.00		$8,000.00	Section 402 - MAP21
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$18,414.80**	**0.00**	**$18,414.80**	
Federal Funds	$18,414.80	0	$18,414.80	
State & Local Match	$7,009.95	0	$7,009.95	
TOTAL FEDERAL+MATCH	**$25,424.75**	**0.00**	**$25,424.75**	

Problem Identification and Brief Project Summary:

The Oglala Sioux Tribe continues to have an unacceptable seat belt and child restraint usage rate. Because of the depressing demographics of the Pine Ridge Reservation, a significant part of the problem is the availability of funding in families to purchase child safety restraints. OST has a primary seat belt law. For the last two years, the surveys have reflected a 5% increase each year. In the 2012 survey, there was a 9% increase. The survey also reflected a usage rate of 44% of drivers utilizing their seat belts and 29% of passengers using seat belts. The OST will increase traffic citations, decrease motor vehicle crashes, and increase seatbelt and child restraint usage. They will also take the Sacred Cargo program on the road and share their information with other reservations in South Dakota.

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: **South Dakota Broadcasters**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-48-04**

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

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Occupant Protection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$100,000.00		$100,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$100,000.00**	**0.00**	**$100,000.00**	
Federal Funds	$100,000.00	0	$100,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$100,000.00**	**0.00**	**$100,000.00**	

Problem Identification and Brief Project Summary:

To educate the public on occupant protection, the Office of Highway Safety will contract with the SD Broadcasters to coordinate outreach to the communities about the importance of wearing seat belts. The media contractor will use the NHSA Communication 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: **Seat Belt Survey**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-46-02**

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

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Occupant Protection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$50,000.00		$50,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$50,000.00**	**0.00**	**$50,000.00**	
Federal Funds	$50,000.00	0.00	$50,000.0	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$50,000.00**	**0.00**	**$50,000.00**	

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.

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Sioux Empire Safety Village**

HSP PROJECT TITLE: **Occupant Protection Project**

PROJECT MANAGER NAME: **David A. Renli**

PHONE: **605-334-7233**

GTS PROJECT NUMBER: **2014-42-01**

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

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Occupant Protection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$700.00		$700.00	Section 402 - MAP21
Travel	$1,208.00		$1,208.00	Section 402 - MAP21
Contractual Services	$5,550.00		$5,550.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs	$1,000.00		$1,000.00	Section 402 - MAP21
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$8,458.00**	**0.00**	**$8,458.00**	
Federal Funds	$8,458.00	0.00	$8,458.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$8,458.00**	**0.00**	**$8,458.00**	

Problem Identification and Brief Project Summary:

The 2011 South Dakota Statewide Seatbelt and Motorcycle Helmet Use Survey indicates that the rate of 73.4% is the second highest seatbelt rate to be observed since the surveys began in 1998. This rate is still 8 points off the nationwide seatbelt rate of 81% reported by NHTSA for the Midwest. The project will provide educational materials statewide highlighting seat belt use and some distracted driving issues.

Evidence Based: **Yes**

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

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Sioux Falls Police Department**

HSP PROJECT TITLE: **Protecting the Motoring Public through Education/Enforcement**

PROJECT MANAGER NAME: **Sergeant Keith Gries**

PHONE: **605-978-6764**

GTS PROJECT NUMBER: **2014-41-07**

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

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Occupant Protection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$54,480.00		$54,480.00	Section 402 - MAP21
Travel				Make Selection
Contractual Services	$3,500.00		$3,500.00	Section 402 - MAP21
Equipment	$6,070.00		$6,070.00	Section 402 - MAP21
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$64,050.00**	**0.00**	**$64,050.00**	
Federal Funds	$64,050.00	0.00	$64,050.00	
State & Local Match	$62,800.00	0	$62,800.00	
TOTAL FEDERAL+MATCH	**$126,850.00**	**0.00**	**$126,850.00**	

Problem Identification and Brief Project Summary:

According to SDARS, Sioux Falls continues to be listed within the State's "Top 10" counties for speed-related crashes and unrestrained fatalities. The Sioux Falls Police Department will conduct seatbelt enforcement and child safety seat education. The intent is to reduce the number of fatalities involving unrestrained occupants and speed related crashes in Sioux Falls by deploying high visibility enforcement during the times and at the locations that will impact the problem.

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: **Volunteers of America, Dakotas**

HSP PROJECT TITLE: **Highway Safety Program**

PROJECT MANAGER NAME: **Eric Majeres**

PHONE: **605-444-6301**

GTS PROJECT NUMBER: **2014-44-01**

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

MAJOR PERFORMANCE MEASURE: C4 Unrestrained Fatalities All Positions

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Safe Communities

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$48,182.00		$48,182.00	Section 402 - MAP21
Travel	$11,862.00		$11,862.00	Section 402 - MAP21
Contractual Services	$6,000.00		$6,000.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs	$22,500.00		$22,500.00	Section 402 - MAP21
Indirect Costs	$8,429.00		$8,429.00	Section 402 - MAP21
SUBTOTAL CATEGORIES	**$96,973.00**	**0.00**	**$96,973.00**	
Federal Funds	$96,973.00	0.00	$96,973.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$96,973.00**	**0.00**	**$96,973.00**	

Problem Identification and Brief Project Summary:

The 2011 SD Motor Vehicle Traffic Crash Summary outlines the severity of the traffic safety problems in South Dakota: South Dakota's seat belt usage rate was 66.5% in 2012 and is consistently below the national average; 43 occupants were killed as a result of either partial or complete ejection; traffic crashes result in economic loss of $345,000,000 annually; drivers under age 35 make up 41.4% of the drivers in fatal crashes; 53.4% of the drivers in injury crashes; and 68.3% of fatal crashes were reported on rural highways/roads. Volunteers of America will initiate and support traffic safety efforts to increase statewide seat belt use, conduct at least two occupant protection awareness efforts in at least 40 new communities, and provide technical support as needed.

Evidence Based: **Yes**

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

FY2014 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)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **South Dakota Unified Judicial System**

HSP PROJECT TITLE: **5th Circuit DUI Court**

PROJECT MANAGER NAME: **Noreen Plumage**

PHONE: **605-773-4161**

GTS PROJECT NUMBER: **2014-40-08**

PROJECT AGE: Third Project Year **ORIGINAL OR REVISION:** Original Project

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$94,223.00		$94,223.00	Section 154/164
Travel	$5,016.00		$5,016.00	Section 154/164
Contractual Services	$42,500.00		$42,500.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	$5,240.00		$5,240.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$146,979.00**	**0.00**	**$146,979.00**	
Federal Funds	$146,979.00	0.00	$146,979.00	
State & Local Match	$146,979.00	0	$146,979.00	
TOTAL FEDERAL+MATCH	**$293,958.00**	**0.00**	**$293,958.00**	

Problem Identification and Brief Project Summary:

Based on statistics from the 2010 SD Motor Vehicle Traffic Crash Summary, alcohol related fatalities accounted for 26.2% of all traffic crash fatalities in 2010. Statewide in SFY2011, there were 8,744 DUI arrests and 7,455 DUI convictions. An impaired driving court (DUI Court) will be implemented in the Brown County Service Area with an estimated population of 36,531 citizens. Press releases to local media will contain project overview, goals, objectives, etc. The proposed DUI court will provide a quarterly report documenting all ongoing progress, including program figures, terminations, graduations, significant testimonials, treatment/counseling efforts, 24/7 participation and any other contributions with community partnerships. These reports will serve as historical documents for posterity studies or program efficacy. Mountain Plains Evaluation will work with the state liaison to provide evaluation direction and consultation.

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: **South Dakota Unified Judicial System**

HSP PROJECT TITLE: **6th Circuit DUI Court**

PROJECT MANAGER NAME: **Noreen Plumage**

PHONE: **605-773-4161**

GTS PROJECT NUMBER: **2014-40-09**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$60,454.00		$60,454.00	Section 154/164
Travel	$5,016.00		$5,016.00	Section 154/164
Contractual Services	$42,500.00		$42,500.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	$4,990.00		$4,990.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$112,960.00**	**0.00**	**$112,960.00**	
Federal Funds	$112,960.00	0.00	$112,960.00	
State & Local Match	$112,960.00	0	$112,960.00	
TOTAL FEDERAL+MATCH	**$225,920.00**	**0.00**	**$225,920.00**	

Problem Identification and Brief Project Summary:

Based on statistics from the 2010 SD Motor Vehicle Traffic Crash Summary, alcohol related fatalities accounted for 26.2% of all traffic crash fatalities in 2010. Statewide in SFY2011, there were 8,744 DUI arrests and 7,455 DUI convictions. An impaired driving court (DUI Court) will be implemented in the Hughes/Stanley County Service Area which has a combined population of 19,988 citizens. Press releases to local media will contain project overview, goals, objectives, etc. The proposed DUI court will provide a quarterly report documenting all ongoing progress, including program figures, terminations, graduations, significant testimonials, treatment/counseling efforts, 24/7 participation and any other contributions with community partnerships. These reports will serve as historical documents for posterity studies or program efficacy. Mountain Plains Evaluation will work with the state liaison to provide evaluation direction and consultation.

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: **Cheyenne River Sioux Tribe, Law Enforcement Department**

HSP PROJECT TITLE: **Highway Safety Program**

PROJECT MANAGER NAME: **Chad Olson, Acting Chief of Police**

PHONE: **605-964-4567**

GTS PROJECT NUMBER: **2014-41-08**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$3,025.31		$3,025.31	Section 410 - SAFETEA-LU
Travel				Make Selection
Contractual Services	$625.00		$625.00	Section 410 - SAFETEA-LU
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$3,650.31**	**0.00**	**$3,650.31**	
Federal Funds	$3,650.31	0	$3,650.31	
State & Local Match	$10,950.91	0	$10,950.91	
TOTAL FEDERAL+MATCH	**$14,601.22**	**0.00**	**$14,601.22**	

Problem Identification and Brief Project Summary:

Using tribal statistics from 2010-2012, there have been an average of 137 vehicle accidents per year. During this same time frame, there has been an average of 530 DUI arrests, 737 speeding citations, 419 reckless driving citations, and 168 open container arrests. The data identifies alcohol, speed and aggressive driving as major problems on the Cheyenne River Indian Reservation. Overtime enforcement will be used to concentrate on alcohol enforcement.

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 Social Services**

HSP PROJECT TITLE: **Prevention Program**

PROJECT MANAGER NAME: **Gib Sudbeck**

PHONE: **605-773-3123**

GTS PROJECT NUMBER: **2014-44-03**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$106,000.00		$106,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$106,000.00**	**0.00**	**$106,000.00**	
Federal Funds	$106,000.00	0.00	$106,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$106,000.00**	**0.00**	**$106,000.00**	

Problem Identification and Brief Project Summary:

According to the 2011 Youth Risk Behavior Survey which is conducted every other year in SD among 9-12th grade students, 23% of students rode in a car with a driver who had been drinking; 11% drove a car when they had been drinking; and 39% had consumed alcohol in the past 30 days. This project will reduce the number of people killed or injured in alcohol related crashes, reduce the number of people riding with a drinking driver, and train students to address the issues of drinking and driving. The DSS Prevention Program will be able to provide services in the top 10 counties for alcohol-related crashes to prevent harm to the individual drinker and society, and reduce the number of criminal events (drinking, DUI, violence, etc.).

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: **Law Enforcement Other - Alcohol**

HSP PROJECT TITLE: **Highway Safety Program**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-47-07**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Police Traffic Services

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	$75,000.00		$75,000.00	Section 410 - SAFETEA-LU
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$75,000.00**	**0.00**	**$75,000.00**	
Federal Funds	$75,000.00	0	$75,000.00	
State & Local Match	$75,000.00	0	$75,000.00	
TOTAL FEDERAL+MATCH	**$150,000.00**	**0.00**	**$150,000.00**	

Problem Identification and Brief Project Summary:

Alcohol is one of the top factors in fatal and injury related crashes in South Dakota. This project will be to use overtime enforcement to assist law enforcement agencies in reducing alcohol violations and crashes, thus reducing injuries and fatalities on South Dakota roadways. All overtime will be used in high visibility efforts during the times and locations where the crashes are occurring. These locations will be determined utilizing the Office of Accident Records crash data, filtered to counties and municipalities needing additional enforcement.

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: **Law Enforcement Overtime - 410**

HSP PROJECT TITLE: **Highway Safety Program**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-47-05**

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

MAJOR PERFORMANCE MEASURE: C1 Total Traffic Fatalities (FARS)

ADDITIONAL MEASURE IF APPLICABLE: C5 Fatalities Driver/Oper =>BAC .08

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Police Traffic Services

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$200,000.00		$200,000.00	Section 410 - SAFETEA-LU
Travel				Make Selection
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$200,000.00**	**0.00**	**$200,000.00**	
Federal Funds	$200,000.00	0	$200,000.00	
State & Local Match	$200,000.00	0	$200,000.00	
TOTAL FEDERAL+MATCH	**$400,000.00**	**0.00**	**$400,000.00**	

Problem Identification and Brief Project Summary:

Alcohol is one of the top factors in fatal crashes across the United States and in South Dakota. This project will utilize overtime enforcement to assist law enforcement agencies in reducing alcohol-related violations, and crash injuries and deaths. South Dakota keeps a very accurate record of its alcohol-related crash events and this data will be used to schedule checkpoints, saturation patrols and mobilization activities. All overtime will be used in high visibility efforts during the times and locations where this crash activity is concentrated.

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: **Law Enforcement Equipment – Cameras**

HSP PROJECT TITLE: **Highway Safety Program**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-47-02**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services				Make Selection
Equipment	$100,000.00		$100,000.00	Section 410 - SAFETEA-LU
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$100,000.00**	**0.00**	**$100,000.00**	
Federal Funds	$100,000.00	0	$100,000.00	
State & Local Match	$100,000.00	0	$100,000.00	
TOTAL FEDERAL+MATCH	**$200,000.00**	**0.00**	**$200,000.00**	

Problem Identification and Brief Project Summary:

Alcohol is one of the top factors in fatal crashes in South Dakota. The intent of this project will be to purchase equipment, less than $5,000 (i.e. FST, PBT), to assist law enforcement agencies in reducing alcohol violations and crashes. Any equipment purchased will be used in high visibility efforts during the times and locations where the crashes are occurring. Enforcement will be deployed using on-duty officers as well as overtime officers.

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: **Law Enforcement Equipment – FST/PBT**

HSP PROJECT TITLE: **Highway Safety Program**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-47-03**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services				Make Selection
Equipment	$100,000.00		$100,000.00	Section 410 - SAFETEA-LU
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$100,000.00**	**0.00**	**$100,000.00**	
Federal Funds	$100,000.00	0	$100,000.00	
State & Local Match	$100,000.00	0	$100,000.00	
TOTAL FEDERAL+MATCH	**$100,000.00**	**0.00**	**$100,000.00**	

Problem Identification and Brief Project Summary:

Alcohol is one of the top factors in fatal crashes in South Dakota. Data will continue to be extracted from the South Dakota crash records database to determine the problem areas and demographics. The intent of this project will be to purchase equipment to assist law enforcement agencies in reducing alcohol-involved violations, injuries, and crashes. Any equipment purchased will be used in high visibility efforts during the times and locations where the crashes are occurring. Enforcement will be deployed using on-duty officers as well as overtime officers.

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: **Media**

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

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-48-03**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Media/Public Information Officer

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 410 - SAFETEA-LU
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	$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:

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 NHSA 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: **Mountain Plains Evaluation LLC**

HSP PROJECT TITLE: **Mountain Plains Evaluation**

PROJECT MANAGER NAME: **Roland Loudenberg**

PHONE: **605-425-3305**

GTS PROJECT NUMBER: **2014-46-01**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$151,000.00		$151,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$151,000.00**	**0.00**	**$151,000.00**	
Federal Funds	$151,000.00	0	$151,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$151,000.00**	**0.00**	**$151,000.00**	

Problem Identification and Brief Project Summary:

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

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: **Oglala Sioux Tribe Department of Public Safety**

HSP PROJECT TITLE: **Sacred Cargo**

PROJECT MANAGER NAME: **Kennith Franks**

PHONE: **605-867-5141**

GTS PROJECT NUMBER: **2014-41-09**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$694.92		$694.92	Section 410 - SAFETEA-LU
Travel				Make Selection
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$694.92**	**0.00**	**$694.92**	
Federal Funds	$694.92	0	$694.92	
State & Local Match	$2,084.74	0	$2,084.74	
TOTAL FEDERAL+MATCH	**$2,779.66**	**0.00**	**$2,779.66**	

Problem Identification and Brief Project Summary:

The Oglala Sioux Tribe continues to have a driving while intoxicated or driving under the influence problem. In FY2012, there were a total of 242 motor vehicle crashes which included 7 fatalities and 1.43% or 10 of these fatalities were alcohol related indicating that there were multiple vehicles involved in the crashes. There were 58 crashes that had injuries and, of these, 25 or 43% were alcohol related. The Oglala Sioux Tribe will increase the number of DUI arrests, increase DUI patrols, and conduct checkpoints and saturation patrols to reduce the number of accidents involving alcohol.

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: **Pennington County DUI Prosecutor**

HSP PROJECT TITLE: **Impaired Driving Prosecutor**

PROJECT MANAGER NAME: **Sara E. Morrison**

PHONE: **605-394-2191**

GTS PROJECT NUMBER: **2014-40-07**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$84,001.00		$84,001.00	Section 154/164
Travel	$4,100.00		$4,100.00	Section 154/164
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	$1,700.00		$1,700.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$89,801.00**	**0.00**	**$89,801.00**	
Federal Funds	$89,801.00	0.00	$89,801.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$89,801.00**	**0.00**	**$89,801.00**	

Problem Identification and Brief Project Summary:

In FY2010, Pennington County accounted for 19.2% of the DUIs in the state. That percentage was reduced to 14.9% in FY2012 through this grant. Dismissals, reductions, and "no charges" have also been reduced. Pennington County will continue to reduce the number of DUI offenses that are dismissed, reduced, or not even charged in Pennington County.

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: **South Dakota Highway Patrol**

HSP PROJECT TITLE: **SDHP DRE School**

PROJECT MANAGER NAME: **Colonel Craig Price**

PHONE: **605-773-3105**

GTS PROJECT NUMBER: **2014-41-05**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	$70,556.00		$70,556.00	Section 410 - SAFETEA-LU
Contractual Services	$4,100.00		$4,100.00	Section 410 - SAFETEA-LU
Equipment	$5,000.00		$5,000.00	Section 410 - SAFETEA-LU
Other Direct Costs	$3,400.00		$3,400.00	Section 410 - SAFETEA-LU
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$83,056.00**	**0.00**	**$83,056.00**	
Federal Funds	$83,056.00	0	$83,056.00	
State & Local Match	$117,520.00	0	$117,520.00	
TOTAL FEDERAL+MATCH	**$200,576.00**	**0.00**	**$200,576.00**	

Problem Identification and Brief Project Summary:

South Dakota is following a disturbing national trend of drug-impaired drivers on our roadways. The main problem law enforcement face 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. The DRE training is broken down into a three-phase certification process. The training begins with a two-day pre-school, and is followed by the seven-day DRE school. Upon completion of the academic portion, the DRE candidates will travel to Arizona or California to complete their filed certification. After all phases are successfully completed, the DRE candidates are certified by the IACP as Drug Recognition Experts. The ARIDE training will consist of approximately 15 courses held across SD.

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: **South Dakota Highway Patrol**

HSP PROJECT TITLE: **SDHP Crash Reduction Project**

PROJECT MANAGER NAME: **Colonel Craig Price**

PHONE: **605-773-3105**

GTS PROJECT NUMBER: **2014-41-02/03**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$193,800.00		$193,800.00	Section 410 - SAFETEA-LU
Travel				Make Selection
Contractual Services				Make Selection
Equipment	$14,100.00		$14,100.00	Section 410 - SAFETEA-LU
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$207,900.00**	**0.00**	**$207,900.00**	
Federal Funds	$207,900.00	0	$207,900.00	
State & Local Match	$195,208.00	0	$195,208.00	
TOTAL FEDERAL+MATCH	**$207,900.00**	**0.00**	**$207,900.00**	

Problem Identification and Brief 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 2011, 33.3% of fatal crashes involved a driver who had been drinking; there were 30 fatal crashes that killed 37 people where alcohol was a contributing factor. Additionally, there were 646 people injured in alcohol related crashes. Underage drinking continues to play a significant role in alcohol related crashes – 21% of those killed in alcohol related crashes were under the age of 21. The Highway Patrol will continue to provide overtime enforcement to address impaired driving, underage drinking, sobriety checkpoints, saturation patrols, etc.

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: **South Dakota School of Mines and Technology**

HSP PROJECT TITLE: **Safe Ride Program**

PROJECT MANAGER NAME: **Mary Jo Farrington**

PHONE: **605-394-2416**

GTS PROJECT NUMBER: **2014-40-06**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$18,200.00		$18,200.00	Section 154/164
Travel				Make Selection
Contractual Services	$7,000.00		$7,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	$700.00		$700.00	Section 154/164
Indirect Costs	$2,600.00		$2,600.00	Section 154/164
SUBTOTAL CATEGORIES	**$28,500.00**	**0.00**	**$28,500.00**	
Federal Funds	$28,500.00	0	$28,500.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$28,500.00**	**0.00**	**$28,500.00**	

Problem Identification and Brief Project Summary:

The 2012 CORE Alcohol and Drug Survey shows that 59.1% of college students consumed alcohol in the past 30 days, 44.7% of students were under the age of 21, and 18.7% had driven a car under the influence of alcohol. This program will provide a free taxi service from bars and other places to their campuses and homes. They will also develop and provide various messaging regarding drinking and driving.

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: **South Dakota State University**

HSP PROJECT TITLE: **Safe Ride Home**

PROJECT MANAGER NAME: **Mariah Weber**

PHONE: **605-688-4585**

GTS PROJECT NUMBER: **2014-40-04**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$5,141.00		$5,141.00	Section 154/164
Travel				Make Selection
Contractual Services	$36,879.94		$36,879.94	Section 154/164
Equipment				Make Selection
Other Direct Costs	$3,975.00		$3,975.00	Section 154/164
Indirect Costs	$4,599.59		$4,599.59	Section 154/164
SUBTOTAL CATEGORIES	**$50,595.53**	**0.00**	**$50,595.53**	
Federal Funds	$50,595.53	0	$50,595.53	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$50,595.53**	**0.00**	**$50,595.53**	

Problem Identification and Brief Project Summary:

According to the SDSU spring 2013 ACHA survey, 2.3% of SDSU students reporting driving after having 5 or more drinks in the last 30 days and 22.5% reporting driving after having any amount of alcohol in the last 30 days. According to the 2012 SD Motor Vehicle Traffic Crash Summary, Brookings County had 28 reportable alcohol related motor vehicle crashes including 1 fatal crash and 14 injury crashes. The Safe Rides Home project provides transportation on weekends during the academic year in addition to providing alcohol awareness incentives and promotional items.

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: **Sioux Empire Safety Village**

HSP PROJECT TITLE: **Impaired Driving Simulator Project**

PROJECT MANAGER NAME: **David A. Renli**

PHONE: **605-334-7233**

GTS PROJECT NUMBER: **2014-49-01**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$47,000.00		$47,000.00	Section 154/164
Equipment	$1,450.00		$1,450.00	Section 154/164
Other Direct Costs	$1,500.00		$1,500.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$49,950.00**	**0.00**	**$49,950.00**	
Federal Funds	$49,950.00	0.00	$49,950.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$49,950.00**	**0.00**	**$49,950.00**	

Problem Identification and Brief Project Summary:

National and South Dakota surveys of high school students have shown that nearly half of high school students drank in the past 30 days and many drove after drinking or rode with someone who had been drinking. Nationally, South Dakota teens rank second highest for binge drinking at 26.2%. And South Dakota teens rank 5th highest for driving after drinking at almost 11%. This project will provide funding for operating costs of the simulator which teaches impaired driving issues through the use of "ONE Simple Decision" software. Educational materials will also be distributed.

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: **South Dakota Law Enforcement Training**

HSP PROJECT TITLE: **Traffic Enforcement Training**

PROJECT MANAGER NAME: **Bryan Gortmaker**

PHONE: **605-773-3584**

GTS PROJECT NUMBER: **2014-41-04**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	$2,100.00		$2,100.00	Section 410 - SAFETEA-LU
Contractual Services	$12,500.00		$12,500.00	Section 410 - SAFETEA-LU
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$14,600.00**	**0.00**	**$14,600.00**	
Federal Funds	$14,600.00	0.00	$14,600.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$14,600.00**	**0.00**	**$14,600.00**	

Problem Identification and Brief Project Summary:

Traffic crash data from 2010-2012 indicate drinking drivers were involved in 1,488 fatal and injury crashes. Just over 35% of all drivers in fatal crashes had been drinking. There were 1,239 people killed in alcohol related crashes in the three-year period. This project will provide traffic enforcement opportunities to law enforcement officers throughout the state. The DUI instructor course will enable officers from agencies without instructions to get the forthcoming NHTSA updates to the SFST curriculum. This class will also help officers to retool their sobriety test procedures to better determine the impairment of drivers impacted by both alcohol and drugs.

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: **South Dakota Attorney General**

HSP PROJECT TITLE: **Traffic Safety Resource Prosecutor**

PROJECT MANAGER NAME: **Paul E. Bachand**

PHONE: **605-224-0461**

GTS PROJECT NUMBER: **2014-40-03**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$117,000.00		$117,000.00	Section 154/164
Travel	$24,000.00		$24,000.00	Section 154/164
Contractual Services				Make Selection
Equipment				Make Selection
Other Direct Costs	$4,000.00		$4,000.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$145,000.00**	**0.00**	**$145,000.00**	
Federal Funds	$145,000.00	0.00	$145,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$145,000.00**	**0.00**	**$145,000.00**	

Problem Identification and Brief Project Summary:

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

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: **USD Student Counseling Center/Student Services**

HSP PROJECT TITLE: **Safe Ride Home**

PROJECT MANAGER NAME: **Lauren Schuur**

PHONE: **605-677-5777**

GTS PROJECT NUMBER: **2014-40-05**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$4,320.00		$4,320.00	Section 154/164
Travel				Make Selection
Contractual Services	$18,360.00		$18,360.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs	$2,268.00		$2,268.00	Section 154/164
SUBTOTAL CATEGORIES	**$24,948.00**	**0.00**	**$24,948.00**	
Federal Funds	$24,948.00	0	$24,948.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$24,948.00**	**0.00**	**$24,948.00**	

Problem Identification and Brief Project Summary:

According to the City of Vermillion Police Department annual data (2011), nearly 75% of all calls received directly relate to alcohol in some way. Students surveyed revealed both direct and indirect effects consequent to drinking. USD will contract with Vermillion Public Transit to operate one Safe Ride bus on weekends during the fall and spring semesters. Awareness and education about binge drinking and driving will be provided. Promotional items will also be available.

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: **Volunteers of America, Dakotas**

HSP PROJECT TITLE: **Highway Safety Program**

PROJECT MANAGER NAME: **Eric Majeres**

PHONE: **605-444-6301**

GTS PROJECT NUMBER: **2014-44-01**

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

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

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$32,119.00		$32,119.00	Section 154/164
Travel	$5,940.00		$5,940.00	Section 154/164
Contractual Services	$2,000.00		$2,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	$33,000.00		$33,000.00	Section 154/164
Indirect Costs	$8,276.00		$8,276.00	Section 154/164
SUBTOTAL CATEGORIES	**$81,335.00**	**0.00**	**$81,335.00**	
Federal Funds	$81,335.00	0.00	$81,335.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$81,335.00**	**0.00**	**$81,335.00**	

Problem Identification and Brief Project Summary:

The 2011 SD Motor Vehicle Traffic Crash Summary outlines the severity of the traffic safety problems in South Dakota: South Dakota's seat belt usage rate was 66.5% in 2012 and is consistently below the national average; 43 occupants were killed as a result of either partial or complete ejection; traffic crashes result in economic loss of $345,000,000 annually; drivers under age 35 make up 41.4% of the drivers in fatal crashes and 53.4% of the drivers in injury crashes and 68.3% of fatal crashes were reported on rural highways/roads. Volunteers of America will initiate and support traffic safety efforts to increase the importance of driving drunk, conduct at least two (2) drive sober awareness efforts in at least 40 new communities, and provide technical support as needed.

Evidence Based: **Yes**

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

FY2014 PROJECTS BY CORE PERFORMANCE AREA

TAB C6

Number of Speeding-related Fatalities (FARS)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Cheyenne River Sioux Tribe, Law Enforcement Department**

HSP PROJECT TITLE: **Highway Safety Program**

PROJECT MANAGER NAME: **Chad Olson, Acting Chief of Police**

PHONE: **605-964-4567**

GTS PROJECT NUMBER: **2014-41-08**

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

MAJOR PERFORMANCE MEASURE: C6 Total Speed Related Fatalities

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Speed Enforcement/Speed Other

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$29,042.93		$29,042.93	Section 402 - MAP21
Travel				Make Selection
Contractual Services	$2,000.00		$2,000.00	Section 402 - MAP21
Equipment	$16,703.60		$16,703.60	Section 402 - MAP21
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$47,746.53**	**0.00**	**$47,746.53**	
Federal Funds	$47,746.53	0	$47,746.53	
State & Local Match	$12,731.13	0	$12,731.13	
TOTAL FEDERAL+MATCH	**$60,477.66**	**0.00**	**$60,477.66**	

Problem Identification and Brief Project Summary:

Using tribal statistics from 2010-2012, there have been an average of 137 vehicle accidents per year. During this same time frame, there has been an average of 530 DUI arrests, 737 speeding citations, 419 reckless driving citations, and 168 open container arrests. The data identifies alcohol, speed and aggressive driving as major problems on the Cheyenne River Indian Reservation. Overtime enforcement will be used to concentrate on speed and aggressive driving. One radar and one speed board will also be purchased to assist in the speeding problem.

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: **Law Enforcement Equipment – Radar/Speed Signs**

HSP PROJECT TITLE: **Highway Safety Program**

PROJECT MANAGER NAME: **Lee Axdahl**

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-47-01**

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

MAJOR PERFORMANCE MEASURE: C6 Total Speed Related Fatalities

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Speed Enforcement/Speed Other

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services				Make Selection
Equipment	$300,000.00		$300,000.00	Section 402 - MAP21
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$300,000.00**	**0.00**	**$300,000.00**	
Federal Funds	$300,000.00	0	$300,000.00	
State & Local Match	$75,000.00	0	$75,000.00	
TOTAL FEDERAL+MATCH	**$375,000.00**	**0.00**	**$375,000.00**	

Problem Identification and Brief Project Summary:

Speed is one of the top three causal factors in fatal crashes in South Dakota. The intent of this project will be to purchase equipment (i.e. radar, speed boards/signs) to assist appropriate law enforcement agencies in reducing speed related crashes. Any equipment purchased will be used in high visibility efforts during the times and locations where statistical data from crash databases show the crashes are occurring. Enforcement will be deployed using on-duty officers as well as overtime officers.

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: **South Dakota Highway Patrol**

HSP PROJECT TITLE: **SDHP Crash Reduction Project**

PROJECT MANAGER NAME: **Colonel Craig Price**

PHONE: **605-773-3105**

GTS PROJECT NUMBER: **2014-41-01**

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

MAJOR PERFORMANCE MEASURE: C6 Total Speed Related Fatalities

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Speed Enforcement/Speed Other

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$114,000.00		$114,000.00	Section 402 - MAP21
Travel	$25,000.00		$25,000.00	Section 402 - MAP21
Contractual Services				Make Selection
Equipment	$45,750.00		$45,750.00	Section 402 - MAP21
Other Direct Costs	$22,000.00		$22,000.00	Section 402 - MAP21
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$206,750.00**	**0.00**	**$206,750.00**	
Federal Funds	$206,750.00	0	$206,750.00	
State & Local Match	$107,272.00	0	$107,272.00	
TOTAL FEDERAL+MATCH	**$314,022.00**	**0.00**	**$314,022.00**	

Problem Identification and Brief 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 2011, 33.3% of fatal crashes involved a driver who had been drinking; there were 30 fatal crashes that killed 37 people where alcohol was a contributing factor. Additionally, there were 646 people injured in alcohol related crashes. Underage drinking continues to play a significant role in alcohol related crashes – 21% of those killed in alcohol related crashes were under the age of 21. The Highway Patrol will provide overtime enforcement to address speed enforcement and unrestrained drivers. The Highway Patrol will provide public education through media, Alive @ 25, rollover simulators, and various other safety presentations.

Evidence Based: **Yes**

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

FY2014 PROJECTS BY CORE PERFORMANCE AREA

TAB C7

Number of Motorcyclist Fatalities (FARS)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

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

HSP PROJECT TITLE: **Motorcycle Safety**

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

PHONE: **605-773-6426**

GTS PROJECT NUMBER: **2014-45-01**

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

MAJOR PERFORMANCE MEASURE: C7 Total Motorcyclist Fatalities

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Motorcycle Safety

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	$5,000.00		$5,000.00	Section 2010 - SAFETEA-LU
Contractual Services	$50,000.00		$50,000.00	Section 2010 - SAFETEA-LU
Equipment				Make Selection
Other Direct Costs	$45,000.00		$45,000.00	Section 2010 - SAFETEA-LU
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$100,000.00**	**0.00**	**$100,000.00**	
Federal Funds	$100,000.00	0	$100,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$100,000.00**	**0.00**	**$100,000.00**	

Problem Identification and Brief Project Summary:

The Office of Highway Safety will coordinate the Share the Road marketing and educational campaign for motorists through the use of paid and earned media. Video cam will be used in the Black Hills indicating skill rating for motorcyclists in an effort to reduce motorcycle crashes and injuries on hazardous roads.

Evidence Based: **Yes**

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

FY2014 PROJECTS BY CORE PERFORMANCE AREA

TAB C8

Number of Un-helmeted Motorcyclist Fatalities (FARS)

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FY2014 PROJECTS BY CORE PERFORMANCE AREA

TAB C9

Number of Drivers age 20 or Younger involved in Fatal Crashes

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Social Services**

HSP PROJECT TITLE: **Diversion Program**

PROJECT MANAGER NAME: **Gib Sudbeck**

PHONE: **605-773-3123**

GTS PROJECT NUMBER: **2014-44-02**

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

MAJOR PERFORMANCE MEASURE: C9 Drivers =<20 Involved in Fatal Crashes

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$110,000.00		$110,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$110,000.00**	**0.00**	**$110,000.00**	
Federal Funds	$110,000.00	0.00	$110,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$110,000.00**	**0.00**	**$110,000.00**	

Problem Identification and Brief Project Summary:

Young people are predominately the drinking drivers in all crashes. According to the 2012 SD Motor Vehicle Traffic Crash Summary, 7 (18.9%) of the 37 people killed in alcohol related crashes were between the ages of 13 and 19. The Diversion Program will be able to provide diversion class instruction services in the top 10 counties for alcohol-related crashes with the goal of preventing harm to the driver and society. The curriculum used is "PRIME For Life". It is designed to challenge common beliefs and attitudes that directly contribute to high-risk alcohol use. The program goals are to reduce the risk for health and impairment problems by delaying initial use, increasing abstinence and decreasing high-risk use. This curriculum is based on objective, documented research findings.

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: **Prairie View Prevention Services**

HSP PROJECT TITLE: **Parents Matter**

PROJECT MANAGER NAME: **Darcy Jensen**

PHONE: **605-331-5724**

GTS PROJECT NUMBER: **2014-40-01/02**

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

MAJOR PERFORMANCE MEASURE: C9 Drivers =<20 Involved in Fatal Crashes

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$24,000.00		$24,000.00	Section 154/164
Travel				Make Selection
Contractual Services	$110,529.00		$110,529.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	$24,471.00		$24,471.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$159,000.00**	**0.00**	**$159,000.00**	
Federal Funds	$159,000.00	0	$159,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$159,000.00**	**0.00**	**$159,000.00**	

Problem Identification and Brief Project Summary:

Nationally, South Dakota teens rank second highest in number f binge drinkers and fifth in the nation for drinking and driving. The Youth Risk Behavior Survey 2011 reports 69% of students in high school have had at least one drink of alcohol on one or more days during their life. Prairie View Prevention will continue the underage drinking campaign to reduce the number of underage drinking and driving related injuries and fatalities in South Dakota. Prairie View will work with community leaders, prevention specialists, law enforcement and schools across the state to present a unified prevention campaign regarding the dangers of underage drinking and driving.

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: **From The H.E.A.R.T.**

HSP PROJECT TITLE: **Get a Ride Don't Drink and Drive**

PROJECT MANAGER NAME: **Nancy Scharenbroich**

PHONE: **605-321-4542**

GTS PROJECT NUMBER: **2014-44-06**

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

MAJOR PERFORMANCE MEASURE: C9 Drivers =<20 Involved in Fatal Crashes

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$3,172.00		$3,172.00	Section 410 - SAFETEA-LU
Equipment				Make Selection
Other Direct Costs	$10,002.10		$10,002.10	Section 410 - SAFETEA-LU
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$13,174.10**	**0.00**	**$13,174.10**	
Federal Funds	$13,174.10	0	$13,174.10	
State & Local Match	$13,174.10	0	$13,174.10	
TOTAL FEDERAL+MATCH	**$26,348.20**	**0.00**	**$26,348.20**	

Problem Identification and Brief Project Summary:

In January 2010, From The H.E.A.R.T. began supplying the Drivers License Program Offices across the state with public educational tools to convey the dangers of drinking and driving ("Get a Ride Don't Drink and Drive") along with other important highway safety issues. During 2012, the report shows a total of 221,871 licensed drivers with 13,178 learner permits (generally ages 20 or younger) viewed the public educational video. From The H.E.A.R.T. will continue to provide educational materials in the hope that this will make them think about getting behind the wheel of any type of vehicle without making good choices and reduce the number of people making the decision to get behind the wheel while drinking.

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: **City of Mitchell**

HSP PROJECT TITLE: **South Central Alcohol Task Force**

PROJECT MANAGER NAME: **Officer Dan Kopfmann**

PHONE: **605-995-8400**

GTS PROJECT NUMBER: **2014-44-07**

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

MAJOR PERFORMANCE MEASURE: C9 Drivers =<20 Involved in Fatal Crashes

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services	$8,913.00		$8,913.00	Section 154/164
Travel				Make Selection
Contractual Services	$2,350.00		$2,350.00	Section 154/164
Equipment				Make Selection
Other Direct Costs	$3,300.00		$3,300.00	Section 154/164
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$14,563.00**	**0.00**	**$14,563.00**	
Federal Funds	$14,563.00	0	$14,563.00	
State & Local Match	$7,281.00	0	$7,281.00	
TOTAL FEDERAL+MATCH	**$21,844.00**	**0.00**	**$21,844.00**	

Problem Identification and Brief Project Summary:

The City of Mitchell began to see an increase in underage consumption arrests beginning in 2004. Many complaints were received from the public of various businesses selling alcohol to minors. The South Central Alcohol Task Force was formed. Davison, Miner, and Aurora Counties joined to help combat the purchase of alcohol by minors in their jurisdictions. The City of Mitchell will conduct two alcohol compliance checks in Mitchell per month. The other counties will be checked on an as needed basis or at their request. CAST classes will be taught one time per month and again as requested by the area counties.

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: **South Dakota Teen Court Association**

HSP PROJECT TITLE: **Teen Court Underage Drinking Cases**

PROJECT MANAGER NAME: **Jennifer Stalley**

PHONE: **605-224-8118**

GTS PROJECT NUMBER: **2014-40-10**

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

MAJOR PERFORMANCE MEASURE: C9 Drivers =<20 Involved in Fatal Crashes

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Impaired Driving

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$105,000.00		$105,000.00	Section 154/164
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$105,000.00**	**0.00**	**$105,000.00**	
Federal Funds	$105,000.00	0.00	$105,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$105,000.00**	**0.00**	**$105,000.00**	

Problem Identification and Brief Project Summary:

Underage drinking is a serious issue among adolescents. There were an estimated 10 million underage drinkers in 2010, including 6.5 million binge drinkers and 2 million heavy drinkers according to the 2010 National Survey on Drug Use and Health. There are twelve teen court programs in eighteen counties in South Dakota. These programs have a proven record of positively impacting youth behaviors to reduce alcohol violations among high-risk youth.

Evidence Based: **Yes**

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

FY2014 PROJECTS BY CORE PERFORMANCE AREA

TAB C10

Number of Pedestrian Fatalities (FARS)

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **USD, South Dakota EMS for Children**

HSP PROJECT TITLE: **SDEMSC Bike Safety**

PROJECT MANAGER NAME: **Amy Marsh**

PHONE: **605-328-6668**

GTS PROJECT NUMBER: **2014-44-04**

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

MAJOR PERFORMANCE MEASURE: C10 Total Pedestrian Fatalities

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

ADDITIONAL MEASURE IF APPLICABLE: Make Selection if Applicable

PROGRAM AREA: Pedestrian and Bicycle

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel	$1,000.00		$1,000.00	Section 402 - MAP21
Contractual Services	$2,500.00		$2,500.00	Section 402 - MAP21
Equipment				Make Selection
Other Direct Costs	$28,320.00		$28,320.00	Section 402 - MAP21
Indirect Costs	$3,180.00		$3,180.00	Section 402 - MAP21
SUBTOTAL CATEGORIES	**$35,000.00**	**0.00**	**$35,000.00**	
Federal Funds	$35,000.00	0.00	$35,000.00	
State & Local Match	$6,364.00	0	$6,364.00	
TOTAL FEDERAL+MATCH	**$41,364.00**	**0.00**	**$41,364.00**	

Problem Identification and Brief Project Summary:

In 2009, South Dakota was 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. According to the Office of Accident Records in 2011, South Dakota reported 88 injuries due to bicycle crashes and one death. More than half of the traffic fatalities are unrestrained. SDEMSC will include bike and other traffic safety public education at the Sioux Empire Fair safety tent. SDEMSC has been a primary supporter for the Don't Thump Your Melon program since 1996 and has distributed, and will continue to distribute, thousands of helmets across the state. During EMS Week, seatbelt promotion activities will be seat belt usage and texting/distracted driving.

Evidence Based: **Yes**

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

FY2014 PROJECTS BY CORE PERFORMANCE AREA

TAB "DATA PROJECTS"

Traffic Data Improvement Projects

(Note: These are also outlined in Appendix "D")

SOUTH DAKOTA HIGHWAY SAFETY PLAN PROJECT SUMMARY

HSP PROJECT ORGANIZATION: **Department of Public Safety, Driver Licensing**

HSP PROJECT TITLE: **Driver Licensing**

PROJECT MANAGER NAME: **Cindy Gerber**

PHONE: **605-773-4123**

GTS PROJECT NUMBER: **2014-46-05**

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

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	0	0	0	
TOTAL FEDERAL+MATCH	**$250,000.00**	**0.00**	**$250,000.00**	

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 – Emergency Medical Services**

HSP PROJECT TITLE: **NEMSIS Implementation**

PROJECT MANAGER NAME: **Marilyn Rutz**

PHONE: **605-773-4031**

GTS PROJECT NUMBER: **2014-46-04**

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

MAJOR PERFORMANCE MEASURE: Timeliness, Accuracy and Completeness of Pre-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	$25,800.00		$25,800.00	Section 408 - M21/SL
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$25,800.00**	**0.00**	**$25,800.00**	
Federal Funds	$25,800.00	0	$25,800.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$25,800.00**	**0.00**	**$25,800.00**	

Problem Identification and Brief Project Summary:

As of 3/1/2013, 114 of the currently licensed 128 ground and air ambulance services in the state are using the NEMSIS system. This project will continue to provide technical assistance to the ambulance services which are not currently on the system and provide additional training for those who need it. This system will improve completeness, timeliness and accuracy of program data.

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: **South Dakota Highway Patrol**

HSP PROJECT TITLE: **CAD/RMS System**

PROJECT MANAGER NAME: **Colonel Craig Price**

PHONE: **605-773-3105**

GTS PROJECT NUMBER: **2014-46-06**

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

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: Make Selection

COST SUMMARY	Current Approved	Additional Request	Total To HSP	Source
Personal Services				Make Selection
Travel				Make Selection
Contractual Services	$40,000.00		$40,000.00	Section 408 - M21/SL
Equipment				Make Selection
Other Direct Costs				Make Selection
Indirect Costs				Make Selection
SUBTOTAL CATEGORIES	**$40,000.00**	**0.00**	**$40,000.00**	
Federal Funds	$40,000.00	0	$40,000.00	
State & Local Match	0	0	0	
TOTAL FEDERAL+MATCH	**$40,000.00**	**0.00**	**$40,000.00**	

Problem Identification and Brief Project Summary:

The South Dakota Highway Patrol has implemented a CAD/RMS system that provides for the storage, retrieval, retention, and manipulation of documents pertaining to SDHP operations; however, a yearly maintenance fee must still be paid. A portion of this new system will allow troopers to more accurately map crashes, submit them in a more timely manner, and for the first time, begin implementation of an e-citation system from the vehicle. This project represents the portion that is applicable to the Strategic Planning in progress with the South Dakota Traffic Records Coordinating Committee.

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: **2014-46-03**

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

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. SD has 66 agencies who utilize TraCS. Together these agencies have over 500 personnel available to compile accident records. This project will allow additional law enforcement agencies to electronically submit accident reports and 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**

FY2014 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: 2014

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

6-12-2013
Date

Trevor Jones, DPS Secretary
Printed name of Governor's Representative for Highway Safety

FY2014 APPENDIX B

Highway Safety Program Cost Summary (HS-217)

2014 HSP FINANCIAL BUDGET

GTS PROJECT #	Performance Measure	PROJECT NAME	402 Funds	405/408 Funds	410 Funds	2010/405f Funds	154/164 Funds	Non-Federal Funds (1)
2014-40-01/02	C-9	Parents Matter-Prairie View					$ 159,000.00	
2014-40-03	C-5	Traffic Safety Prosecutor					$ 145,000.00	
2014-40-04	C-5	SDSU Safe Ride					$ 50,596.00	
2014-40-05	C-5	USD Safe Rides					$ 24,948.00	
2014-40-06	C-5	SDSMT Safe Ride					$ 28,500.00	
2014-40-07	C-5	Pennington County DUI Prosecutor					$ 89,801.00	
2014-40-08	C-5	Stop DUI-5th Circuit					$ 146,979.00	
2014-40-09	C-5	Stop DUI-6th Circuit					$ 112,960.00	
2014-40-10	C-9	Teen Court					$ 105,000.00	
2014-41-01/02/03	C-5, C-6	SDHP Crash Reduction	$ 206,750.00		$ 207,900.00			$ 420,000.00
2014-41-04	C-5	Traffic Enforcement Training			$ 14,600.00			
2014-41-05	C-8	SDHP DRE School			$ 83,056.00			$ 80,000.00
2014-41-06	C-1	Law Enforcement Liaisons	$ 76,289.00					
2014-41-07	C4, C-5	Sioux Falls PD	$ 64,050.00				$ 392,900.00	$ 456,950.00
2014-41-08	C-5,-C-6	Cheyenne River Sioux Tribe	$ 47,747.00		$ 3,650.00			
2014-41-09	C-4, C-5	Oglala Sioux Tribe	$ 18,415.00		$ 695.00			
2014-42-01	C-4	SESV-Occupant Protection	$ 8,458.00					
2014-43-01	C-2	EMS Training	$ 249,463.00					$ 296,583.00
2014-44-01	C-4, C-5	Volunteers of America	$ 96,973.00				$ 81,335.00	
2014-44-02	C-9	DSS Diversion Program					$ 110,000.00	
2014-44-03	C-5	DSS Prevention Program					$ 106,000.00	
2014-44-04	C-10	SDEMSC Bike Safety	$ 35,000.00					
2014-44-05	C-1	Community Outreach	$ 76,414.00					
2014-44-06	C-9	From The H.E.A.R.T.			$ 13,174.00			$ 13,174.00
2014-44-07	C-9	Mitchell Alcohol Task Force					$ 14,563.00	$ 7,581.00
2014-45-01	C-7	Motorcycle Safety				$ 100,000.00		$ 400,000.00
[illegible]-46-01	C-5	Mountain Plains Evaluation					$ 151,000.00	
[illegible]14-46-02	C-4	Seat Belt Survey	$ 50,000.00					
2014-46-03	Data Project	TraCS/Web TraCS		$ 350,000.00				
2014-46-04	Data Project	NEMSIS		$ 25,800.00				$ 100,000.00
2014-46-05	Data Project	Driver License Modernization		$ 250,000.00				$ 150,000.00
2014-46-06	Data Project	SDHP CAD/RMS System		$ 40,000.00				
2014-46-07	C-1	USD Business Research	$ 50,000.00					
2014-46-08	C-1	Grant Management System	$ 200,000.00					
2014-47-01	C-6	Law Enforcement Equip-Speed	$ 300,000.00					$ 75,000.00
2014-47-02	C-5	Law Enforcement Equip-Cameras			$ 100,000.00			$ 100,000.00
2014-47-03	C-5	Law Enforcement Equip-FST/PBT			$ 100,000.00			$ 100,000.00
2014-47-04/05	C-1, C-5	Law Enforcement Overtime	$ 350,000.00		$ 200,000.00			$ 287,500.00
2014-47-06/07	C-1, C-5	Law Enforcement - Other	$ 50,000.00		$ 75,000.00			$ 75,000.00
2014-48-01/02/03	C-4, C-5	Media Campaigns	$ 150,000.00		$ 250,000.00			$ 75,000.00
2014-48-04/05	C-4, C-5	SD Broadcasters	$ 100,000.00		$ 200,000.00			$ 300,000.00
2014-48-06	C-1	Public Information Officer	$ 45,000.00					
2014-49-01	C-5	SESV-Youth Simulator Project					$ 49,950.00	
2014-50-01	C-1	Roadway Safety Committee	$ 15,000.00					
2014-51-01	C-1	P&A	$ 101,710.00					$ 84,000.00
2014-52-01	C-1	DOT Hazard Elimination					$ 4,500,000.00	
		TOTALS	**$ 2,291,269.00**	**$ 665,800.00**	**$ 1,248,075.00**	**$ 100,000.00**	**$ 6,268,532.00**	**$ 3,020,788.00**

NOTES:

(1) Figures listed in this column represent a best estimate made by the Office of Highway Safety on information available at the time of submission of the 2014 HSP.

Verifying 2014-HSP-1

Verification Results for South Dakota 2014-HSP-1

No Errors

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U.S. Department of Transportation National Highway Traffic Safety Administration

State: South Dakota

Highway Safety Plan Cost Summary

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Report Date: 06/21/2013

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2014-51-01-00	Planning and Administration	$.00	$83,622.00	$.00	$101,710.00	$101,710.00	$.00
Planning and Administration Total			**$.00**	**$83,622.00**	**$.00**	**$101,710.00**	**$101,710.00**	**$.00**
Emergency Medical Services								
	EM-2014-43-01-00	EMS Training	$.00	$396,583.00	$.00	$249,463.00	$249,463.00	$249,463.00
Emergency Medical Services Total			**$.00**	**$396,583.00**	**$.00**	**$249,463.00**	**$249,463.00**	**$249,463.00**
Occupant Protection								
	OP-2014-41-09-00	Oglala Sioux Tribe	$.00	$7,009.95	$.00	$18,415.00	$18,415.00	$18,415.00
	OP-2014-42-01-00	SESV - Occupant Protection	$.00	$.00	$.00	$8,458.00	$8,458.00	$8,458.00
Occupant Protection Total			**$.00**	**$7,009.95**	**$.00**	**$26,873.00**	**$26,873.00**	**$26,873.00**
Pedestrian/Bicycle Safety								
	PS-2014-44-04-00	SDEMSC Bike Safety	$.00	$6,364.00	$.00	$35,000.00	$35,000.00	$35,000.00
Pedestrian/Bicycle Safety Total			**$.00**	**$6,364.00**	**$.00**	**$35,000.00**	**$35,000.00**	**$35,000.00**
Police Traffic Services								
	PT-2014-41-01-00	SDHP Crash Reduction	$.00	$107,272.00	$.00	$206,750.00	$206,750.00	$82,700.00
	PT-2014-41-06-00	Law Enforcement Liaisons	$.00	$.00	$.00	$76,289.00	$76,289.00	$.00
	PT-2014-41-07-00	Sioux Falls Police Department	$.00	$62,800.00	$.00	$64,050.00	$64,050.00	$64,050.00
	PT-2014-47-04-00	Law Enforcement Overtime	$.00	$70,000.00	$.00	$350,000.00	$350,000.00	$350,000.00
	PT-2014-47-06-00	Law Enforcement - Other	$.00	$12,500.00	$.00	$50,000.00	$50,000.00	$50,000.00
Police Traffic Services Total			**$.00**	**$252,572.00**	**$.00**	**$747,089.00**	**$747,089.00**	**$546,750.00**
Roadway Safety								
	RS-2014-50-01-00	Rioadway Safety Committee	$.00	$.00	$.00	$15,000.00	$15,000.00	$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: South Dakota

Highway Safety Plan Cost Summary

2014-HSP-1

For Approval

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Report Date: 06/21/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Roadway Safety Total			**$.00**	**$.00**	**$.00**	**$15,000.00**	**$15,000.00**	**$.00**
Safe Communities								
	SA-2014-44-01-00	Volunteers of America	$.00	$.00	$.00	$96,973.00	$96,973.00	$96,973.00
	SA-2014-44-05-00	Community Outreach	$.00	$.00	$.00	$76,414.00	$76,414.00	$.00
	SA-2014-46-02-00	Seat Belt Survey	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	SA-2014-46-07-00	USD Business Research	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	SA-2014-46-08-00	Grant Management System	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	SA-2014-48-01-00	Media Campaigns	$.00	$37,500.00	$.00	$75,000.00	$75,000.00	$.00
	SA-2014-48-04-00	South Dakota Broadcasters - Media	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	SA-2014-48-06-00	Public Information Program	$.00	$.00	$.00	$45,000.00	$45,000.00	$.00
Safe Communities Total			**$.00**	**$37,500.00**	**$.00**	**$693,387.00**	**$693,387.00**	**$96,973.00**
Speed Management								
	SC-2014-41-08-00	Cheyenne River Sioux Tribe	$.00	$12,731.13	$.00	$47,747.00	$47,747.00	$47,747.00
	SC-2014-47-01-00	Law Enforcement Equipment - Speed	$.00	$75,000.00	$.00	$300,000.00	$300,000.00	$300,000.00
Speed Management Total			**$.00**	**$87,731.13**	**$.00**	**$347,747.00**	**$347,747.00**	**$347,747.00**
Paid Advertising								
	PM-2014-48-02-00	Paid Media	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
Paid Advertising Total			**$.00**	**$.00**	**$.00**	**$75,000.00**	**$75,000.00**	**$.00**
NHTSA 402 Total			***$.00***	***$871,382.08***	***$.00***	***$2,291,269.00***	***$2,291,269.00***	***$1,302,806.00***
408 Data Program SAFETEA-LU								
	K9-2014-46-03-00	TraCS/Web TraCS	$.00	$.00	$.00	$350,000.00	$350,000.00	$.00
	K9-2014-46-04-00	NEMSIS	$.00	$.00	$.00	$25,800.00	$25,800.00	$.00
	K9-2014-46-05-00	Driver License Modernization	$.00	$.00	$.00	$250,000.00	$250,000.00	$.00
	K9-2014-46-06-00	SDHP CAD/RMS System	$.00	$.00	$.00	$40,000.00	$40,000.00	$.00

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State: South Dakota

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
408 Data Program Incentive Total			**$.00**	**$.00**	**$.00**	**$665,800.00**	**$665,800.00**	**$.00**
408 Data Program SAFETEA-LU Total			***$.00***	***$.00***	***$.00***	***$665,800.00***	***$665,800.00***	***$.00***
410 Alcohol SAFETEA-LU								
	K8-2014-40-08-00	Stop DUI - 5th Circuit	$.00	$146,979.00	$.00	$.00	$.00	$.00
	K8-2014-41-04-00	Traffic Enforcement Training	$.00	$.00	$.00	$14,600.00	$14,600.00	$14,600.00
	K8-2014-41-05-00	SDHP DRE School	$.00	$117,520.00	$.00	$83,056.00	$83,056.00	$.00
	K8-2014-44-06-00	From The H.E.A.R.T.	$.00	$13,174.00	$.00	$13,174.00	$13,174.00	$.00
	K8-2014-47-02-00	Law Enforcement Equipment - Cameras	$.00	$100,000.00	$.00	$100,000.00	$100,000.00	$100,000.00
	K8-2014-47-03-00	Law Enforcement Equipment - FST/PT	$.00	$100,000.00	$.00	$100,000.00	$100,000.00	$100,000.00
	K8-2014-47-07-00	Law Enforcement - Other	$.00	$75,000.00	$.00	$75,000.00	$75,000.00	$75,000.00
410 Alcohol SAFETEA-LU Total			**$.00**	**$552,673.00**	**$.00**	**$385,830.00**	**$385,830.00**	**$289,600.00**
410 Alcohol SAFETEA-LU Total			***$.00***	***$552,673.00***	***$.00***	***$385,830.00***	***$385,830.00***	***$289,600.00***
410 High Fatality Rate								
	K8FR-2014-40-09-00	Sstop DUI - 6th Circuit	$.00	$112,960.00	$.00	$.00	$.00	$.00
	K8FR-2014-41-02-00	SDHP Crash Reduction	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
410 High Fatality Rate Total			***$.00***	***$112,960.00***	***$.00***	***$75,000.00***	***$75,000.00***	***$.00***
410 High Visibility								
	K8HV-2014-41-03-00	SDHP Crash Reduction	$.00	$195,208.00	$.00	$132,900.00	$132,900.00	$53,160.00
	K8HV-2014-41-07-00	Sioux Falls Police Department	$.00	$.00	$.00	$392,900.00	$392,900.00	$392,900.00
	K8HV-2014-41-08-00	Cheyenne River Sioux Tribe	$.00	$10,950.91	$.00	$3,650.31	$3,650.31	$3,650.31
	K8HV-2014-41-09-00	Oglala Sioux Tribe	$.00	$2,084.74	$.00	$695.00	$695.00	$695.00
	K8HV-2014-47-05-00	Law Enforcement Overtime	$.00	$200,000.00	$.00	$200,000.00	$200,000.00	$200,000.00
	K8HV-2014-48-03-00	Media Campaigns	$.00	$100,000.00	$.00	$250,000.00	$250,000.00	$.00
	K8HV-2014-48-05-00	South Dakota Broadcasters - Media	$.00	$600,000.00	$.00	$200,000.00	$200,000.00	$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
410 High Visibility Total			***$.00***	***$1,108,243.65***	***$.00***	***$1,180,145.31***	***$1,180,145.31***	***$650,405.31***
2010 Motorcycle Safety								
	K6-2014-45-01-00	Motorcycle Safety	$.00	$.00	$.00	$100,000.00	$100,000.00	$50,000.00
2010 Motorcycle Safety Incentive Total			**$.00**	**$.00**	**$.00**	**$100,000.00**	**$100,000.00**	**$50,000.00**
2010 Motorcycle Safety Total			***$.00***	***$.00***	***$.00***	***$100,000.00***	***$100,000.00***	***$50,000.00***
164 Transfer Funds								
	164AL-2014-40-01-00	Parents Matter	$.00	$.00	$.00	$79,500.00	$79,500.00	$79,500.00
	164AL-2014-40-03-00	Traffic Safety Prosecutor	$.00	$.00	$.00	$145,000.00	$145,000.00	$.00
	164AL-2014-40-04-00	SDSU Safe Rides	$.00	$.00	$.00	$50,596.00	$50,596.00	$50,596.00
	164AL-2014-40-05-00	USD Safe Rides	$.00	$.00	$.00	$24,948.00	$24,948.00	$24,948.00
	164AL-2014-40-06-00	SDSMT Safe Rides	$.00	$.00	$.00	$28,500.00	$28,500.00	$28,500.00
	164AL-2014-40-07-00	Pennington County DUI Prosecutor	$.00	$.00	$.00	$89,801.00	$89,801.00	$89,801.00
	164AL-2014-40-08-00	Stop DUI - 5th Circuit	$.00	$146,979.00	$.00	$146,979.00	$146,979.00	$146,979.00
	164AL-2014-40-09-00	Stop DUI - 6th Circuit	$.00	$112,960.00	$.00	$112,960.00	$112,960.00	$112,960.00
	164AL-2014-40-10-00	Teen Court	$.00	$.00	$.00	$105,000.00	$105,000.00	$105,000.00
	164AL-2014-44-01-00	Volunteers of America	$.00	$.00	$.00	$81,335.00	$81,335.00	$81,335.00
	164AL-2014-44-02-00	DSS Diversion Program	$.00	$.00	$.00	$110,000.00	$110,000.00	$110,000.00
	164AL-2014-44-03-00	DSS Prevention Program	$.00	$.00	$.00	$106,000.00	$106,000.00	$106,000.00
	164AL-2014-44-07-00	South Central Alcohol Task Force	$.00	$.00	$.00	$14,563.00	$14,563.00	$14,563.00
	164AL-2014-46-01-00	Mountain Plains Evaluation	$.00	$.00	$.00	$151,000.00	$151,000.00	$.00
	164AL-2014-49-01-00	SESV Youth Simulator Project	$.00	$.00	$.00	$49,950.00	$49,950.00	$.00
164 Alcohol Total			**$.00**	**$259,939.00**	**$.00**	**$1,296,132.00**	**$1,296,132.00**	**$950,182.00**
164 Paid Media								
	164PM-2014-40-02-00	Parents Matter - Media	$.00	$.00	$.00	$79,500.00	$79,500.00	$79,500.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
164 Paid Media Total			**$.00**	**$.00**	**$.00**	**$79,500.00**	**$79,500.00**	**$79,500.00**
164 Transfer Funds Total			***$.00***	***$259,939.00***	***$.00***	***$1,375,632.00***	***$1,375,632.00***	***$1,029,682.00***
NHTSA Total			***$.00***	***$2,905,197.73***	***$.00***	***$6,073,676.31***	***$6,073,676.31***	***$3,322,493.31***
Total			***$.00***	***$2,905,197.73***	***$.00***	***$6,073,676.31***	***$6,073,676.31***	***$3,322,493.31***

FY2014 APPENDIX C

Assurances for Teen Traffic Safety Program

The State of South Dakota has no programming that fits the requirement to file Appendix "C"

FY2014 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: 14

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

6-12-2013
Date

Trevor Jones, DPS Secretary
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 # 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
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 # 3
or submitted electronically through the TRIPRS database on _____.

- The name and title of the State's Traffic Records Coordinator is
Chuck Fergen - Statistical Program Manager.

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # 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 _____.

  OR

  ☒ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # 5.

- 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 # _____;

  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 # _____.

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 # 6.
- 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 # 7.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # 8.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # 9.
- 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 # 10.

☐ 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):

  SDCL 32-20-14
  SDCL 32-5-10.1
  SDCL 32-5-10.2

  AND

- The State's law appropriating funds for FY 14 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):

  SDCL 32-20-15
  SDCL 32-20-14

☐ 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 # _____.

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 1

State of South Dakota TRCC Charter Document

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

4-12-2012
Date

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 2

TRCC Meeting Schedule for 12 month period following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date.

South Dakota TRCC Meeting Dates

July 1, 2013 to June 30, 2014

- Wednesday, July 10, 2013
- Thursday, October 3, 2013
- Thursday, January 30, 2014
- Wednesday, May 22, 2014

TRAFFIC RECORDS COORDINATING COMMITTEE
Department of Public Safety – First Floor Conference Room

June 7, 2012

10:00 AM

AGENDA

1. 2012-2015 Traffic Record System Strategic Plan Rewrite – Axdahl
2. S408 Projects and their progress – Axdahl
3. Designation of Traffic Records Coordinator - Axdahl

TRAFFIC RECORDS COORDINATING COMMITTEE
Minutes – 06-07-12

1. 2012-2015 Traffic Records System Strategic Plan

The rewrite of the plan has been submitted for membership review. The key members for each section reviewed the language being submitted and updated the plan language.

Major recommendations from the 2011 assessment were added to the pertinent sections and the group will spend the next period of months and years acting upon those recommendations in one way or another (to prepare for the NEXT assessment in 2016!)

Much discussion on the document and what it means to the future of South Dakota and its traffic records system. Some discussion on why certain parts are more important to some states than others. Other discussion on the cost of implementing these versus not doing so.

Final touch up language and this document will go to the Secretary for signature.

2. Progress Report of Various Activities

The major new discussion facing the TRCC is the legacy software issue facing driver licensing and its database and operational software.

Cindy Gerber, Director of Driver Licensing, has been investigating the replacement of this system over the past many months. It will cost in the neighborhood of $2 million to replace and based on issues that DRR had with replacement of its system, DPS hopes to avoid any problems.

In any case, one of the major partners in driver records is Accident Records, and Chuck Fergen believes his colleagues will have a much easier time accessing and utilizing a new database that isn't based on a "main frame" architecture.

While the TRCC finds it unrealistic to support the entire replacement cost of this system, there are components that will make increased accessibility a bonus and support will be based on those performance elements.

3. Designation of Traffic Records Coordinator

Per last year's assessment, one of the recommendations was to have a designated Traffic Records Coordinator to handle the meetings and be the central planning person.

As Highway Safety Director, Lee Axdahl has designated Chuck Fergen to be this person for South Dakota.

4. Other Business

The group discussed financial issues in further depth.

Documentation and Planning Phase of the project to replace the Current Driver Licensing System

Driver Licensing is working with a consultant to gather requirements of the existing system and any future enhancements which will provide for improved accessibility with agencies Driver Licensing partners with.

The contractor is nearing completion on the following tasks:

- Reviewed and documented the current driver licensing system to capture existing capabilities of the system. This was accomplished by:
    - Documenting what is in current code
    - Sitting down with stakeholders and users and documented the existing capabilities of the system.
    - Reviewing documentation with Driver Licensing administration to ensure the information has been captured correctly.

- Worked with users and partner agencies to document future needed enhancements to allow for an efficient Windows Based system.

The future Windows-based system will allow for better interaction between partner agencies including the Division of Motor Vehicles, the Secretary of State's office who the Driver Licensing Program partners with to provide voter registration services, the Unified Judicial System, the Office of Highway Safety/Crash records and eventually Law Enforcement as they routinely access the Driver Licensing system.

The future system will allow for interactive commands, automatic matches and increased functionality for the users of the system and the partner agencies. This will allow for a more streamlined process for all partners inputting data into the system and obtaining data from the system.

TRAFFIC RECORDS COORDINATING COMMITTEE
Department of Public Safety – Second Floor Conference Room

September 13, 2012
1:00 PM

AGENDA

1. TraCS-WebTRACS Progress - Fergen
2. CAD/RMS Electronic Citation Progress - Jungman
3. Future Funding Problems/What Ifs? - Axdahl

TRAFFIC RECORDS COORDINATING COMMITTEE

09-13-12

Minutes

1. Chuck Fergen on TraCS Progress

Work continues with our contractor, Affinity Global Solutions, to implement the web-based product. But there are issues with connectivity and speed, so the focus of implementation should be on the software version that works best and has a proven track record.

Chuck continues to work with the contractor to schedule regional training sessions and most of these are going well.

On another front, the City of Sioux Falls and Minnehaha County are working with the Office of Highway Safety to implement a "patch" between New World Systems RMS software and the South Dakota Accident Records System (SDARS) database. Based on the new legislation requiring electronic submission of crash records, Sioux Falls and Minnehaha County are expected to begin electronic submission of their crashes in advance of the statutory deadline. This will be a big step in data improvement for the state.

2. CAD/RMS Electronic Citation Progress

Plans are still underway to get the beta testing operational soon. More to be discussed at the next meeting of the TRCC if possible.

3. Future Funding Problems and Challenges

There are many questions surrounding the future of data grants and grants in general. While there is certainly no immediate expectation that data grants will go away, there is some expectation that circumstances may change regarding how applications are submitted and what is acceptable for proof of performance.

With that in mind, HS Director Axdahl notes that it is somewhat difficult to plan and budget for different projects when the ground rules have not yet been laid out for what is possible.

There are many changes coming in the next few months. Additional discussion.

TRAFFIC RECORDS COORDINATING COMMITTEE
Department of Public Safety – First Floor Conference Room

January 31, 2013
3:00 PM

AGENDA

1. What is required for S405 data grant? - Fergen

   A. What are the new requirements
   B. What doesn't qualify any more
   C. Does anybody have any answers

TRAFFIC RECORDS COORDINATING COMMITTEE

Meeting Notes – Jan 31, 2013

1. MAP21 Grant Requirements:

Lee Axdahl and Chuck Fergen shared the MAP21 S405 grant information received from GHSA and other sources for approximately one hour.

- There will be a series of webinars planned and presented that will cover all aspects of the new authorization. But, needless to say, states across the country are not receiving strong guidance from NHTSA on the form and format of what these applications need to look like.

- There is much discussion from across the region and nation at the state level on various topics involving the data grants.

- In the future, based on the initial reading of the Interim Final Rule, the staff at NHTSA will be taking a much closer look at how groups such as the TRCC in South Dakota operate and do business. This, even if progress is being made on data projects and the traffic records assessment doesn't indicate any problems.

- All members need to read and then re-read the Interim Final Rule to see how South Dakota needs to improve its TRCC meetings, improve the methods by which data projects are selected, and at some point in the next few months re-examine the importance of the Strategic Plan to our traffic records projects.

- Axdahl noted that the FFY13 data grant due date was coming up in the very near future and that there were still many questions on what exactly needed to be included and further that South Dakota didn't know the status of its typical "Yes Memo" because that information was close to being finalized.

- He said the state is showing improvement from crash date to entry on driver license history and that South Dakota measures this in a matter of just days when many states in the country measure it in months and possibly a year or more.

- There will be no more meetings of the TRCC until after the grant is submitted, but members should expect to see various items via email and may be asked to review grant documents for either approval or comment.

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 3

List of TRCC membership and the organization and function they represent.

STATE OF SOUTH DAKOTA
TRAFFIC RECORDS COORDINATING COMMITTEE
Executive and Working Level Members
June 2012

Marilyn Rutz	Director of Emergency Medical Services, Department of Public Safety
Cindy Gerber *	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
Debra Hillmer	Director of Motor Vehicles, Department of Revenue
Lee Axdahl *	Director of Highway Safety, Department of Public Safety
Vacant *	Management Analyst, Highway Safety, Department of Public Safety
Jon Becker	Safety Engineer, Department of Transportation
Chuck Fergen **	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

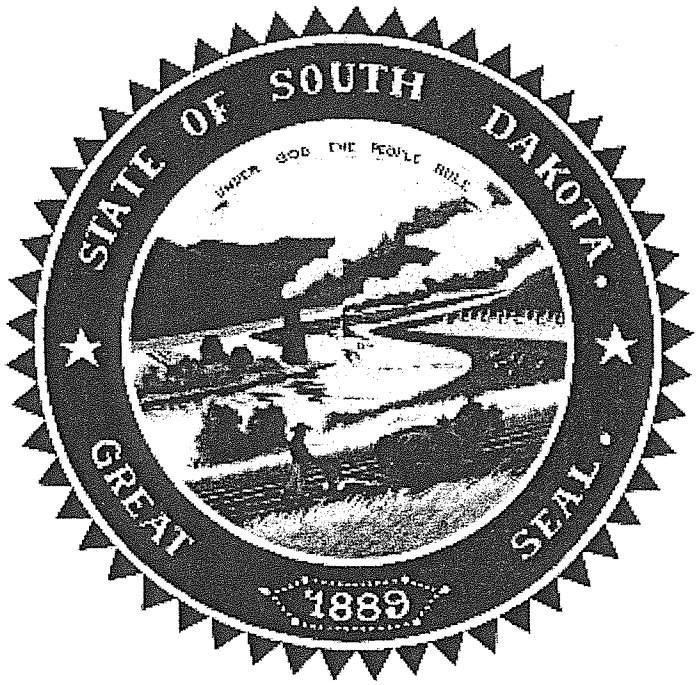
(**) - Denotes Traffic Records Coordinating Committee - Coordinator

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 4

A copy of the South Dakota State Strategic Plan.



Traffic Records System Strategic Plan 2012-2015

Department of Public Safety
118 W Capitol Avenue
Pierre, SD 57501

Table of Contents

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
June 2012

Marilyn Rutz	Director of Emergency Medical Services, Department of Public Safety
Cindy Gerber *	Director of Driver Licensing, Department of Public Safety
Cindy Jungman *	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
Debra Hillmer	Director of Motor Vehicles, Department of Revenue
Lee Axdahl *	Director of Highway Safety, Department of Public Safety
Pat Englehart *	Management Analyst, Highway Safety, Department of Public Safety
Jon Becker	Safety Engineer, Department of Transportation
Chuck Fergen **	Statistical Program Manager, Accident Records, DPS
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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
- 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

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 scheduled to be complete by July 1, 2013.

  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: The OHS will work with Accident Records staff to implement this recommendation by July 1, 2013.

  Performance Measure: C-I-1

- **Focus as much energy, effort and resources as possible on implementing WebTraCS statewide.**

  Action: The OHS will work on this implementation along with implementation of other TraCS products to meet the statutory deadline of July 1, 2013 which requires all law enforcement agencies which submitted 60 or more crash reports in the previous calendar year to begin electronic submission by that date.

  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 will be reviewed and implemented by July 1, 2014.

    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 2015 for potential action.

  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: Under consideration and discussion.

  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 in planning process.

  Performance Measure: D-I-1 and D-A-1

- **Seek inter-governmental agreements for sharing of convictions and suspensions with the tribal courts.**

  Action: MOU discussion in development.

  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: Not a major recommendation and no action is planned due to lack of time and resources.

- **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 being reviewed.

- **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: Underway with Highway Patrol. Other law enforcement agencies to follow.

  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: Planning underway to implement with additional large law enforcement agencies in 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: This is something the staff consistently attempts to coordinate.

- **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 have 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
March 1, 2011 to Nov 30, 2011	March 1, 2012 to Nov 30, 2012	March 1, 2013 to Nov 30, 2013	March 1, 2014 to Nov 30, 2014	March 1, 2015 to Nov 30, 2015
18 Mean Days	17 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				

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
FFY2012	FFY2013	FFY2013	FFY2014	FFY2015
0%	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
FFY2012	FFY2013	FFY2013	FFY2014	FFY2015
118	119	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: Timeliness

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 been in place for three months and the patrol is still beta-testing to determine if any software glitches are present that need correction. During this beta-test 721 bona-fide electronic citations have been successfully transmitted. Because the patrol typically writes 29,000 citations annually, this represents 2.5% of total citations which is up from 0% in the prior fiscal period.

Percentage of electronic citations issued using system:

Baseline	Current	Goal	Goal	Goal
FFY2012	FFY2013	FFY2013	FFY2014	FFY2015
0%	2.5%	5%	50%	100%

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	$0	$30,000	$30,000	$30,000
State				
Local				

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 5

Quantitative improvement in the preceding 12 months of application due date in relation to one or more of the significant data program attributes.

Title: Highway Patrol CAD/RMS System
SD-P-08

System Impacted: Citation /Adjudication

Performance Area: Completeness

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 been in place for five months and the patrol is still beta-testing to determine if any software glitches are present that need correction. During this beta-test (during the period 05-01-12 to 04-30-13) 1,349 bona-fide electronic citations have been successfully transmitted. Because the patrol typically writes 29,000 citations annually, this represents 4.65% of total citations which is up from 2.5% (721 electronic citations) in the prior report used to apply for FFY13 funding.

Percentage of electronic citations issued using system:

Baseline	Current	Goal	Goal	Goal
FFY2012	FFY2013	FFY2013	FFY2014	FFY2015
0%	4.65%	5%	50%	100%

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	$0	$30,000	$30,000	$30,000
State				
Local				

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, 2011 to April 30, 2012	May 1, 2012 to April 30, 2013	May 1, 2012 to April 30, 2013	May 1, 2013 to April 30, 2014	May 1, 2014 to Apr 30, 2015
19.21 Mean Days	15.99 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				

Appendix D to Part 1200
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(23 U.S.C. 405)

FFY2014 Application

Attachment 6

Documentation identifying the designated State authority over motorcyclist safety issues.

STATE OF SOUTH DAKOTA
DENNIS DAUGAARD, GOVERNOR

January 11, 2011

Bill Watada
Regional Administrator
NHTSA Region 8
12300 West Dakota Avenue, Suite 140
Lakewood, CO 80228

Dear Mr. Watada,

As Governor of the state of South Dakota, I hereby appoint Trevor Jones, Secretary of the Department of Public Safety, to serve as my Governor's Representative for Highway Safety.

As the Governor's representative, he will continue to administer federal highway safety funds received under 23 USC 402, et seq., and he will function within the provisions of 23 CFR 1200 to implement an approved program.

His contact information is as follows:

Mr. Trevor Jones
Secretary
Department of Public Safety
118 West Capitol Avenue
Pierre SD 57501-2000
605.773.3178

Sincerely,

Dennis Daugaard

DD:nn

cc: Trevor Jones, Secretary, Department of Public Safety
Lee Axdahl, Director, Office of Highway Safety

SOUTH DAKOTA
DEPARTMENT
OF PUBLIC SAFETY
prevention ~ protection ~ enforcement

118 West Capitol Avenue • Pierre, South Dakota 57501
P: 605.773.3178
F: 605.773.3018
W: dps.sd.gov
E: dpsinfo@state.sd.us

January 10, 2011

Bill Watada
Regional Administrator
NHTSA Region 8
12300 West Dakota Avenue, Suite 140
Lakewood, CO 80228

Dear Mr. Watada,

As the Governor's Representative and the Secretary of the Department of Public Safety, I designate Lee Axdahl as the Director of Highway Safety for the state of South Dakota.

The Director of Highway Safety maintains the responsibilities of the Highway Safety Act of 1966 and is authorized under 23 CFR 1251 in the planning, managing, evaluating, administering, and reporting of transportation funds granted to the state, and subsequently awarded to local agencies for traffic safety grant projects.

As the Governor's Representative and Secretary of the Department of Public Safety, I will continue to oversee and maintain ultimate responsibility and full signature authority for all federal highway safety grant applications and reports as required by the National Highway Traffic Safety Administration and the Department of Transportation.

Sincerely,

Trevor Jones
Secretary

cc: Lee Axdahl

Appendix D to Part 1200
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FFY2014 Application

Attachment 7

Documentation identifying the designated State authority over approved training curriculum that includes crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle.

§32-20-14. Motorcycle safety education--Standards and procedures--Funding. Any revenue derived from the fee imposed by § 32-5-10.1 and appropriated pursuant to § 32-20-15 shall be used to provide motorcycle safety courses and *motorcycle safety education approved by the director of the Office of Highway Safety. The director shall promulgate rules pursuant to chapter 1-26 establishing instruction standards, teacher or instructor certification standards, and course approval procedures.* The director shall administer the fund created by § 32-5-10.2, may conduct audits and otherwise examine the records of approved motorcycle courses and may require other information that is considered necessary to evaluate the quality of motorcycle safety courses and safety education. ***Source:*** *SL 1992, ch 222, § 3.*

Rider Training Curriculum. The South Dakota Motorcycle Rider Training Program utilizes the Motorcycle Safety Foundation (MSF) Programs for rider training. These courses provide the help a novice rider needs to develop into an excellent rider. Motorcycle riding is a skill of the eyes and mind as well as of the hands and feet, and safety requires proper perceptual orientation, cognitive abilities, and psychomotor skills. Learning to coordinate these skills and safety information requires both in-class and on-the-motorcycle training to develop crash avoidance and other operational safety skills.

Basic *RiderCourse*℠ (BRC)
The best place for a new rider to start once they've made the decision to ride. Successful completion of this course and its knowledge and skill tests, which consists of approximately five hours of classroom (in-class) and 10 hours of on-cycle instruction (on-the-motorcycle) learning time. Motorcycles and helmets are provided for student use during this course.

Experienced *RiderCourse* (ERC)
A one-day course that complements a rider's basic skills and helps with personal risk assessment. It includes a fast-paced classroom segment (in-class) with several interactive activities to improve perception and hazard awareness. Range (on-the-motorcycle) exercises enhance both basic skills and crash avoidance skills. Improving braking and cornering finesse is emphasized.

Appendix D to Part 1200
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FFY2014 Application

Attachment 8

Documents regarding locations of the motorcycle rider training course being offered in the state.

2012 Motorcycle Rider Training Courses

County	City	Basic Rider Course		Experienced Rider Course		Motorcycle Registrations
		Number of Courses	Students Trained	Number of Courses	Students Trained	
Beadle	Huron	3	14	0	0	1562
Brown	Aberdeen	14	85	0	0	2751
Codington	Watertown	34	201	0	0	2722
Davison	Mitchell	20	104	0	0	1843
Hughes	Pierre	16	79	2	11	1461
Meade	Sturgis	8	48	1	6	4061
Minnehaha	Sioux Falls	106	275	2	12	11,417
Pennington	Rapid City	82	490	4	25	11,701
Yankton	Yankton	9	60	1	8	1455
Totals		292	1806	10	62	38,973

This information can also be found online at: http://msf-usa.org/index_new.cfm?pagename=RiderCourse%20Info&content=C55DBB87-A0CC-53D5-64D098C9870C8030&referer=MSF%20RiderCourses

Motorcycle Registrations and Total Crashes by County- 2012

County	MC regist.	MC crashes
Aurora	235	1
Beadle	1562	4
Bennett	105	1
Bon Homme	623	1
Brookings	2398	12
Brown	2751	12
Brule	407	5
Buffalo	40	1
Butte	1188	9
Campbell	166	0
Charles Mix	601	2
Clark	390	2
Clay	1016	2
Codington	2722	7
Corson	111	0
Custer	1642	37
Davison	1843	14
Day	470	1
Deuel	449	1
Dewey	191	0
Douglas	302	0
Edmunds	526	1
Fall River	1023	0
Faulk	143	0
Grant	687	2
Gregory	352	1
Haakon	234	1
Hamlin	599	5
Hand	338	0
Hanson	551	0
Harding	82	3
Hughes	1461	9
Hutchinson	599	1
Hyde	179	0
Jackson	113	3
Jerauld	199	0
Jones	101	2
Kingsbury	849	1
Lake	1436	2
Lawrence	4140	61
Lincoln	3582	10
Lyman	212	8
Marshall	278	1
McCook	560	0
McPherson	213	0
Meade	4061	31
Mellette	57	0
Miner	243	0
Minnehaha	11417	119
Moody	752	3
Pennington	11701	108
Perkins	227	1
Potter	320	0
Roberts	594	1
Sanborn	218	1
Shannon	159	0
Spink	688	4
Stanley	296	0
Sully	137	0
Todd	102	0
Tripp	315	1
Turner	798	0
Union	1571	1
Walworth	487	0
Yankton	1455	7
Ziebach	53	1

SOUTH DAKOTA SAFETY COUNCIL

CHAPTER OF THE NATIONAL SAFETY COUNCIL

Course Calendar

Back to previous page >>

Nothing protects you on the road like knowledge and experience. Gain both with motorcycle training classes. Classes run April through October. **Each year the schedule will be posted by mid-March**.

All of our classes (starting with the current month) are displayed in the following list. To find out more about an individual class or to register for it, click on the Class ID.

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
June, 2013						
1	BRC-1395	Basic Rider Course	WKEND	Full	John Steele; Bob Silvano	Yankton - Mount Marty College; Yankton - Yankton Middle School
3	BRC-1343	Basic Rider Course	EVE	Open - 3 Seats	Dan Satterlee; Chuck Fergen	Pierre - Pierre/Ft. Pierre Expo Center
3	BRC-1241	Basic Rider Course	DAY	Full	Scot Dannenbring; Vincent Pfeifle	Rapid City - Black Hills Harley Davidson
3	BRC-1249	Basic Rider Course	DAY	Full	Dave Rames	Sioux Falls - MidAmerica Motoplex
3	BRC-1351	Basic Rider Course	EVE	Open - 8 Seats	Wayne Lettau	Sturgis - Sturgis High School
6	BRC-1250	Basic Rider Course	DAY	Full	Dave Rames	Sioux Falls - MidAmerica Motoplex
7	BRC-1336	Basic Rider Course	WKEND	Full	Scot Dannenbring; Tim Schuh	Rapid City - Black Hills Harley Davidson
8	BRC-1252	Basic Rider Course	WKEND	Full	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
8	BRC-1315	Basic Rider Course	WKEND	Full	Larry Hofmeister; Scott Benson	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
10	BRC-1243	Basic Rider Course	DAY	Full	Ted Erlewine; Curt Rosenkranz	Rapid City - Black Hills Harley Davidson
10	BRC-1254	Basic Rider Course	EVE	Full	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
10	BRC-1344	Basic Rider Course	EVE	Open - 3 Seats	Dan Satterlee; Chuck Fergen	Pierre - Pierre/Ft. Pierre Expo Center
11	BRC-1279	Basic Rider Course	DAY	Full	Don Winckler	Sioux Falls - MidAmerica Motoplex
14	BRC-1352	Basic Rider Course	WKEND	Open - 1 Seats	Wayne Lettau; Tim Schuh	Sturgis - Sturgis High School
14	BRC-1377	Basic Rider Course	WKEND	Open - 3 Seats		

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
					Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
14	BRC-1378	Basic Rider Course	WKEND	Open - 9 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
15	BRC-1390	Basic Rider Course	WKEND	Full	Laura Klock; Randy Rothlisberger	Mitchell - Mitchell DOT
15	BRC-1316	Basic Rider Course	WKEND	Full	Scott Benson; Lisa Brouwer	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
15	BRC-1255	Basic Rider Course	WKEND	Open - 1 Seats	Kirk Kingsley	Sioux Falls - MidAmerica Motoplex
17	BRC-1283	Basic Rider Course	DAY	Open - 12 Seats	William Martin; Jim Russell	Rapid City - Black Hills Harley Davidson
17	BRC-1317	Basic Rider Course	EVE	Full	Kevin Broekemeier; Carlos Medina	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
17	BRC-1353	Basic Rider Course	EVE	Open - 12 Seats	Wayne Lettau; Lee Schmunk	Sturgis - Sturgis High School
17	BRC-1246	Basic Rider Course	DAY	Open - 9 Seats	Jim Miller; Jack Naugle	Rapid City - Central States Fairgrounds
20	BRC-1256	Basic Rider Course	DAY	Full	Dave Rames	Sioux Falls - MidAmerica Motoplex
21	BRC-1251	Basic Rider Course	WKEND	Full	Charles Beauprey; Jim Russell	Rapid City - Black Hills Harley Davidson
21	BRC-1379	Basic Rider Course	WKEND	Open - 10 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
21	BRC-1380	Basic Rider Course	WKEND	Open - 12 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
22	BRC-1396	Basic Rider Course	WKEND	Full	John Steele	Yankton - Mount Marty College; Yankton - Yankton Middle School
22	BRC-1354	Basic Rider Course	WKEND	Open - 4 Seats	Wayne Lettau; Lee Schmunk	Sturgis - Sturgis High School
22	BRC-1318	Basic Rider Course	WKEND	Full	Hector Soto; Lisa Brouwer	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
22	BRC-1257	Basic Rider Course	WKEND	Full	Brian Weidenbach	Sioux Falls - MidAmerica Motoplex
24	BRC-1258	Basic Rider Course	EVE	Open - 1 Seats	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
24	BRC-1284	Basic Rider Course	EVE	Open - 9 Seats	Bob Doyle; Bernie Peterson	Rapid City - Black Hills Harley Davidson
24	BRC-1355	Basic Rider Course	EVE	Open - 11 Seats	Wayne Lettau; Lee Schmunk	Sturgis - Sturgis High School
24	BRC-1253	Basic Rider Course	DAY	Open - 8 Seats		

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
					Jack Naugle; Curt Rosenkranz	Rapid City - Black Hills Harley Davidson
28	BRC-1364	Basic Rider Course	WKEND	Full	Bruce Henderson; Bob Overbay	Aberdeen - Northern Electric
29	BRC-1397	Basic Rider Course	WKEND	Open - 9 Seats	John Steele; Sam Hummel; Bob Silvano	Yankton - Mount Marty College; Yankton - Yankton Middle School
29	BRC-1319	Basic Rider Course	WKEND	Open - 2 Seats	Hector Soto; Mary Lahn	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
29	BRC-1259	Basic Rider Course	WKEND	Full	Larry Hofmeister	Sioux Falls - MidAmerica Motoplex

July, 2013

1	BRC-1285	Basic Rider Course	DAY	Open - 11 Seats	Chris Johnson	Rapid City - Black Hills Harley Davidson
1	BRC-1286	Basic Rider Course	DAY	Open - 10 Seats	Jack Naugle; Curt Rosenkranz	Rapid City - Central States Fairgrounds
1	BRC-1287	Basic Rider Course	EVE	Open - 12 Seats	Dick Towne	Rapid City - Central States Fairgrounds
4	BRC-1260	Basic Rider Course	DAY	Open - 6 Seats	Mark East	Sioux Falls - MidAmerica Motoplex
5	BRC-1288	Basic Rider Course	WKEND	Open - 12 Seats	Charles Beauprey; Jim Russell	Rapid City - Black Hills Harley Davidson
6	BRC-1261	Basic Rider Course	WKEND	Full	Tim Jensen	Sioux Falls - MidAmerica Motoplex
6	BRC-1307	Basic Rider Course	WKEND	Open - 10 Seats	Mark East; Dan Satterlee	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
8	BRC-1356	Basic Rider Course	EVE	Open - 11 Seats	Wayne Lettau; Lee Schmunk	Sturgis - Sturgis High School
8	BRC-1289	Basic Rider Course	DAY	Open - 12 Seats	Jack Naugle; Vincent Pfeifle	Rapid City - Black Hills Harley Davidson
8	BRC-1290	Basic Rider Course	EVE	Open - 12 Seats	William Martin; Bernie Peterson	Rapid City - Black Hills Harley Davidson
12	BRC-1381	Basic Rider Course	WKEND	Open - 6 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
13	BRC-1391	Basic Rider Course	WKEND	Full	Laura Klock; Randy Rothlisberger	Mitchell - Mitchell DOT
13	BRC-1398	Basic Rider Course	WKEND	Open - 10 Seats	John Steele; Sam Hummel; Bob Silvano	Yankton - Mount Marty College; Yankton - Yankton Middle School
13	BRC-1262	Basic Rider Course	WKEND	Open - 4 Seats	Mark East	Sioux Falls - MidAmerica Motoplex
13	BRC-1357	Basic Rider Course	WKEND	Open - 10 Seats	Wayne Lettau; Lee Schmunk	Sturgis - Sturgis High School
13	BRC-1309	Basic Rider Course	WKEND	Open - 12 Seats		

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
					Jerry Kraus; Brian Weidenbach	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
15	BRC-1358	Basic Rider Course	EVE	Open - 8 Seats	Wayne Lettau	Sturgis - Sturgis High School
15	BRC-1291	Basic Rider Course	DAY	Open - 12 Seats	Jack Naugle; Curt Rosenkranz	Rapid City - Central States Fairgrounds
15	BRC-1292	Basic Rider Course	EVE	Open - 12 Seats	Charles Beauprey; William Martin	Rapid City - Central States Fairgrounds
20	BRC-1263	Basic Rider Course	WKEND	Open - 7 Seats	Kirk Kingsley	Sioux Falls - MidAmerica Motoplex
20	BRC-1320	Basic Rider Course	WKEND	Open - 11 Seats	Hector Soto; Lisa Brouwer	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
22	BRC-1321	Basic Rider Course	EVE	Open - 11 Seats	Kevin Broekemeier; Carlos Medina	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
22	BRC-1293	Basic Rider Course	DAY	Open - 12 Seats	Jack Naugle; Dick Towne	Rapid City - Central States Fairgrounds
26	BRC-1294	Basic Rider Course	WKEND	Open - 9 Seats	William Martin; Curt Rosenkranz	Rapid City - Central States Fairgrounds
26	BRC-1359	Basic Rider Course	WKEND	Open - 8 Seats	Wayne Lettau	Sturgis - Sturgis High School
26	BRC-1365	Basic Rider Course	WKEND	Open - 9 Seats	Bruce Henderson; Bob Overbay	Aberdeen - Northern Electric
27	BRC-1322	Basic Rider Course	WKEND	Open - 11 Seats	Brian Weidenbach; Scott Benson	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
27	BRC-1264	Basic Rider Course	WKEND	Open - 8 Seats	Larry Hofmeister	Sioux Falls - MidAmerica Motoplex
29	BRC-1265	Basic Rider Course	EVE	Open - 8 Seats	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
29	BRC-1295	Basic Rider Course	DAY	Open - 12 Seats	Ken Carpenter; Jim Miller	Rapid City - Central States Fairgrounds

August, 2013

2	BRC-1296	Basic Rider Course	WKEND	Open - 12 Seats	Charles Beauprey; Dick Towne	Rapid City - Central States Fairgrounds
2	BRC-1382	Basic Rider Course	WKEND	Open - 12 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
3	BRC-1266	Basic Rider Course	WKEND	Open - 8 Seats	Tim Jensen	Sioux Falls - MidAmerica Motoplex
3	BRC-1323	Basic Rider Course	WKEND	Open - 11 Seats	Chad Gillen; Hector Soto	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
5	BRC-1267	Basic Rider Course	EVE	Open - 8 Seats	Mark East	Sioux Falls - MidAmerica Motoplex
10	BRC-1268	Basic Rider Course	WKEND	Open - 8 Seats	Kirk Kingsley	Sioux Falls - MidAmerica Motoplex
10	BRC-1324	Basic Rider Course	WKEND	Open - 12 Seats	Hector Soto; Mary Lahn	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
17	BRC-1325	Basic Rider Course	WKEND	Open - 12 Seats	Brian Weidenbach; Scott Benson	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
19	BRC-1269	Basic Rider Course	EVE	Open - 8 Seats	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
20	BRC-1297	Basic Rider Course	DAY	Open - 12 Seats	Jim Miller; Lee Schmunk	Rapid City - Black Hills Harley Davidson
23	BRC-1298	Basic Rider Course	WKEND	Open - 10 Seats	William Martin; Jim Russell	Rapid City - Black Hills Harley Davidson
23	BRC-1383	Basic Rider Course	WKEND	Open - 12 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Quality Inn - Friday, Class; Watertown - South Dakota Job Center
24	BRC-1270	Basic Rider Course	WKEND	Open - 8 Seats	Kirk Kingsley	Sioux Falls - MidAmerica Motoplex
24	BRC-1326	Basic Rider Course	WKEND	Open - 8 Seats	Hector Soto	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
26	BRC-1299	Basic Rider Course	DAY	Open - 12 Seats	Vincent Pfeifle; Lee Schmunk	Rapid City - Black Hills Harley Davidson
26	BRC-1300	Basic Rider Course	EVE	Open - 12 Seats	William Martin; Dick Towne	Rapid City - Black Hills Harley Davidson
31	BRC-1271	Basic Rider Course	WKEND	Open - 8 Seats	Tim Jensen	Sioux Falls - MidAmerica Motoplex
31	BRC-1327	Basic Rider Course	WKEND	Open - 12 Seats	Brian Weidenbach; Scott Benson	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility

September, 2013

2	BRC-1272	Basic Rider Course	EVE	Open - 8 Seats	Jerry Kraus	

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
						Sioux Falls - MidAmerica Motoplex
3	BRC-1301	Basic Rider Course	DAY	Open - 12 Seats	Lee Schmunk; Jim Russell	Rapid City - Black Hills Harley Davidson
6	BRC-1338	Basic Rider Course	WKEND	Open - 12 Seats	Dick Towne; Tim Schuh	Rapid City - Black Hills Harley Davidson
7	BRC-1273	Basic Rider Course	WKEND	Open - 8 Seats	Larry Hofmeister	Sioux Falls - MidAmerica Motoplex
9	BRC-1274	Basic Rider Course	EVE	Open - 8 Seats	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
9	BRC-1302	Basic Rider Course	DAY	Open - 12 Seats	Vincent Pfeifle; Jim Russell	Rapid City - Black Hills Harley Davidson
9	BRC-1328	Basic Rider Course	EVE	Open - 8 Seats	Kevin Broekemeier	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
13	BRC-1384	Basic Rider Course	WKEND	Open - 12 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
14	BRC-1392	Basic Rider Course	WKEND	Open - 8 Seats	Dan Cheeseman; Randy Rothlisberger	Mitchell - Mitchell DOT
14	BRC-1329	Basic Rider Course	WKEND	Open - 12 Seats	Chad Schaeffer; Scott Benson	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
14	BRC-1303	Basic Rider Course	WKEND	Open - 12 Seats	Curt Rosenkranz; Lee Schmunk	Rapid City - Black Hills Harley Davidson
14	BRC-1275	Basic Rider Course	WKEND	Open - 8 Seats	Kirk Kingsley	Sioux Falls - MidAmerica Motoplex
17	ERC-0019	Experienced Rider Course	DAY	Open - 7 Seats	Lee Schmunk	Rapid City - Black Hills Harley Davidson
20	BRC-1339	Basic Rider Course	WKEND	Open - 12 Seats	Ted Erlewine; Tim Schuh	Rapid City - Black Hills Harley Davidson
21	BRC-1276	Basic Rider Course	WKEND	Open - 8 Seats	Mark East	Sioux Falls - MidAmerica Motoplex
21	BRC-1330	Basic Rider Course	WKEND	Open - 12 Seats	Jerry Kraus; Brian Weidenbach	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
27	BRC-1304	Basic Rider Course	WKEND	Open - 12 Seats	Ted Erlewine; Bob Reynolds	Rapid City - Black Hills Harley Davidson

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
28	BRC-1277	Basic Rider Course	WKEND	Open - 8 Seats	Jim Burkett, Jr.	Sioux Falls - MidAmerica Motoplex

October, 2013

4	BRC-1305	Basic Rider Course	WKEND	Open - 12 Seats	Charles Beauprey; Jim Russell	Rapid City - Black Hills Harley Davidson
5	BRC-1331	Basic Rider Course	WKEND	Open - 12 Seats	Don Winckler; Mary Lahn	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
11	BRC-1306	Basic Rider Course	WKEND	Open - 12 Seats	Bob Reynolds	Rapid City - Black Hills Harley Davidson
12	BRC-1278	Basic Rider Course	WKEND	Open - 8 Seats	Jim Burkett, Jr.	Sioux Falls - MidAmerica Motoplex
12	BRC-1332	Basic Rider Course	WKEND	Open - 8 Seats	Chad Schaeffer	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility

View Cart

Register for Another Course

Cancel

South Dakota Safety Council | 1108 N. West Ave, Sioux Falls, SD 57108 | 605-361-7785 | 800-952-5539 | sdsc@southdakotasafetycouncil.org

Number of Motorcycle Registrations, by County, in South Dakota- 2012

Aurora	235
Beadle	1562
Bennett	105
Bon Homme	623
Brookings	2398
Brown	2751
Brule	407
Buffalo	40
Butte	1188
Campbell	166
Charles Mix	601
Clark	390
Clay	1016
Codington	2722
Corson	111
Custer	1642
Davison	1843
Day	470
Sanborn	218
Shannon	159
Spink	688
Stanley	296

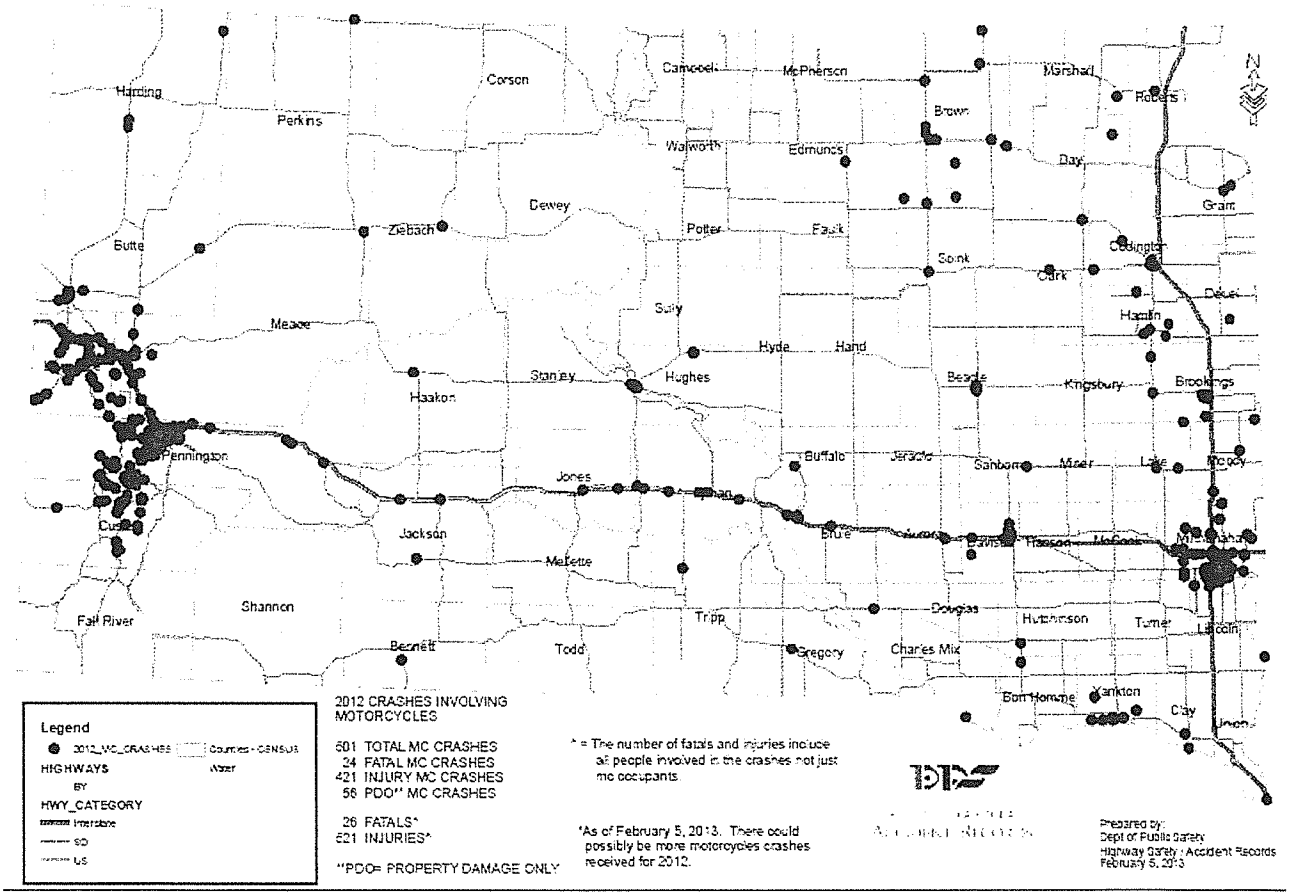
Deuel	449
Dewey	191
Douglas	302
Edmunds	526
Fall River	1023
Faulk	143
Grant	687
Gregory	352
Haakon	234
Hamlin	599
Hand	338
Hanson	551
Harding	82
Hughes	1461
Hutchinson	599
Hyde	179
Jackson	113
Jerauld	199
Sully	137
Todd	102
Tripp	315
Turner	798

Jones	101
Kingsbury	849
Lake	1436
Lawrence	4140
Lincoln	3582
Lyman	212
Marshall	278
McCook	560
McPherson	213
Meade	4061
Mellette	57
Miner	243
Minnehaha	11417
Moody	752
Pennington	11701
Perkins	227
Potter	320
Roberts	594
Union	1571
Walworth	487
Yankton	1455
Ziebach	53

Motorcycle Registrations and Total Crashes by County- 2012

County	MC regist.	MC crashes
Aurora	235	1
Beadle	1562	4
Bennett	105	1
Bon Homme	623	1
Brookings	2398	12
Brown	2751	12
Brule	407	5
Buffalo	40	1
Butte	1188	9
Campbell	166	0
Charles Mix	601	2
Clark	390	2
Clay	1016	2
Codington	2722	7
Corson	111	0
Custer	1642	37
Davison	1843	14
Day	470	1
Deuel	449	1
Dewey	191	0
Douglas	302	0
Edmunds	526	1
Fall River	1023	0
Faulk	143	0
Grant	687	2
Gregory	352	1
Haakon	234	1
Hamlin	599	5
Hand	338	0
Hanson	551	0
Harding	82	3
Hughes	1461	9
Hutchinson	599	1
Hyde	179	0
Jackson	113	3
Jerauld	199	0
Jones	101	2
Kingsbury	849	1
Lake	1436	2
Lawrence	4140	61
Lincoln	3582	10
Lyman	212	8
Marshall	278	1
McCook	560	0
McPherson	213	0
Meade	4061	31
Mellette	57	0
Miner	243	0
Minnehaha	11417	119
Moody	752	3
Pennington	11701	108
Perkins	227	1
Potter	320	0
Roberts	594	1
Sanborn	218	1
Shannon	159	0
Spink	688	4
Stanley	296	0
Sully	137	0
Todd	102	0
Tripp	315	1
Turner	798	0
Union	1571	1
Walworth	487	0
Yankton	1455	7
Ziebach	53	1

STATE REPORTABLE MOTOR VEHICLE CRASHES INVOLVING MOTORCYCLES IN SOUTH DAKOTA FOR 2012*



Legend

2012_MC_CRASHES
Counties - CENSUS
HIGHWAYS
BY
HWY_CATEGORY
Interstate
SD
US
Water

2012 CRASHES INVOLVING MOTORCYCLES

501 TOTAL MC CRASHES
24 FATAL MC CRASHES
421 INJURY MC CRASHES
56 PDO** MC CRASHES

26 FATALS*
521 INJURIES*

**PDO= PROPERTY DAMAGE ONLY

* = The number of fatals and injuries include all people involved in the crashes not just mc occupants.

*As of February 5, 2013. There could possibly be more motorcycles crashes received for 2012.

Prepared by:
Dept of Public Safety
Highway Safety - Accident Records
February 5, 2013

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 9

Documents showing that certified motorcycle rider training instructors teach the motorcycle riding training course.

Motorcycle rider training instructors in South Dakota are certified by completing the Motorcycle Safety Foundation *RiderCoach* instructor course. The director of the South Dakota Office of Highway Safety establishes the instructor certification standards that are carried out (§32-20-14) by the Motorcycle Rider Education Program through the South Dakota Safety Council.

South Dakota Administrative Rule

61:16:01:02. Instruction standards. MSF-RETS shall follow these curricula:

(1) A basic rider course shall follow the **RiderCoach Guide, Basic RiderCourse** of the Motorcycle Safety Foundation;

(2) Rider coach/instructor training shall follow **The Motorcycle Safety Foundation's RiderCoach Trainer Guide**; and

(3) An experienced rider course shall follow the **Experienced RiderCourse Suite Kit** of the Motorcycle Safety Foundation.

Source: 9 SDR 105, effective February 13, 1983; 12 SDR 151, 12 SDR 155, effective July 1, 1986; 13 SDR 73, effective December 16, 1986; 20 SDR 210, effective June 15, 1994; 36 SDR 27, effective August 23, 2009.

General Authority: SDCL 32-20-14.

Law Implemented: SDCL 32-20-14.

61:16:01:03. Teacher certification standards. Each MSF-RETS teacher shall be certified by the Motorcycle Safety Foundation and shall hold a valid South Dakota motorcycle driver's license.

Source: 9 SDR 105, effective February 13, 1983; 12 SDR 151, 12 SDR 155, effective July 1, 1986; 36 SDR 27, effective August 23, 2009.

General Authority: SDCL 32-20-14.

Law Implemented: SDCL 32-20-14.

§32-20-14. Motorcycle safety education--Standards and procedures--Funding. Any revenue derived from the fee imposed by § 32-5-10.1 and appropriated pursuant to § 32-20-15 shall be used to provide motorcycle safety courses and motorcycle safety education approved by the *director of the Office of Highway Safety. The director shall promulgate rules pursuant to chapter 1-26 establishing instruction standards, teacher or instructor certification standards,* and course approval procedures. The director shall administer the fund created by § 32-5-10.2, may conduct audits and otherwise examine the records of approved motorcycle courses and may require other information that is considered necessary to evaluate the quality of motorcycle safety courses and safety education. ***Source:*** *SL 1992, ch 222, § 3.*

The table below lists all *RiderCoaches* who are certified to teach motorcycle rider training courses (BRC and ERC) in South Dakota, effective March 24, 2013.

RiderCoach, Location		
Beauprey, Chuck- Rapid City	Hines, Ron- Huron	Peterson, Bernie- Rapid City
Benson, Scott - Sioux Falls	Hofmeister, Larry- Sioux Falls	Pfeifle, Vince- Rapid City
Broekemeier, Kevin- Sioux Falls	Hummel, Sam- Yankton	Rames, Dave- Sioux Falls
Brouwer, Lisa- Sioux Falls	Jackson, Andy- Pierre	Reynolds, Bob- Rapid City
Burkett, Jim- Sioux Falls	Jackson, Lisa- Pierre	Roberts, Troy- Pierre
Carpenter, Ken- Rapid City	Jensen, Tim- Sioux Falls	Rohlf, John- Pierre
Cheesman, Dan- Mitchell	Johnson, Chris- Rapid City	Rose, Cheryl- Rapid City
Dannenbring, Scot- Rapid City	Kiley, Rick- Sioux Falls	Rosenkranz, Curt- Rapid City
Doyle, Bob- Rapid City	Kingsley, Kirk- Sioux Falls	Rothlisberger, Randy- Mitchell
East, Mark- Sioux Falls	Klock, Laura- Mitchell	Russell, Jim- Rapid City
Erlewine, Ted- Rapid City	Kraus, Jerry- Sioux Falls	Satterlee, Dan- Sioux Falls
Fergen, Chuck- Pierre	Krull, Byron- George, IA	Schaeffer, Chad- Sioux Falls
Flottmeyer, Kevin- Pierre	Lahn, Mary- Sioux Falls	Schmunk, Lee- Spearfish
Gaede-Roth, Amy- Watertown	Lettau, Wayne- Sturgis	Silvano, Bob- Yankton
Gillen, Chad- Sioux Falls	Martin, Willie- Rapid City	Schuh, Tim- Rapid City
Hanten, Chuck- Watertown	Medina, Carlos- Sioux Falls	Soto, Hector- Sioux Falls
Hanten, Dave- Watertown	Miller, JR- Rapid City	Steele, John- Yankton
Henderson, Bruce- Aberdeen	Moeller, Greg- Watertown	Towne, Dick- Rapid City
Hendrix, Cody- Sioux Falls	Naugle, Jack- Rapid City	Weidenbach, Brian- Sioux Falls
	Overbay, Bob- Aberdeen	Willar, Tom- Rapid City

Winckler, Don- Sioux Falls

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 10

Description of the quality control procedures to assess motorcycle rider training courses and instructor training course and actions taken to improve courses.

Motorcycle Rider Training Course Evaluation Process:

The South Dakota Rider Education Program conducts evaluation efforts annually. The following evaluation options are currently in place:

- All students who complete the Basic or Experienced Rider Courses are asked to complete a Course Evaluation Questionnaire at the conclusion of each class;
- The SDMRE Director personally contacts a random number of course graduates for a personal evaluation conversation;
- An evaluation is automatically generated from the Rider Course Registration list and sent to course graduates six (6) months after completing a course; and
- MSF provides a course evaluation form that course graduates can complete and return to the MSF.

Motorcycle Training Course Instructor (RiderCoach) Evaluation Process:

In South Dakota, a number of Quality Control checks are completed annually to ensure that the Motorcycle Rider Education Program is being conducted in a positive, professional, and safe manner in order to meet the needs of instructors and students. The SD Motorcycle Rider Education Program (SDMRE) Director conducts an annual visit to every site/location to confirm that the RiderCoach instructors are meeting the goals set forth in the program and that classes are being conducted in an acceptable manner. During the site visits, the SDMRE Director also conducts a visual inspection of the range used for course offerings to certify that the range meets course standards.

SDCL §32-20-14 states that the director of the Office of Highway Safety may conduct audits, examine records of the motorcycle courses, and require any additional information that is necessary to maintain quality motorcycle safety courses and safety education programs.

Actions to Improve Motorcycle Rider Courses and Instructor Training Courses:

Student Rider Training Course evaluations are reviewed at the conclusion of all courses to determine what changes, if any, need to be implemented to improve the program. Changes that have been implemented include:

1. Providing BRC in additional locations throughout the state;
2. The annual purchase of additional training motorcycles for the BRC to meet the needs of a growing number of students participating in training; and
3. *RiderCoaches* providing feedback on methods to improve/enhance the process of communicating information to the students.

§32-20-14. Motorcycle safety education--Standards and procedures--Funding. Any revenue derived from the fee imposed by § 32-5-10.1 and appropriated pursuant to § 32-20-15 shall be used to provide motorcycle safety courses and motorcycle safety education approved by the director of the Office of Highway Safety. The director shall promulgate rules pursuant to chapter 1-26 establishing instruction standards, teacher or instructor certification standards, and course approval procedures. *The director* shall administer the fund created by § 32-5-10.2, *may conduct audits and otherwise examine the records of approved motorcycle courses and may require other information that is considered necessary to evaluate the quality of motorcycle safety courses and safety education.* ***Source:*** *SL 1992, ch 222, § 3.*

Motorcycle rider training instructors in South Dakota are certified by completing the Motorcycle Safety Foundation *RiderCoach* instructor course. The director of the South Dakota Office of Highway Safety establishes the instructor certification standards that are carried out (§32-20-14) by the Motorcycle Rider Education Program through the South Dakota Safety Council.

South Dakota Administrative Rule

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Source: 9 SDR 105, effective February 13, 1983; 12 SDR 151, 12 SDR 155, effective July 1, 1986; 13 SDR 73, effective December 16, 1986; 20 SDR 210, effective June 15, 1994; 36 SDR 27, effective August 23, 2009.

General Authority: SDCL 32-20-14.

Law Implemented: SDCL 32-20-14.

61:16:01:03. Teacher certification standards. Each MSF-RETS teacher shall be certified by the Motorcycle Safety Foundation and shall hold a valid South Dakota motorcycle driver's license.

Source: 9 SDR 105, effective February 13, 1983; 12 SDR 151, 12 SDR 155, effective July 1, 1986; 36 SDR 27, effective August 23, 2009.

General Authority: SDCL 32-20-14.

Law Implemented: SDCL 32-20-14.

FY2014 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.

FY2014 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.

FY2014 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: 2014

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

6-12-2013
Date

Trevor Jones, DPS Secretary
Printed name of Governor's Representative for Highway Safety

FY2014 APPENDIX B

Highway Safety Program Cost Summary (HS-217)

2014 HSP FINANCIAL BUDGET

GTS PROJECT #	Performance Measure	PROJECT NAME	402 Funds	405/408 Funds	410 Funds	2010/405f Funds	154/164 Funds
2014-40-01/02	C-9	Parents Matter-Prairie View					$ 159,000.00
2014-40-03	C-5	Traffic Safety Prosecutor					$ 145,000.00
2014-40-04	C-5	SDSU Safe Ride					$ 50,596.00
2014-40-05	C-5	USD Safe Rides					$ 24,948.00
2014-40-06	C-5	SDSMT Safe Ride					$ 28,500.00
2014-40-07	C-5	Pennington County DUI Prosecutor					$ 89,801.00
2014-40-08	C-5	Stop DUI-5th Circuit					$ 146,979.00
2014-40-09	C-5	Stop DUI-6th Circuit					$ 112,960.00
2014-40-10	C-9	Teen Court					$ 105,000.00
2014-41-01/02/03	C-5, C-6	SDHP Crash Reduction	$ 206,750.00		$ 207,900.00		
2014-41-04	C-5	Traffic Enforcement Training			$ 14,600.00		
2014-41-05	C-8	SDHP DRE School			$ 83,056.00		
2014-41-06	C-1	Law Enforcement Liaisons	$ 76,289.00				
2014-41-07	C4, C-5	Sioux Falls PD	$ 64,050.00				$ 392,900.00
2014-41-08	C-5,-C-6	Cheyenne River Sioux Tribe	$ 47,747.00		$ 3,650.00		
2014-41-09	C-4, C-5	Oglala Sioux Tribe	$ 18,415.00		$ 695.00		
2014-42-01	C-4	SESV-Occupant Protection	$ 8,458.00				
2014-43-01	C-2	EMS Training	$ 249,463.00				
2014-44-01	C-4, C-5	Volunteers of America	$ 96,973.00				$ 81,335.00
2014-44-02	C-9	DSS Diversion Program					$ 110,000.00
2014-44-03	C-5	DSS Prevention Program					$ 106,000.00
2014-44-04	C-10	SDEMSC Bike Safety	$ 35,000.00				
2014-44-05	C-1	Community Outreach	$ 76,414.00				
14-44-06	C-9	From The H.E.A.R.T.			$ 13,174.00		
2014-44-07	C-9	Mitchell Alcohol Task Force					$ 14,563.00
2014-45-01	C-7	Motorcycle Safety				$ 100,000.00	
2014-46-01	C-5	Mountain Plains Evaluation					$ 151,000.00
2014-46-02	C-4	Seat Belt Survey	$ 50,000.00				
2014-46-03	Data Project	TraCS/Web TraCS		$ 350,000.00			
2014-46-04	Data Project	NEMSIS		$ 25,800.00			
2014-46-05	Data Project	Driver License Modernization		$ 250,000.00			
2014-46-06	Data Project	SDHP CAD/RMS System		$ 40,000.00			
2014-46-07	C-1	USD Business Research	$ 50,000.00				
2014-46-08	C-1	Grant Management System	$ 200,000.00				
2014-47-01	C-6	Law Enforcement Equip-Speed	$ 300,000.00				
2014-47-02	C-5	Law Enforcement Equip-Cameras			$ 100,000.00		
2014-47-03	C-5	Law Enforcement Equip-FST/PBT			$ 100,000.00		
2014-47-04/05	C-1, C-5	Law Enforcement Overtime	$ 350,000.00		$ 200,000.00		
2014-47-06/07	C-1, C-5	Law Enforcement - Other	$ 50,000.00		$ 75,000.00		
2014-48-01/02/03	C-4, C-5	Media Campaigns	$ 150,000.00		$ 250,000.00		
2014-48-04/05	C-4, C-5	SD Broadcasters	$ 100,000.00		$ 200,000.00		
2014-48-06	C-1	Public Information Officer	$ 45,000.00				
2014-49-01	C-5	SESV-Youth Simulator Project					$ 49,950.00
2014-50-01	C-1	Roadway Safety Committee	$ 15,000.00				
2014-51-01	C-1	P&A	$ 101,710.00				
2014-52-01	C-1	DOT Hazard Elimination					$ 4,500,000.00
		TOTALS	**$ 2,291,269.00**	**$ 665,800.00**	**$1,248,075.00**	**$ 100,000.00**	**$ 6,268,532.00**

Verifying 2014-HSP-1

Verification Results for South Dakota 2014-HSP-1

No Errors

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U.S. Department of Transportation National Highway Traffic Safety Administration

State: South Dakota

Highway Safety Plan Cost Summary

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For Approval

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Report Date: 06/21/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2014-51-01-00	Planning and Administration	$.00	$83,622.00	$.00	$101,710.00	$101,710.00	$.00
Planning and Administration Total			**$.00**	**$83,622.00**	**$.00**	**$101,710.00**	**$101,710.00**	**$.00**
Emergency Medical Services								
	EM-2014-43-01-00	EMS Training	$.00	$396,583.00	$.00	$249,463.00	$249,463.00	$249,463.00
Emergency Medical Services Total			**$.00**	**$396,583.00**	**$.00**	**$249,463.00**	**$249,463.00**	**$249,463.00**
Occupant Protection								
	OP-2014-41-09-00	Oglala Sioux Tribe	$.00	$7,009.95	$.00	$18,415.00	$18,415.00	$18,415.00
	OP-2014-42-01-00	SESV - Occupant Protection	$.00	$.00	$.00	$8,458.00	$8,458.00	$8,458.00
Occupant Protection Total			**$.00**	**$7,009.95**	**$.00**	**$26,873.00**	**$26,873.00**	**$26,873.00**
Pedestrian/Bicycle Safety								
	PS-2014-44-04-00	SDEMSC Bike Safety	$.00	$6,364.00	$.00	$35,000.00	$35,000.00	$35,000.00
Pedestrian/Bicycle Safety Total			**$.00**	**$6,364.00**	**$.00**	**$35,000.00**	**$35,000.00**	**$35,000.00**
Police Traffic Services								
	PT-2014-41-01-00	SDHP Crash Reduction	$.00	$107,272.00	$.00	$206,750.00	$206,750.00	$82,700.00
	PT-2014-41-06-00	Law Enforcement Liaisons	$.00	$.00	$.00	$76,289.00	$76,289.00	$.00
	PT-2014-41-07-00	Sioux Falls Police Department	$.00	$62,800.00	$.00	$64,050.00	$64,050.00	$64,050.00
	PT-2014-47-04-00	Law Enforcement Overtime	$.00	$70,000.00	$.00	$350,000.00	$350,000.00	$350,000.00
	PT-2014-47-06-00	Law Enforcement - Other	$.00	$12,500.00	$.00	$50,000.00	$50,000.00	$50,000.00
Police Traffic Services Total			**$.00**	**$252,572.00**	**$.00**	**$747,089.00**	**$747,089.00**	**$546,750.00**
Roadway Safety								
	RS-2014-50-01-00	Rioadway Safety Committee	$.00	$.00	$.00	$15,000.00	$15,000.00	$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: South Dakota

Highway Safety Plan Cost Summary

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For Approval

Report Date: 06/21/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Roadway Safety Total			**$.00**	**$.00**	**$.00**	**$15,000.00**	**$15,000.00**	**$.00**
Safe Communities								
	SA-2014-44-01-00	Volunteers of America	$.00	$.00	$.00	$96,973.00	$96,973.00	$96,973.00
	SA-2014-44-05-00	Community Outreach	$.00	$.00	$.00	$76,414.00	$76,414.00	$.00
	SA-2014-46-02-00	Seat Belt Survey	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	SA-2014-46-07-00	USD Business Research	$.00	$.00	$.00	$50,000.00	$50,000.00	$.00
	SA-2014-46-08-00	Grant Management System	$.00	$.00	$.00	$200,000.00	$200,000.00	$.00
	SA-2014-48-01-00	Media Campaigns	$.00	$37,500.00	$.00	$75,000.00	$75,000.00	$.00
	SA-2014-48-04-00	South Dakota Broadcasters - Media	$.00	$.00	$.00	$100,000.00	$100,000.00	$.00
	SA-2014-48-06-00	Public Information Program	$.00	$.00	$.00	$45,000.00	$45,000.00	$.00
Safe Communities Total			**$.00**	**$37,500.00**	**$.00**	**$693,387.00**	**$693,387.00**	**$96,973.00**
Speed Management								
	SC-2014-41-08-00	Cheyenne River Sioux Tribe	$.00	$12,731.13	$.00	$47,747.00	$47,747.00	$47,747.00
	SC-2014-47-01-00	Law Enforcement Equipment - Speed	$.00	$75,000.00	$.00	$300,000.00	$300,000.00	$300,000.00
Speed Management Total			**$.00**	**$87,731.13**	**$.00**	**$347,747.00**	**$347,747.00**	**$347,747.00**
Paid Advertising								
	PM-2014-48-02-00	Paid Media	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
Paid Advertising Total			**$.00**	**$.00**	**$.00**	**$75,000.00**	**$75,000.00**	**$.00**
NHTSA 402 Total			***$.00***	***$871,382.08***	***$.00***	***$2,291,269.00***	***$2,291,269.00***	***$1,302,806.00***
408 Data Program SAFETEA-LU								
	K9-2014-46-03-00	TraCS/Web TraCS	$.00	$.00	$.00	$350,000.00	$350,000.00	$.00
	K9-2014-46-04-00	NEMSIS	$.00	$.00	$.00	$25,800.00	$25,800.00	$.00
	K9-2014-46-05-00	Driver License Modernization	$.00	$.00	$.00	$250,000.00	$250,000.00	$.00
	K9-2014-46-06-00	SDHP CAD/RMS System	$.00	$.00	$.00	$40,000.00	$40,000.00	$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

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Highway Safety Plan Cost Summary

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
408 Data Program Incentive Total			**$.00**	**$.00**	**$.00**	**$665,800.00**	**$665,800.00**	**$.00**
408 Data Program SAFETEA-LU Total			***$.00***	***$.00***	***$.00***	***$665,800.00***	***$665,800.00***	***$.00***
410 Alcohol SAFETEA-LU								
	K8-2014-40-08-00	Stop DUI - 5th Circuit	$.00	$146,979.00	$.00	$.00	$.00	$.00
	K8-2014-41-04-00	Traffic Enforcement Training	$.00	$.00	$.00	$14,600.00	$14,600.00	$14,600.00
	K8-2014-41-05-00	SDHP DRE School	$.00	$117,520.00	$.00	$83,056.00	$83,056.00	$.00
	K8-2014-44-06-00	From The H.E.A.R.T.	$.00	$13,174.00	$.00	$13,174.00	$13,174.00	$.00
	K8-2014-47-02-00	Law Enforcement Equipment - Cameras	$.00	$100,000.00	$.00	$100,000.00	$100,000.00	$100,000.00
	K8-2014-47-03-00	Law Enforcement Equipment - FST/PT	$.00	$100,000.00	$.00	$100,000.00	$100,000.00	$100,000.00
	K8-2014-47-07-00	Law Enforcement - Other	$.00	$75,000.00	$.00	$75,000.00	$75,000.00	$75,000.00
410 Alcohol SAFETEA-LU Total			**$.00**	**$552,673.00**	**$.00**	**$385,830.00**	**$385,830.00**	**$289,600.00**
410 Alcohol SAFETEA-LU Total			***$.00***	***$552,673.00***	***$.00***	***$385,830.00***	***$385,830.00***	***$289,600.00***
410 High Fatality Rate								
	K8FR-2014-40-09-00	Sstop DUI - 6th Circuit	$.00	$112,960.00	$.00	$.00	$.00	$.00
	K8FR-2014-41-02-00	SDHP Crash Reduction	$.00	$.00	$.00	$75,000.00	$75,000.00	$.00
410 High Fatality Rate Total			***$.00***	***$112,960.00***	***$.00***	***$75,000.00***	***$75,000.00***	***$.00***
410 High Visibility								
	K8HV-2014-41-03-00	SDHP Crash Reduction	$.00	$195,208.00	$.00	$132,900.00	$132,900.00	$53,160.00
	K8HV-2014-41-07-00	Sioux Falls Police Department	$.00	$.00	$.00	$392,900.00	$392,900.00	$392,900.00
	K8HV-2014-41-08-00	Cheyenne River Sioux Tribe	$.00	$10,950.91	$.00	$3,650.31	$3,650.31	$3,650.31
	K8HV-2014-41-09-00	Oglala Sioux Tribe	$.00	$2,084.74	$.00	$695.00	$695.00	$695.00
	K8HV-2014-47-05-00	Law Enforcement Overtime	$.00	$200,000.00	$.00	$200,000.00	$200,000.00	$200,000.00
	K8HV-2014-48-03-00	Media Campaigns	$.00	$100,000.00	$.00	$250,000.00	$250,000.00	$.00
	K8HV-2014-48-05-00	South Dakota Broadcasters - Media	$.00	$600,000.00	$.00	$200,000.00	$200,000.00	$.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: South Dakota

Highway Safety Plan Cost Summary

2014-HSP-1

For Approval

Page: 4

Report Date: 06/21/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
410 High Visibility Total			***$.00***	***$1,108,243.65***	***$.00***	***$1,180,145.31***	***$1,180,145.31***	***$650,405.31***
2010 Motorcycle Safety								
	K6-2014-45-01-00	Motorcycle Safety	$.00	$.00	$.00	$100,000.00	$100,000.00	$50,000.00
2010 Motorcycle Safety Incentive Total			**$.00**	**$.00**	**$.00**	**$100,000.00**	**$100,000.00**	**$50,000.00**
2010 Motorcycle Safety Total			***$.00***	***$.00***	***$.00***	***$100,000.00***	***$100,000.00***	***$50,000.00***
164 Transfer Funds								
	164AL-2014-40-01-00	Parents Matter	$.00	$.00	$.00	$79,500.00	$79,500.00	$79,500.00
	164AL-2014-40-03-00	Traffic Safety Prosecutor	$.00	$.00	$.00	$145,000.00	$145,000.00	$.00
	164AL-2014-40-04-00	SDSU Safe Rides	$.00	$.00	$.00	$50,596.00	$50,596.00	$50,596.00
	164AL-2014-40-05-00	USD Safe Rides	$.00	$.00	$.00	$24,948.00	$24,948.00	$24,948.00
	164AL-2014-40-06-00	SDSMT Safe Rides	$.00	$.00	$.00	$28,500.00	$28,500.00	$28,500.00
	164AL-2014-40-07-00	Pennington County DUI Prosecutor	$.00	$.00	$.00	$89,801.00	$89,801.00	$89,801.00
	164AL-2014-40-08-00	Stop DUI - 5th Circuit	$.00	$146,979.00	$.00	$146,979.00	$146,979.00	$146,979.00
	164AL-2014-40-09-00	Stop DUI - 6th Circuit	$.00	$112,960.00	$.00	$112,960.00	$112,960.00	$112,960.00
	164AL-2014-40-10-00	Teen Court	$.00	$.00	$.00	$105,000.00	$105,000.00	$105,000.00
	164AL-2014-44-01-00	Volunteers of America	$.00	$.00	$.00	$81,335.00	$81,335.00	$81,335.00
	164AL-2014-44-02-00	DSS Diversion Program	$.00	$.00	$.00	$110,000.00	$110,000.00	$110,000.00
	164AL-2014-44-03-00	DSS Prevention Program	$.00	$.00	$.00	$106,000.00	$106,000.00	$106,000.00
	164AL-2014-44-07-00	South Central Alcohol Task Force	$.00	$.00	$.00	$14,563.00	$14,563.00	$14,563.00
	164AL-2014-46-01-00	Mountain Plains Evaluation	$.00	$.00	$.00	$151,000.00	$151,000.00	$.00
	164AL-2014-49-01-00	SESV Youth Simulator Project	$.00	$.00	$.00	$49,950.00	$49,950.00	$.00
164 Alcohol Total			**$.00**	**$259,939.00**	**$.00**	**$1,296,132.00**	**$1,296,132.00**	**$950,182.00**
164 Paid Media								
	164PM-2014-40-02-00	Parents Matter - Media	$.00	$.00	$.00	$79,500.00	$79,500.00	$79,500.00

U.S. Department of Transportation National Highway Traffic Safety Administration

State: South Dakota

Highway Safety Plan Cost Summary

2014-HSP-1

For Approval

Page: 5

Report Date: 06/21/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
164 Paid Media Total			**$.00**	**$.00**	**$.00**	**$79,500.00**	**$79,500.00**	**$79,500.00**
164 Transfer Funds Total			***$.00***	***$259,939.00***	***$.00***	***$1,375,632.00***	***$1,375,632.00***	***$1,029,682.00***
NHTSA Total			***$.00***	***$2,905,197.73***	***$.00***	***$6,073,676.31***	***$6,073,676.31***	***$3,322,493.31***
Total			***$.00***	***$2,905,197.73***	***$.00***	***$6,073,676.31***	***$6,073,676.31***	***$3,322,493.31***

FY2014 APPENDIX C

Assurances for Teen Traffic Safety Program

The State of South Dakota has no programming that fits the requirement to file Appendix "C"

FY2014 APPENDIX D

Certifications and Assurances for National Priority Safety Program Grants (23 USC 405)

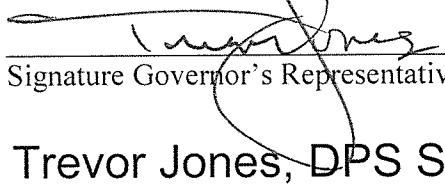
APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)

State: South Dakota Fiscal Year: 14

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

6-12-2013
Date

Trevor Jones, DPS Secretary
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 # 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
  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 # 3
  or submitted electronically through the TRIPRS database on _____.

- The name and title of the State's Traffic Records Coordinator is
  Chuck Fergen - Statistical Program Manager.

- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # 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 _____.

  OR

  ☒ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # 5.

- 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 # _____;

  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 # _____.

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 # 6.
- 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 # 7.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # 8.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # 9.
- 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 # 10.

☐ 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):

  SDCL 32-20-14
  SDCL 32-5-10.1
  SDCL 32-5-10.2

  AND

- The State's law appropriating funds for FY 14 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):

  SDCL 32-20-15
  SDCL 32-20-14

☐ 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 # _____.

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 1

State of South Dakota TRCC Charter Document

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

6-12-2012
Date

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 2

TRCC Meeting Schedule for 12 month period following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date.

South Dakota TRCC Meeting Dates

July 1, 2013 to June 30, 2014

- Wednesday, July 10, 2013
- Thursday, October 3, 2013
- Thursday, January 30, 2014
- Wednesday, May 22, 2014

TRAFFIC RECORDS COORDINATING COMMITTEE
Department of Public Safety – First Floor Conference Room

June 7, 2012

10:00 AM

AGENDA

1. 2012-2015 Traffic Record System Strategic Plan Rewrite – Axdahl
2. S408 Projects and their progress – Axdahl
3. Designation of Traffic Records Coordinator - Axdahl

TRAFFIC RECORDS COORDINATING COMMITTEE
Minutes – 06-07-12

1. 2012-2015 Traffic Records System Strategic Plan

The rewrite of the plan has been submitted for membership review. The key members for each section reviewed the language being submitted and updated the plan language.

Major recommendations from the 2011 assessment were added to the pertinent sections and the group will spend the next period of months and years acting upon those recommendations in one way or another (to prepare for the NEXT assessment in 2016!)

Much discussion on the document and what it means to the future of South Dakota and its traffic records system. Some discussion on why certain parts are more important to some states than others. Other discussion on the cost of implementing these versus not doing so.

Final touch up language and this document will go to the Secretary for signature.

2. Progress Report of Various Activities

The major new discussion facing the TRCC is the legacy software issue facing driver licensing and its database and operational software.

Cindy Gerber, Director of Driver Licensing, has been investigating the replacement of this system over the past many months. It will cost in the neighborhood of $2 million to replace and based on issues that DRR had with replacement of its system, DPS hopes to avoid any problems.

In any case, one of the major partners in driver records is Accident Records, and Chuck Fergen believes his colleagues will have a much easier time accessing and utilizing a new database that isn't based on a "main frame" architecture.

While the TRCC finds it unrealistic to support the entire replacement cost of this system, there are components that will make increased accessibility a bonus and support will be based on those performance elements.

3. Designation of Traffic Records Coordinator

Per last year's assessment, one of the recommendations was to have a designated Traffic Records Coordinator to handle the meetings and be the central planning person.

As Highway Safety Director, Lee Axdahl has designated Chuck Fergen to be this person for South Dakota.

4. Other Business

The group discussed financial issues in further depth.

Documentation and Planning Phase of the project to replace the Current Driver Licensing System

Driver Licensing is working with a consultant to gather requirements of the existing system and any future enhancements which will provide for improved accessibility with agencies Driver Licensing partners with.

The contractor is nearing completion on the following tasks:

- Reviewed and documented the current driver licensing system to capture existing capabilities of the system. This was accomplished by:
    - Documenting what is in current code
    - Sitting down with stakeholders and users and documented the existing capabilities of the system.
    - Reviewing documentation with Driver Licensing administration to ensure the information has been captured correctly.

- Worked with users and partner agencies to document future needed enhancements to allow for an efficient Windows Based system.

The future Windows-based system will allow for better interaction between partner agencies including the Division of Motor Vehicles, the Secretary of State's office who the Driver Licensing Program partners with to provide voter registration services, the Unified Judicial System, the Office of Highway Safety/Crash records and eventually Law Enforcement as they routinely access the Driver Licensing system.

The future system will allow for interactive commands, automatic matches and increased functionality for the users of the system and the partner agencies. This will allow for a more streamlined process for all partners inputting data into the system and obtaining data from the system.

TRAFFIC RECORDS COORDINATING COMMITTEE
Department of Public Safety – Second Floor Conference Room

September 13, 2012
1:00 PM

AGENDA

1. TraCS-WebTRACS Progress - Fergen
2. CAD/RMS Electronic Citation Progress - Jungman
3. Future Funding Problems/What Ifs? - Axdahl

TRAFFIC RECORDS COORDINATING COMMITTEE

09-13-12

Minutes

1. Chuck Fergen on TraCS Progress

Work continues with our contractor, Affinity Global Solutions, to implement the web-based product. But there are issues with connectivity and speed, so the focus of implementation should be on the software version that works best and has a proven track record.

Chuck continues to work with the contractor to schedule regional training sessions and most of these are going well.

On another front, the City of Sioux Falls and Minnehaha County are working with the Office of Highway Safety to implement a "patch" between New World Systems RMS software and the South Dakota Accident Records System (SDARS) database. Based on the new legislation requiring electronic submission of crash records, Sioux Falls and Minnehaha County are expected to begin electronic submission of their crashes in advance of the statutory deadline. This will be a big step in data improvement for the state.

2. CAD/RMS Electronic Citation Progress

Plans are still underway to get the beta testing operational soon. More to be discussed at the next meeting of the TRCC if possible.

3. Future Funding Problems and Challenges

There are many questions surrounding the future of data grants and grants in general. While there is certainly no immediate expectation that data grants will go away, there is some expectation that circumstances may change regarding how applications are submitted and what is acceptable for proof of performance.

With that in mind, HS Director Axdahl notes that it is somewhat difficult to plan and budget for different projects when the ground rules have not yet been laid out for what is possible.

There are many changes coming in the next few months. Additional discussion.

TRAFFIC RECORDS COORDINATING COMMITTEE
Department of Public Safety – First Floor Conference Room

January 31, 2013
3:00 PM

AGENDA

1. What is required for S405 data grant? - Fergen

   A. What are the new requirements
   B. What doesn't qualify any more
   C. Does anybody have any answers

TRAFFIC RECORDS COORDINATING COMMITTEE

Meeting Notes – Jan 31, 2013

1. MAP21 Grant Requirements:

Lee Axdahl and Chuck Fergen shared the MAP21 S405 grant information received from GHSA and other sources for approximately one hour.

- There will be a series of webinars planned and presented that will cover all aspects of the new authorization. But, needless to say, states across the country are not receiving strong guidance from NHTSA on the form and format of what these applications need to look like.

- There is much discussion from across the region and nation at the state level on various topics involving the data grants.

- In the future, based on the initial reading of the Interim Final Rule, the staff at NHTSA will be taking a much closer look at how groups such as the TRCC in South Dakota operate and do business. This, even if progress is being made on data projects and the traffic records assessment doesn't indicate any problems.

- All members need to read and then re-read the Interim Final Rule to see how South Dakota needs to improve its TRCC meetings, improve the methods by which data projects are selected, and at some point in the next few months re-examine the importance of the Strategic Plan to our traffic records projects.

- Axdahl noted that the FFY13 data grant due date was coming up in the very near future and that there were still many questions on what exactly needed to be included and further that South Dakota didn't know the status of its typical "Yes Memo" because that information was close to being finalized.

- He said the state is showing improvement from crash date to entry on driver license history and that South Dakota measures this in a matter of just days when many states in the country measure it in months and possibly a year or more.

- There will be no more meetings of the TRCC until after the grant is submitted, but members should expect to see various items via email and may be asked to review grant documents for either approval or comment.

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 3

List of TRCC membership and the organization and function they represent.

STATE OF SOUTH DAKOTA
TRAFFIC RECORDS COORDINATING COMMITTEE
Executive and Working Level Members
June 2012

Marilyn Rutz	Director of Emergency Medical Services, Department of Public Safety
Cindy Gerber *	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
Debra Hillmer	Director of Motor Vehicles, Department of Revenue
Lee Axdahl *	Director of Highway Safety, Department of Public Safety
Vacant *	Management Analyst, Highway Safety, Department of Public Safety
Jon Becker	Safety Engineer, Department of Transportation
Chuck Fergen **	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

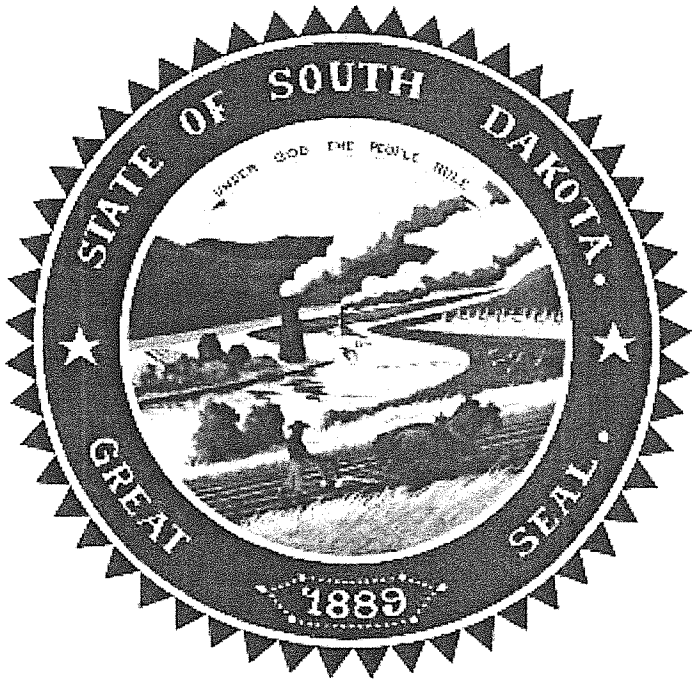
(**) - Denotes Traffic Records Coordinating Committee - Coordinator

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 4

A copy of the South Dakota State Strategic Plan.



Traffic Records System Strategic Plan 2012-2015

Department of Public Safety
118 W Capitol Avenue
Pierre, SD 57501

Table of Contents

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
June 2012

Marilyn Rutz	Director of Emergency Medical Services, Department of Public Safety
Cindy Gerber *	Director of Driver Licensing, Department of Public Safety
Cindy Jungman *	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
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(*) - 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
- 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

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 scheduled to be complete by July 1, 2013.

  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: The OHS will work with Accident Records staff to implement this recommendation by July 1, 2013.

  Performance Measure: C-I-1

- **Focus as much energy, effort and resources as possible on implementing WebTraCS statewide.**

  Action: The OHS will work on this implementation along with implementation of other TraCS products to meet the statutory deadline of July 1, 2013 which requires all law enforcement agencies which submitted 60 or more crash reports in the previous calendar year to begin electronic submission by that date.

  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 will be reviewed and implemented by July 1, 2014.

      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 2015 for potential action.

  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: Under consideration and discussion.

  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 in planning process.

  Performance Measure: D-I-1 and D-A-1

- **Seek inter-governmental agreements for sharing of convictions and suspensions with the tribal courts.**

  Action: MOU discussion in development.

  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: Not a major recommendation and no action is planned due to lack of time and resources.

- **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 being reviewed.

- **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: Underway with Highway Patrol. Other law enforcement agencies to follow.

  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: Planning underway to implement with additional large law enforcement agencies in 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: This is something the staff consistently attempts to coordinate.

- **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 have 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
March 1, 2011 to Nov 30, 2011	March 1, 2012 to Nov 30, 2012	March 1, 2013 to Nov 30, 2013	March 1, 2014 to Nov 30, 2014	March 1, 2015 to Nov 30, 2015
18 Mean Days	17 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				

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
FFY2012	FFY2013	FFY2013	FFY2014	FFY2015
0%	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
FFY2012	FFY2013	FFY2013	FFY2014	FFY2015
118	119	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: Timeliness

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 been in place for three months and the patrol is still beta-testing to determine if any software glitches are present that need correction. During this beta-test 721 bona-fide electronic citations have been successfully transmitted. Because the patrol typically writes 29,000 citations annually, this represents 2.5% of total citations which is up from 0% in the prior fiscal period.

Percentage of electronic citations issued using system:

Baseline	Current	Goal	Goal	Goal
FFY2012	FFY2013	FFY2013	FFY2014	FFY2015
0%	2.5%	5%	50%	100%

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	$0	$30,000	$30,000	$30,000
State				
Local				

Appendix D to Part 1200
Certifications and Assurances
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(23 U.S.C. 405)

FFY2014 Application

Attachment 5

Quantitative improvement in the preceding 12 months of application due date in relation to one or more of the significant data program attributes.

Title: Highway Patrol CAD/RMS System
SD-P-08

System Impacted: Citation /Adjudication

Performance Area: Completeness

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 been in place for five months and the patrol is still beta-testing to determine if any software glitches are present that need correction. During this beta-test (during the period 05-01-12 to 04-30-13) 1,349 bona-fide electronic citations have been successfully transmitted. Because the patrol typically writes 29,000 citations annually, this represents 4.65% of total citations which is up from 2.5% (721 electronic citations) in the prior report used to apply for FFY13 funding.

Percentage of electronic citations issued using system:

Baseline	Current	Goal	Goal	Goal
FFY2012	FFY2013	FFY2013	FFY2014	FFY2015
0%	4.65%	5%	50%	100%

Allocation by Funding Source:

Fund Source	2012	2013	2014	2015
405(c)	$0	$30,000	$30,000	$30,000
State				
Local				

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, 2011 to April 30, 2012	May 1, 2012 to April 30, 2013	May 1, 2012 to April 30, 2013	May 1, 2013 to April 30, 2014	May 1, 2014 to Apr 30, 2015
19.21 Mean Days	15.99 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				

Appendix D to Part 1200
Certifications and Assurances
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FFY2014 Application

Attachment 6

Documentation identifying the designated State authority over motorcyclist safety issues.

STATE OF SOUTH DAKOTA

DENNIS DAUGAARD, GOVERNOR

January 11, 2011

Bill Watada
Regional Administrator
NHTSA Region 8
12300 West Dakota Avenue, Suite 140
Lakewood, CO 80228

Dear Mr. Watada,

As Governor of the state of South Dakota, I hereby appoint Trevor Jones, Secretary of the Department of Public Safety, to serve as my Governor's Representative for Highway Safety.

As the Governor's representative, he will continue to administer federal highway safety funds received under 23 USC 402, et seq., and he will function within the provisions of 23 CFR 1200 to implement an approved program.

His contact information is as follows:

Mr. Trevor Jones
Secretary
Department of Public Safety
118 West Capitol Avenue
Pierre SD 57501-2000
605.773.3178

Sincerely,

Dennis Daugaard

Dennis Daugaard

DD:nn

cc: Trevor Jones, Secretary, Department of Public Safety
Lee Axdahl, Director, Office of Highway Safety

SOUTH DAKOTA
DEPARTMENT
OF PUBLIC SAFETY
prevention ~ protection ~ enforcement

118 West Capitol Avenue • Pierre, South Dakota 57501
P: 605.773.3178
F: 605.773.3018
W: dps.sd.gov
E: dpsinfo@state.sd.us

January 10, 2011

Bill Watada
Regional Administrator
NHTSA Region 8
12300 West Dakota Avenue, Suite 140
Lakewood, CO 80228

Dear Mr. Watada,

As the Governor's Representative and the Secretary of the Department of Public Safety, I designate Lee Axdahl as the Director of Highway Safety for the state of South Dakota.

The Director of Highway Safety maintains the responsibilities of the Highway Safety Act of 1966 and is authorized under 23 CFR 1251 in the planning, managing, evaluating, administering, and reporting of transportation funds granted to the state, and subsequently awarded to local agencies for traffic safety grant projects.

As the Governor's Representative and Secretary of the Department of Public Safety, I will continue to oversee and maintain ultimate responsibility and full signature authority for all federal highway safety grant applications and reports as required by the National Highway Traffic Safety Administration and the Department of Transportation.

Sincerely,

Trevor Jones
Secretary

cc: Lee Axdahl

Appendix D to Part 1200
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FFY2014 Application

Attachment 7

Documentation identifying the designated State authority over approved training curriculum that includes crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle.

§32-20-14. Motorcycle safety education--Standards and procedures--Funding. Any revenue derived from the fee imposed by § 32-5-10.1 and appropriated pursuant to § 32-20-15 shall be used to provide motorcycle safety courses and *motorcycle safety education approved by the director of the Office of Highway Safety. The director shall promulgate rules pursuant to chapter 1-26 establishing instruction standards, teacher or instructor certification standards, and course approval procedures.* The director shall administer the fund created by § 32-5-10.2, may conduct audits and otherwise examine the records of approved motorcycle courses and may require other information that is considered necessary to evaluate the quality of motorcycle safety courses and safety education. ***Source:*** *SL 1992, ch 222, § 3.*

Rider Training Curriculum. The South Dakota Motorcycle Rider Training Program utilizes the Motorcycle Safety Foundation (MSF) Programs for rider training. These courses provide the help a novice rider needs to develop into an excellent rider. Motorcycle riding is a skill of the eyes and mind as well as of the hands and feet, and safety requires proper perceptual orientation, cognitive abilities, and psychomotor skills. Learning to coordinate these skills and safety information requires both in-class and on-the-motorcycle training to develop crash avoidance and other operational safety skills.

Basic *RiderCourse*℠ (BRC)
The best place for a new rider to start once they've made the decision to ride. Successful completion of this course and its knowledge and skill tests, which consists of approximately five hours of classroom (in-class) and 10 hours of on-cycle instruction (on-the-motorcycle) learning time. Motorcycles and helmets are provided for student use during this course.

Experienced *RiderCourse* (ERC)
A one-day course that complements a rider's basic skills and helps with personal risk assessment. It includes a fast-paced classroom segment (in-class) with several interactive activities to improve perception and hazard awareness. Range (on-the-motorcycle) exercises enhance both basic skills and crash avoidance skills. Improving braking and cornering finesse is emphasized.

Appendix D to Part 1200
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(23 U.S.C. 405)

FFY2014 Application

Attachment 8

Documents regarding locations of the motorcycle rider training course being offered in the state.

SOUTH DAKOTA SAFETY COUNCIL

CHAPTER OF THE NATIONAL SAFETY COUNCIL

Course Calendar

Back to previous page >>

Nothing protects you on the road like knowledge and experience. Gain both with motorcycle training classes. Classes run April through October. **Each year the schedule will be posted by mid-March**.

All of our classes (starting with the current month) are displayed in the following list. To find out more about an individual class or to register for it, click on the Class ID.

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
June, 2013						
1	BRC-1395	Basic Rider Course	WKEND	Full	John Steele; Bob Silvano	Yankton - Mount Marty College; Yankton - Yankton Middle School
3	BRC-1343	Basic Rider Course	EVE	Open - 3 Seats	Dan Satterlee; Chuck Fergen	Pierre - Pierre/Ft. Pierre Expo Center
3	BRC-1241	Basic Rider Course	DAY	Full	Scot Dannenbring; Vincent Pfeifle	Rapid City - Black Hills Harley Davidson
3	BRC-1249	Basic Rider Course	DAY	Full	Dave Rames	Sioux Falls - MidAmerica Motoplex
3	BRC-1351	Basic Rider Course	EVE	Open - 8 Seats	Wayne Lettau	Sturgis - Sturgis High School
6	BRC-1250	Basic Rider Course	DAY	Full	Dave Rames	Sioux Falls - MidAmerica Motoplex
7	BRC-1336	Basic Rider Course	WKEND	Full	Scot Dannenbring; Tim Schuh	Rapid City - Black Hills Harley Davidson
8	BRC-1252	Basic Rider Course	WKEND	Full	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
8	BRC-1315	Basic Rider Course	WKEND	Full	Larry Hofmeister; Scott Benson	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
10	BRC-1243	Basic Rider Course	DAY	Full	Ted Erlewine; Curt Rosenkranz	Rapid City - Black Hills Harley Davidson
10	BRC-1254	Basic Rider Course	EVE	Full	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
10	BRC-1344	Basic Rider Course	EVE	Open - 3 Seats	Dan Satterlee; Chuck Fergen	Pierre - Pierre/Ft. Pierre Expo Center
11	BRC-1279	Basic Rider Course	DAY	Full	Don Winckler	Sioux Falls - MidAmerica Motoplex
14	BRC-1352	Basic Rider Course	WKEND	Open - 1 Seats	Wayne Lettau; Tim Schuh	Sturgis - Sturgis High School
14	BRC-1377	Basic Rider Course	WKEND	Open - 3 Seats		

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
					Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
14	BRC-1378	Basic Rider Course	WKEND	Open - 9 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
15	BRC-1390	Basic Rider Course	WKEND	Full	Laura Klock; Randy Rothlisberger	Mitchell - Mitchell DOT
15	BRC-1316	Basic Rider Course	WKEND	Full	Scott Benson; Lisa Brouwer	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
15	BRC-1255	Basic Rider Course	WKEND	Open - 1 Seats	Kirk Kingsley	Sioux Falls - MidAmerica Motoplex
17	BRC-1283	Basic Rider Course	DAY	Open - 12 Seats	William Martin; Jim Russell	Rapid City - Black Hills Harley Davidson
17	BRC-1317	Basic Rider Course	EVE	Full	Kevin Broekemeier; Carlos Medina	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
17	BRC-1353	Basic Rider Course	EVE	Open - 12 Seats	Wayne Lettau; Lee Schmunk	Sturgis - Sturgis High School
17	BRC-1246	Basic Rider Course	DAY	Open - 9 Seats	Jim Miller; Jack Naugle	Rapid City - Central States Fairgrounds
20	BRC-1256	Basic Rider Course	DAY	Full	Dave Rames	Sioux Falls - MidAmerica Motoplex
21	BRC-1251	Basic Rider Course	WKEND	Full	Charles Beauprey; Jim Russell	Rapid City - Black Hills Harley Davidson
21	BRC-1379	Basic Rider Course	WKEND	Open - 10 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
21	BRC-1380	Basic Rider Course	WKEND	Open - 12 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
22	BRC-1396	Basic Rider Course	WKEND	Full	John Steele	Yankton - Mount Marty College; Yankton - Yankton Middle School
22	BRC-1354	Basic Rider Course	WKEND	Open - 4 Seats	Wayne Lettau; Lee Schmunk	Sturgis - Sturgis High School
22	BRC-1318	Basic Rider Course	WKEND	Full	Hector Soto; Lisa Brouwer	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
22	BRC-1257	Basic Rider Course	WKEND	Full	Brian Weidenbach	Sioux Falls - MidAmerica Motoplex
24	BRC-1258	Basic Rider Course	EVE	Open - 1 Seats	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
24	BRC-1284	Basic Rider Course	EVE	Open - 9 Seats	Bob Doyle; Bernie Peterson	Rapid City - Black Hills Harley Davidson
24	BRC-1355	Basic Rider Course	EVE	Open - 11 Seats	Wayne Lettau; Lee Schmunk	Sturgis - Sturgis High School
24	BRC-1253	Basic Rider Course	DAY	Open - 8 Seats		

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
					Jack Naugle; Curt Rosenkranz	Rapid City - Black Hills Harley Davidson
28	BRC-1364	Basic Rider Course	WKEND	Full	Bruce Henderson; Bob Overbay	Aberdeen - Northern Electric
29	BRC-1397	Basic Rider Course	WKEND	Open - 9 Seats	John Steele; Sam Hummel; Bob Silvano	Yankton - Mount Marty College; Yankton - Yankton Middle School
29	BRC-1319	Basic Rider Course	WKEND	Open - 2 Seats	Hector Soto; Mary Lahn	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
29	BRC-1259	Basic Rider Course	WKEND	Full	Larry Hofmeister	Sioux Falls - MidAmerica Motoplex

July, 2013

1	BRC-1285	Basic Rider Course	DAY	Open - 11 Seats	Chris Johnson	Rapid City - Black Hills Harley Davidson
1	BRC-1286	Basic Rider Course	DAY	Open - 10 Seats	Jack Naugle; Curt Rosenkranz	Rapid City - Central States Fairgrounds
1	BRC-1287	Basic Rider Course	EVE	Open - 12 Seats	Dick Towne	Rapid City - Central States Fairgrounds
4	BRC-1260	Basic Rider Course	DAY	Open - 6 Seats	Mark East	Sioux Falls - MidAmerica Motoplex
5	BRC-1288	Basic Rider Course	WKEND	Open - 12 Seats	Charles Beauprey; Jim Russell	Rapid City - Black Hills Harley Davidson
6	BRC-1261	Basic Rider Course	WKEND	Full	Tim Jensen	Sioux Falls - MidAmerica Motoplex
6	BRC-1307	Basic Rider Course	WKEND	Open - 10 Seats	Mark East; Dan Satterlee	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
8	BRC-1356	Basic Rider Course	EVE	Open - 11 Seats	Wayne Lettau; Lee Schmunk	Sturgis - Sturgis High School
8	BRC-1289	Basic Rider Course	DAY	Open - 12 Seats	Jack Naugle; Vincent Pfeifle	Rapid City - Black Hills Harley Davidson
8	BRC-1290	Basic Rider Course	EVE	Open - 12 Seats	William Martin; Bernie Peterson	Rapid City - Black Hills Harley Davidson
12	BRC-1381	Basic Rider Course	WKEND	Open - 6 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
13	BRC-1391	Basic Rider Course	WKEND	Full	Laura Klock; Randy Rothlisberger	Mitchell - Mitchell DOT
13	BRC-1398	Basic Rider Course	WKEND	Open - 10 Seats	John Steele; Sam Hummel; Bob Silvano	Yankton - Mount Marty College; Yankton - Yankton Middle School
13	BRC-1262	Basic Rider Course	WKEND	Open - 4 Seats	Mark East	Sioux Falls - MidAmerica Motoplex
13	BRC-1357	Basic Rider Course	WKEND	Open - 10 Seats	Wayne Lettau; Lee Schmunk	Sturgis - Sturgis High School
13	BRC-1309	Basic Rider Course	WKEND	Open - 12 Seats		

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
					Jerry Kraus; Brian Weidenbach	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
15	BRC-1358	Basic Rider Course	EVE	Open - 8 Seats	Wayne Lettau	Sturgis - Sturgis High School
15	BRC-1291	Basic Rider Course	DAY	Open - 12 Seats	Jack Naugle; Curt Rosenkranz	Rapid City - Central States Fairgrounds
15	BRC-1292	Basic Rider Course	EVE	Open - 12 Seats	Charles Beauprey; William Martin	Rapid City - Central States Fairgrounds
20	BRC-1263	Basic Rider Course	WKEND	Open - 7 Seats	Kirk Kingsley	Sioux Falls - MidAmerica Motoplex
20	BRC-1320	Basic Rider Course	WKEND	Open - 11 Seats	Hector Soto; Lisa Brouwer	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
22	BRC-1321	Basic Rider Course	EVE	Open - 11 Seats	Kevin Broekemeier; Carlos Medina	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
22	BRC-1293	Basic Rider Course	DAY	Open - 12 Seats	Jack Naugle; Dick Towne	Rapid City - Central States Fairgrounds
26	BRC-1294	Basic Rider Course	WKEND	Open - 9 Seats	William Martin; Curt Rosenkranz	Rapid City - Central States Fairgrounds
26	BRC-1359	Basic Rider Course	WKEND	Open - 8 Seats	Wayne Lettau	Sturgis - Sturgis High School
26	BRC-1365	Basic Rider Course	WKEND	Open - 9 Seats	Bruce Henderson; Bob Overbay	Aberdeen - Northern Electric
27	BRC-1322	Basic Rider Course	WKEND	Open - 11 Seats	Brian Weidenbach; Scott Benson	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
27	BRC-1264	Basic Rider Course	WKEND	Open - 8 Seats	Larry Hofmeister	Sioux Falls - MidAmerica Motoplex
29	BRC-1265	Basic Rider Course	EVE	Open - 8 Seats	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
29	BRC-1295	Basic Rider Course	DAY	Open - 12 Seats	Ken Carpenter; Jim Miller	Rapid City - Central States Fairgrounds

August, 2013

2	BRC-1296	Basic Rider Course	WKEND	Open - 12 Seats	Charles Beauprey; Dick Towne	Rapid City - Central States Fairgrounds
2	BRC-1382	Basic Rider Course	WKEND	Open - 12 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
3	BRC-1266	Basic Rider Course	WKEND	Open - 8 Seats	Tim Jensen	Sioux Falls - MidAmerica Motoplex
3	BRC-1323	Basic Rider Course	WKEND	Open - 11 Seats	Chad Gillen; Hector Soto	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
5	BRC-1267	Basic Rider Course	EVE	Open - 8 Seats	Mark East	Sioux Falls - MidAmerica Motoplex
10	BRC-1268	Basic Rider Course	WKEND	Open - 8 Seats	Kirk Kingsley	Sioux Falls - MidAmerica Motoplex
10	BRC-1324	Basic Rider Course	WKEND	Open - 12 Seats	Hector Soto; Mary Lahn	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
17	BRC-1325	Basic Rider Course	WKEND	Open - 12 Seats	Brian Weidenbach; Scott Benson	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
19	BRC-1269	Basic Rider Course	EVE	Open - 8 Seats	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
20	BRC-1297	Basic Rider Course	DAY	Open - 12 Seats	Jim Miller; Lee Schmunk	Rapid City - Black Hills Harley Davidson
23	BRC-1298	Basic Rider Course	WKEND	Open - 10 Seats	William Martin; Jim Russell	Rapid City - Black Hills Harley Davidson
23	BRC-1383	Basic Rider Course	WKEND	Open - 12 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Quality Inn - Friday, Class; Watertown - South Dakota Job Center
24	BRC-1270	Basic Rider Course	WKEND	Open - 8 Seats	Kirk Kingsley	Sioux Falls - MidAmerica Motoplex
24	BRC-1326	Basic Rider Course	WKEND	Open - 8 Seats	Hector Soto	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
26	BRC-1299	Basic Rider Course	DAY	Open - 12 Seats	Vincent Pfeifle; Lee Schmunk	Rapid City - Black Hills Harley Davidson
26	BRC-1300	Basic Rider Course	EVE	Open - 12 Seats	William Martin; Dick Towne	Rapid City - Black Hills Harley Davidson
31	BRC-1271	Basic Rider Course	WKEND	Open - 8 Seats	Tim Jensen	Sioux Falls - MidAmerica Motoplex
31	BRC-1327	Basic Rider Course	WKEND	Open - 12 Seats	Brian Weidenbach; Scott Benson	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility

September, 2013

2	BRC-1272	Basic Rider Course	EVE	Open - 8 Seats	Jerry Kraus	

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
						Sioux Falls - MidAmerica Motoplex
3	BRC-1301	Basic Rider Course	DAY	Open - 12 Seats	Lee Schmunk; Jim Russell	Rapid City - Black Hills Harley Davidson
6	BRC-1338	Basic Rider Course	WKEND	Open - 12 Seats	Dick Towne; Tim Schuh	Rapid City - Black Hills Harley Davidson
7	BRC-1273	Basic Rider Course	WKEND	Open - 8 Seats	Larry Hofmeister	Sioux Falls - MidAmerica Motoplex
9	BRC-1274	Basic Rider Course	EVE	Open - 8 Seats	Jerry Kraus	Sioux Falls - MidAmerica Motoplex
9	BRC-1302	Basic Rider Course	DAY	Open - 12 Seats	Vincent Pfeifle; Jim Russell	Rapid City - Black Hills Harley Davidson
9	BRC-1328	Basic Rider Course	EVE	Open - 8 Seats	Kevin Broekemeier	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
13	BRC-1384	Basic Rider Course	WKEND	Open - 12 Seats	Dave Hanten; Greg Moeller; Chuck Hanten	Watertown - Great Plains Lutheran High School - Friday Class; Watertown - South Dakota Job Center
14	BRC-1392	Basic Rider Course	WKEND	Open - 8 Seats	Dan Cheeseman; Randy Rothlisberger	Mitchell - Mitchell DOT
14	BRC-1329	Basic Rider Course	WKEND	Open - 12 Seats	Chad Schaeffer; Scott Benson	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
14	BRC-1303	Basic Rider Course	WKEND	Open - 12 Seats	Curt Rosenkranz; Lee Schmunk	Rapid City - Black Hills Harley Davidson
14	BRC-1275	Basic Rider Course	WKEND	Open - 8 Seats	Kirk Kingsley	Sioux Falls - MidAmerica Motoplex
17	ERC-0019	Experienced Rider Course	DAY	Open - 7 Seats	Lee Schmunk	Rapid City - Black Hills Harley Davidson
20	BRC-1339	Basic Rider Course	WKEND	Open - 12 Seats	Ted Erlewine; Tim Schuh	Rapid City - Black Hills Harley Davidson
21	BRC-1276	Basic Rider Course	WKEND	Open - 8 Seats	Mark East	Sioux Falls - MidAmerica Motoplex
21	BRC-1330	Basic Rider Course	WKEND	Open - 12 Seats	Jerry Kraus; Brian Weidenbach	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
27	BRC-1304	Basic Rider Course	WKEND	Open - 12 Seats	Ted Erlewine; Bob Reynolds	Rapid City - Black Hills Harley Davidson

Date	Class ID	Course Name	Time(s)	Status	Instructors	City/Location
28	BRC-1277	Basic Rider Course	WKEND	Open - 8 Seats	Jim Burkett, Jr.	Sioux Falls - MidAmerica Motoplex
October, 2013						
4	BRC-1305	Basic Rider Course	WKEND	Open - 12 Seats	Charles Beauprey; Jim Russell	Rapid City - Black Hills Harley Davidson
5	BRC-1331	Basic Rider Course	WKEND	Open - 12 Seats	Don Winckler; Mary Lahn	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility
11	BRC-1306	Basic Rider Course	WKEND	Open - 12 Seats	Bob Reynolds	Rapid City - Black Hills Harley Davidson
12	BRC-1278	Basic Rider Course	WKEND	Open - 8 Seats	Jim Burkett, Jr.	Sioux Falls - MidAmerica Motoplex
12	BRC-1332	Basic Rider Course	WKEND	Open - 8 Seats	Chad Schaeffer	Sioux Falls - South Dakota DOT/GF&P/Highway Patrol Facility

View Cart

Register for Another Course

Cancel

South Dakota Safety Council | 1108 N. West Ave, Sioux Falls, SD 57108 | 605-361-7785 | 800-952-5539 | sdsc@southdakotasafetycouncil.org

Number of Motorcycle Registrations, by County, in South Dakota- 2012

Aurora	235
Beadle	1562
Bennett	105
Bon Homme	623
Brookings	2398
Brown	2751
Brule	407
Buffalo	40
Butte	1188
Campbell	166
Charles Mix	601
Clark	390
Clay	1016
Codington	2722
Corson	111
Custer	1642
Davison	1843
Day	470
Sanborn	218
Shannon	159
Spink	688
Stanley	296

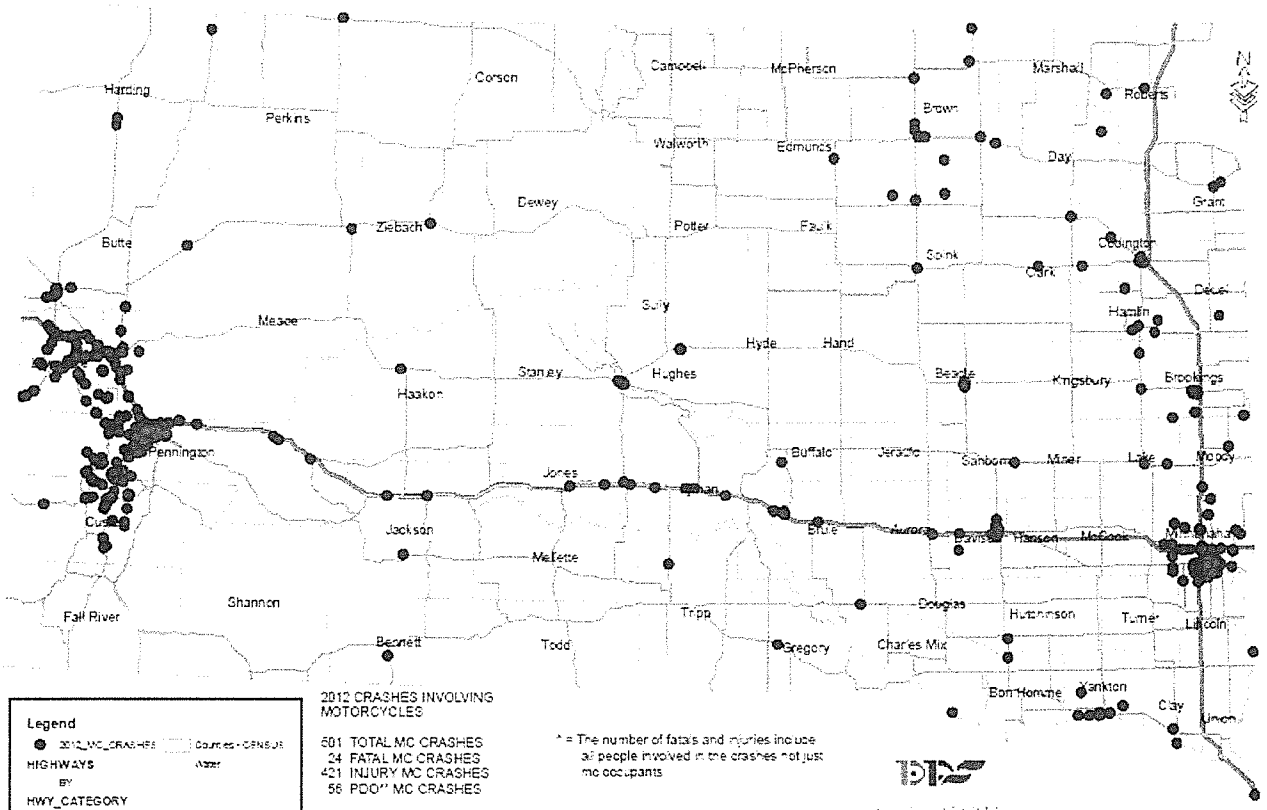
Deuel	449
Dewey	191
Douglas	302
Edmunds	526
Fall River	1023
Faulk	143
Grant	687
Gregory	352
Haakon	234
Hamlin	599
Hand	338
Hanson	551
Harding	82
Hughes	1461
Hutchinson	599
Hyde	179
Jackson	113
Jerauld	199
Sully	137
Todd	102
Tripp	315
Turner	798

Jones	101
Kingsbury	849
Lake	1436
Lawrence	4140
Lincoln	3582
Lyman	212
Marshall	278
McCook	560
McPherson	213
Meade	4061
Mellette	57
Miner	243
Minnehaha	11417
Moody	752
Pennington	11701
Perkins	227
Potter	320
Roberts	594
Union	1571
Walworth	487
Yankton	1455
Ziebach	53

Motorcycle Registrations and Total Crashes by County- 2012

County	MC regist.	MC crashes
Aurora	235	1
Beadle	1562	4
Bennett	105	1
Bon Homme	623	1
Brookings	2398	12
Brown	2751	12
Brule	407	5
Buffalo	40	1
Butte	1188	9
Campbell	166	0
Charles Mix	601	2
Clark	390	2
Clay	1016	2
Codington	2722	7
Corson	111	0
Custer	1642	37
Davison	1843	14
Day	470	1
Deuel	449	1
Dewey	191	0
Douglas	302	0
Edmunds	526	1
Fall River	1023	0
Faulk	143	0
Grant	687	2
Gregory	352	1
Haakon	234	1
Hamlin	599	5
Hand	338	0
Hanson	551	0
Harding	82	3
Hughes	1461	9
Hutchinson	599	1
Hyde	179	0
Jackson	113	3
Jerauld	199	0
Jones	101	2
Kingsbury	849	1
Lake	1436	2
Lawrence	4140	61
Lincoln	3582	10
Lyman	212	8
Marshall	278	1
McCook	560	0
McPherson	213	0
Meade	4061	31
Mellette	57	0
Miner	243	0
Minnehaha	11417	119
Moody	752	3
Pennington	11701	108
Perkins	227	1
Potter	320	0
Roberts	594	1
Sanborn	218	1
Shannon	159	0
Spink	688	4
Stanley	296	0
Sully	137	0
Todd	102	0
Tripp	315	1
Turner	798	0
Union	1571	1
Walworth	487	0
Yankton	1455	7
Ziebach	53	1

STATE REPORTABLE MOTOR VEHICLE CRASHES INVOLVING MOTORCYCLES IN SOUTH DAKOTA FOR 2012*



2012 CRASHES INVOLVING MOTORCYCLES

501 TOTAL MC CRASHES
24 FATAL MC CRASHES
421 INJURY MC CRASHES
56 PDO** MC CRASHES

26 FATALS*
521 INJURIES*

**PDO= PROPERTY DAMAGE ONLY

* = The number of fatals and injuries include all people involved in the crashes not just mc occupants

*As of February 5, 2013. There could possibly be more motorcycles crashes received for 2012.

Prepared by:
Dept of Public Safety
Highway Safety - Accident Records
February 5, 2013

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 9

Documents showing that certified motorcycle rider training instructors teach the motorcycle riding training course.

Motorcycle rider training instructors in South Dakota are certified by completing the Motorcycle Safety Foundation *RiderCoach* instructor course. The director of the South Dakota Office of Highway Safety establishes the instructor certification standards that are carried out (§32-20-14) by the Motorcycle Rider Education Program through the South Dakota Safety Council.

South Dakota Administrative Rule

61:16:01:02. Instruction standards. MSF-RETS shall follow these curricula:

(1) A basic rider course shall follow the **RiderCoach Guide, Basic RiderCourse** of the Motorcycle Safety Foundation;

(2) Rider coach/instructor training shall follow **The Motorcycle Safety Foundation's RiderCoach Trainer Guide**; and

(3) An experienced rider course shall follow the **Experienced RiderCourse Suite Kit** of the Motorcycle Safety Foundation.

Source: 9 SDR 105, effective February 13, 1983; 12 SDR 151, 12 SDR 155, effective July 1, 1986; 13 SDR 73, effective December 16, 1986; 20 SDR 210, effective June 15, 1994; 36 SDR 27, effective August 23, 2009.

General Authority: SDCL 32-20-14.

Law Implemented: SDCL 32-20-14.

61:16:01:03. Teacher certification standards. Each MSF-RETS teacher shall be certified by the Motorcycle Safety Foundation and shall hold a valid South Dakota motorcycle driver's license.

Source: 9 SDR 105, effective February 13, 1983; 12 SDR 151, 12 SDR 155, effective July 1, 1986; 36 SDR 27, effective August 23, 2009.

General Authority: SDCL 32-20-14.

Law Implemented: SDCL 32-20-14.

§32-20-14. Motorcycle safety education--Standards and procedures--Funding. Any revenue derived from the fee imposed by § 32-5-10.1 and appropriated pursuant to § 32-20-15 shall be used to provide motorcycle safety courses and motorcycle safety education approved by the *director of the Office of Highway Safety. The director shall promulgate rules pursuant to chapter 1-26 establishing instruction standards, teacher or instructor certification standards,* and course approval procedures. The director shall administer the fund created by § 32-5-10.2, may conduct audits and otherwise examine the records of approved motorcycle courses and may require other information that is considered necessary to evaluate the quality of motorcycle safety courses and safety education. ***Source:*** *SL 1992, ch 222, § 3.*

The table below lists all *RiderCoaches* who are certified to teach motorcycle rider training courses (BRC and ERC) in South Dakota, effective March 24, 2013.

RiderCoach, Location
Beauprey, Chuck- Rapid City
Benson, Scott - Sioux Falls
Broekemeier, Kevin- Sioux Falls
Brouwer, Lisa- Sioux Falls
Burkett, Jim- Sioux Falls
Carpenter, Ken- Rapid City
Cheesman, Dan- Mitchell
Dannenbring, Scot- Rapid City
Doyle, Bob- Rapid City
East, Mark- Sioux Falls
Erlewine, Ted- Rapid City
Fergen, Chuck- Pierre
Flottmeyer, Kevin- Pierre
Gaede-Roth, Amy- Watertown
Gillen, Chad- Sioux Falls
Hanten, Chuck- Watertown
Hanten, Dave- Watertown
Henderson, Bruce- Aberdeen
Hendrix, Cody- Sioux Falls
Hines, Ron- Huron
Hofmeister, Larry- Sioux Falls
Hummel, Sam- Yankton
Jackson, Andy- Pierre
Jackson, Lisa- Pierre
Jensen, Tim- Sioux Falls
Johnson, Chris- Rapid City
Kiley, Rick- Sioux Falls
Kingsley, Kirk- Sioux Falls
Klock, Laura- Mitchell
Kraus, Jerry- Sioux Falls
Krull, Byron- George, IA
Lahn, Mary- Sioux Falls
Lettau, Wayne- Sturgis
Martin, Willie- Rapid City
Medina, Carlos- Sioux Falls
Miller, JR- Rapid City
Moeller, Greg- Watertown
Naugle, Jack- Rapid City
Overbay, Bob- Aberdeen
Peterson, Bernie- Rapid City
Pfeifle, Vince- Rapid City
Rames, Dave- Sioux Falls
Reynolds, Bob- Rapid City
Roberts, Troy- Pierre
Rohlf, John- Pierre
Rose, Cheryl- Rapid City
Rosenkranz, Curt- Rapid City
Rothlisberger, Randy- Mitchell
Russell, Jim- Rapid City
Satterlee, Dan- Sioux Falls
Schaeffer, Chad- Sioux Falls
Schmunk, Lee- Spearfish
Silvano, Bob- Yankton
Schuh, Tim- Rapid City
Soto, Hector- Sioux Falls
Steele, John- Yankton
Towne, Dick- Rapid City
Weidenbach, Brian- Sioux Falls
Willar, Tom- Rapid City

Winckler, Don- Sioux Falls

Appendix D to Part 1200
Certifications and Assurances
for National Priority Safety Program Grants
(23 U.S.C. 405)

FFY2014 Application

Attachment 10

Description of the quality control procedures to assess motorcycle rider training courses and instructor training course and actions taken to improve courses.

Motorcycle Rider Training Course Evaluation Process:

The South Dakota Rider Education Program conducts evaluation efforts annually. The following evaluation options are currently in place:

- All students who complete the Basic or Experienced Rider Courses are asked to complete a Course Evaluation Questionnaire at the conclusion of each class;
- The SDMRE Director personally contacts a random number of course graduates for a personal evaluation conversation;
- An evaluation is automatically generated from the Rider Course Registration list and sent to course graduates six (6) months after completing a course; and
- MSF provides a course evaluation form that course graduates can complete and return to the MSF.

Motorcycle Training Course Instructor (RiderCoach) Evaluation Process:

In South Dakota, a number of Quality Control checks are completed annually to ensure that the Motorcycle Rider Education Program is being conducted in a positive, professional, and safe manner in order to meet the needs of instructors and students. The SD Motorcycle Rider Education Program (SDMRE) Director conducts an annual visit to every site/location to confirm that the RiderCoach instructors are meeting the goals set forth in the program and that classes are being conducted in an acceptable manner. During the site visits, the SDMRE Director also conducts a visual inspection of the range used for course offerings to certify that the range meets course standards.

SDCL §32-20-14 states that the director of the Office of Highway Safety may conduct audits, examine records of the motorcycle courses, and require any additional information that is necessary to maintain quality motorcycle safety courses and safety education programs.

Actions to Improve Motorcycle Rider Courses and Instructor Training Courses:

Student Rider Training Course evaluations are reviewed at the conclusion of all courses to determine what changes, if any, need to be implemented to improve the program. Changes that have been implemented include:

1. Providing BRC in additional locations throughout the state;
2. The annual purchase of additional training motorcycles for the BRC to meet the needs of a growing number of students participating in training; and
3. *RiderCoaches* providing feedback on methods to improve/enhance the process of communicating information to the students.

§32-20-14. Motorcycle safety education--Standards and procedures--Funding. Any revenue derived from the fee imposed by § 32-5-10.1 and appropriated pursuant to § 32-20-15 shall be used to provide motorcycle safety courses and motorcycle safety education approved by the director of the Office of Highway Safety. The director shall promulgate rules pursuant to chapter 1-26 establishing instruction standards, teacher or instructor certification standards, and course approval procedures. *The director* shall administer the fund created by § 32-5-10.2, *may conduct audits and otherwise examine the records of approved motorcycle courses and may require other information that is considered necessary to evaluate the quality of motorcycle safety courses and safety education. Source: SL 1992, ch 222, § 3.*

Motorcycle rider training instructors in South Dakota are certified by completing the Motorcycle Safety Foundation *RiderCoach* instructor course. The director of the South Dakota Office of Highway Safety establishes the instructor certification standards that are carried out (§32-20-14) by the Motorcycle Rider Education Program through the South Dakota Safety Council.

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General Authority: SDCL 32-20-14.

Law Implemented: SDCL 32-20-14.

FY2014 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.

FY2014 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.

South Dakota 2014 Highway Safety Plan

SOUTH DAKOTA
DEPARTMENT
OF PUBLIC SAFETY

prevention ~ protection ~ enforcement

THE HIGHWAY SAFETY PLAN IS PROVIDED BY:

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

PLAN PREPARED BY:

THE GOVERNMENT RESEARCH BUREAU
SHANE NORDYKE, PHD, ASSOCIATE PROFESSOR
ROD HAIR, GOVERNMENT RESEARCH BUREAU DIRECTOR
DARREN HEDLUND, RESEARCH ASSOCIATE
W.O. FARBER CENTER FOR CIVIC LEADERSHIP
THE UNIVERSITY OF SOUTH DAKOTA

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TABLES AND FIGURES

MISSION STATEMENT

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

BACKGROUND

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

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

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

The Office of Highway Safety strives to carry out its mission through a variety of means. Primary in this effort is public information and education as well as enforcement. OHS staff is committed to developing partnerships with agencies statewide. The list of partners includes state, local, and county law enforcement agencies, the Department of Transportation, the Department of Human Services, the Department of Social Services, the Attorney General, the Unified Judicial System, the South Dakota Chiefs of Police Association, the South Dakota Sheriff's Association, 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 2014 Highway Safety Plan (HSP). This plan articulates the state's official prospectus for improving the safety of the state's highway users. The 2014 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 FY2014. 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.

The 2014 South Dakota highway Safety plan reflects a change in approach for the state in setting and articulating performance measure goals. For each core outcome measure, the performance goal for the state will be based on changes in the five-year average and compared to a larger trend goal of reduction for each measure. This is slightly different from the approach used in the past, which based goals on changes in the annual values, which are highly susceptible to random fluctuation. 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 electronically, (approximately 67% 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.

STATEWIDE SYNOPSIS

Given that its 833,354 residents[1] are distributed over 77,121 square miles of terrain, South Dakota remains in 2013 as it has for most of its formal existence as one the nation's most sparsely populated states. Although the state's seemingly endless acres of prairie and farmland are coveted for their rustic charm and rolling vistas, the markedly rural character of South Dakota's landscape presents distinctive challenges to traffic crash prevention and management. Altogether, rural roads and highways comprise 96.2% of the 82,536 total roadway miles that criss-cross the state, and in 2012, rural travel accounted for 71.0% 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 a strikingly active one. 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, while an additional 12% take to the roads at least once per week.[3] This high level of driving frequency further spurs the pressing need for effective traffic crash deterrence.

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[1] US Census Bureau estimate for 2012

[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 and state ID card holders under the age of sixteen. This survey will be referred to hereafter as the 2012 Highway Safety Behaviors Survey. The survey was not replicated in 2013, however due to the consistency across measures for the 3 years it was taken, we have no reason to think that the numbers would be significantly different in 2013.

Through the lens of major traffic crash indicators, observers of highway safety outcomes witnessed a number of encouraging developments in 2012. Of the 16, 259 traffic crashes reported through the South Dakota Accident Reporting System (SDARS) data system in 2012 (almost 1100 fewer crashes than the previous year), positive directionalities were observed across a wide range of outcomes measures:

- Total injuries from traffic crashes in 2012 (5, 431) saw a .9% decrease from 2011 (5, 480).

- The number of fatalities incurred by unrestrained passenger vehicle occupants decreased 9.4%, from 64 in 2011 to just 58 in 2012; in addition, the number of all unrestrained passenger vehicle occupants involved in traffic crashes decreased almost 25% from 2011 to 2012.

- The total number of crashes involving at least one driver or motorcycle operator with a BAC reading of .08 or above decreased by just over 40%. However, the total number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC reading of .08 or above was 30% higher in 2012 than in 2011.

- The number of individuals killed as a result of at least one speeding driver decreased 18.9% from 2011. Of the 30 fatalities, 93% occurred on rural roadways.

- The number of pedestrian fatalities in South Dakota remains quite small and dropped from 7 in 2011 to 2 in 2012. The number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 7.1 fatalities per year since 2008.

These positive outcomes are in spite of the fact that vehicle miles traveled in South Dakota continued to increase in 2012. The Federal Highway Administration asserts that Americans tallied approximately 35 billion more vehicle miles traveled in 2011 than in 2010, an increase of 1.2%.[4] Likewise, statewide VMT estimates for South Dakota increased by approximately 84million miles from 2011 to 2012, a change of roughly 1.6%. This increase alone ushers in the natural opportunity for a rise in traffic crashes in South Dakota, along with their consequent economic and human damages.

The positive outcomes also occurred in spite of a continued prevalence of rural over urban travel in South Dakota. In 2012, rural VMT accounted for 71.0% 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. Rural fatality rates in South Dakota have historically been much higher than their urban counterparts. Additionally, injury-to-fatality ratios suggest that rural crashes are more likely than urban crashes to produce fatalities, all else being equal. In 2012, 20.8 injuries were recorded for each fatality in rural areas. By contrast, 184.7 injuries per fatality were recorded in urban areas.

It should be noted, however, that there were a couple of areas in which South Dakota did not see improvements in 2012:

- A total of 133 traffic crash fatalities were recorded in South Dakota in 2012, up from 111 (but down from 140 in 2010.)

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[4] Federal Highway Administration, *Historical Monthly VMT Report*. Available at http://www.fhwa.dot.gov/policy information/travel/tvt/history/. At the time of this report, 2012 VMT data from the Federal Highway Administration was not yet available.

- The overall fatality rate also increased from 1.23 in 2011 to 1.47 in 2012.

- Despite a decrease in the total number of injuries, the number of serious injuries from traffic crashes increased 6.6% from 760 in 2011 to 810 in 2012.

- The number of motorcyclist fatalities (25) and unhelmeted motorcyclist fatalities (23) increased significantly from 2011 to 2012, 78.5% and 109.1% respectively. However, 2011 was a particularly low year for motorcyclist fatalities so these percentages are somewhat inflated.

- 20 drivers under the age of 21 were involved in a fatal traffic crash in 2012; this figure represents a 42.9% increase from the previous year. However, it should be noted, that 2011 was a particularly low year for the number of young drivers involved in fatal crashes and the value for 2012 is not unusually high compared to recent averages.

- The annual seat belt survey administered through OHS reported in 2012 that overall seat belt usage decreased this year. The 2012 estimate of 66.5% represents a decline of 6.9 percentage points from the 2011 rate of 73.4%.

While many of these developments in annual number appear discouraging, the five-year averages for each of these core outcome measures is much more promising, particularly when compared to long term goals. 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. 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.

As will be seen, three of the thirteen separate performance goals articulated in the 2013 HSP have been met to date.[5] 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.

[5] It must be understood, however, that the performance goals established in the 2011 HSP were constructed with target date of December 31, 2012. In this light, the evaluation of 2012 performance goals offered by this report (which is based on CY2011 traffic crash data) should be seen as tentative.

HIGHWAY SAFETY PLAN OUTLINE

As required by 23 CFR 1200, the 2013 Highway Safety Plan includes four primary elements: performance plan, highway safety plan, certification and assurances, and program cost summary. The South Dakota plan blends discussion of the performance plan and highway safety plan for the purpose of presenting a more integrative, comprehensible proposal. The 2014 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. The Office of Highway Safety has worked in coordination with the South Dakota Department of Transportation (SDDOT) on the Highway Safety Plan and the Strategic Highway Safety Plan. 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. Second, the plan offers program descriptions for projects related to the priority areas arising from the 2013 planning process. Finally, the plan presents a comprehensive 2014 budget summary for activities associated with enhancing highway safety vis-à-vis the highlighted priority areas. The plan also follows with a series of addendums, including the 2014 OHS Public Education Communications Plan.

CORE OUTCOME AND BEHAVIOR MEASURES FOR 2012
Performance Measures in Brief

CORE OUTCOME MEASURES FOR 2012

C1 – Number of traffic fatalities: **133**

C2 – Number of serious injuries in traffic crashes: **810**

C3 – Fatalities per vehicle mile traveled: **1.47**

C4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions: **598**

C5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or above: **39**

C6 – Number of speeding-related fatalities: **30**

C7 – Number of motorcyclist fatalities: **25**

C8 – Number of unhelmeted motorcyclist fatalities: **23**

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

C10 – Number of pedestrian fatalities: **2**

BEHAVIOR MEASURES FOR 2012

B1 – Observed seat belt use for passenger vehicles, front seat outboard occupants: 66.5%

ACTIVITY MEASURES FOR 2012

A1 – Impaired Driving Citations: 10,487

A2 – Occupant Protection Citations: 6,578

A3 – Speed Citations: 42,539

2014 HIGHWAY SAFETY PERFORMANCE GOALS

C1 – Decrease the traffic fatalities five-year average by at least .6 percent from the 2008-2012 average of 127.2 to a five year average for 2009-2013 of 126.6.

C2 – Decrease the serious traffic injuries five-year average by at least 3 percent from the 2008-2012 average of 858 to a five-year average for 2009-2013 of 833.[6]

C3 – (a) Decrease the five-year average fatalities/VMT from the 2008-2012 average rate of 1.44 to 1.42by December 31, 2013.

(b) Decrease the five-year average rural fatalities/VMT from the 2008-2012 average rate of 1.75 to 1.71 by December 31, 2013.

(c) Maintain the five-year average urban fatalities/VMT from the 2008-2012 average rate of.68 through December 31, 2013.

C4 – Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 2 percent from the 2008-2012 average of 66.2 to a five-year average for 2009-2013 of 65.

C5 – Decrease the alcohol impaired driving fatalities five-year average by at least 1 percent from the 2008-2012 annual average of 37 to a five-year annual average for 2009-2013 of 36.6.

C6 – Decrease the speeding related fatalities five-year average by at least 3.5 percent from the 2008-2012 annual average of 34.8 to a five-year annual average for 2009-2013 of 33.6.

C7 – Decrease the motorcyclist fatalities five-year average by at least 4.5 percent from the 2008-2012 annual average of 22 to a five-year annual average for 2009-2013 of 21.

C8 – Decrease the motorcyclist fatalities five-year average by at least 4.5 percent from the 2008-2012 annual average of 22 to a five-year annual average for 2009-2013 of 21.

C9 – Decrease drivers age 20 or younger involved in fatal crashes 14 percent from the 2011 calendar base year figure of 14 to 12 by December 31, 2013.

C10 – Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2009-2013, despite expected increases in population.

2014 CORE BEHAVIOR GOALS

B1 – Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2012 calendar year base year average usage rate of 66.5 percent to 70.0 percent by December 31, 2013.

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[6] While this goal seems modest it actually requires a significant decrease in fatalities because we will be losing the data from 2008 which was a relative low point in fatalities.

Core Outcome and Behavior Measures in Detail

C1: NUMBER OF FATALITIES FROM TRAFFIC CRASHES

2013 Performance Goal

***Goal Statement*:** Decrease traffic fatalities 5.4 percent from the 2011 calendar base year figure of 111 to 106 by December 31, 2013.

Current Value: *133*

Current Status: *Not met*

2014 Performance Goal[7]

- Decrease the traffic fatalities five-year average by at least .6 percent from the 2008-2012 average of 127.2 to a five-year average for 2009-2013 of 126.6.[8]

Key Observations

- The vast majority (98.5%) of traffic crash fatalities in South Dakota in 2012 were motorists, as opposed to pedestrians[9].

Recent Data

Of the 16, 259 motor vehicle traffic crashes reported in South Dakota in 2012, 118 (0.72% of total crashes) resulted in at least one fatality. In total, 133 traffic crash fatalities were recorded in South Dakota in 2012, up approximately 20% from 2011. Of these fatalities, 68 (51.1%) were sustained by residents of South Dakota[10]. The observed fatality counts for 2012 are an exception to a generally downward trend in traffic crash fatalities observed in South Dakota over the previous five-year period. In 2012, 69.2% of traffic crash fatalities were drivers of motor vehicles.

Table 1 presents basic fatality counts and annual percentage changes from 2008 to 2012. Figure 1 provides a visual representation of fatalities in South Dakota over the same period, as expressed through five-year averages. Figure 1 illustrates that despite the slight increase in fatalities from the last calendar year, the five-year average for fatalities is still trending downward.

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[7] Throughout the report, 2014 goals will differ from 2013 goals in that they will 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.

[8] While this goal seems modest it actually requires a significant decrease in fatalities because we will be losing the data from 2008 which was a relative low point in fatalities.

[9] In 2012 there was only one recorded pedestrian fatality' the other non-motor vehicle occupant was in a railway car.

[10] In 2011, there were 41 individuals for which state of residency was not included. Of those for which state of residency was known, 73.9% were residents of South Dakota.

Table 1. Annual Traffic Crash Fatalities: 2008-2012

	Fatalities	% Change
2008	121	-17.1%
2009	131	+8.3%
2010	140	+6.9%
2011	111	-20.7%
2012	133	+19.8%

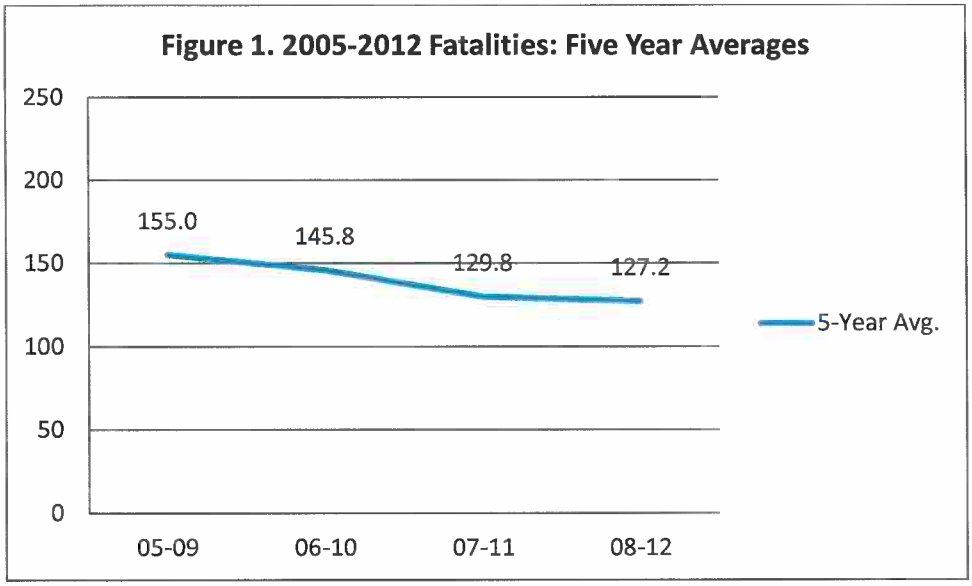


Figure 2 presents traffic crash fatalities by unit type for 2012. From this data, it can be seen that the vast majority of traffic crash fatalities in South Dakota are motorists, as opposed to pedestrians. With regard to the 133 traffic crash fatalities recorded in 2012, 131(98.5%) were motor vehicle occupants. Of these, 56 (42.1%) were either totally or partially ejected from their vehicles, and 31 (23.3%) died in vehicles in which airbags did not deploy. Of all motor vehicle occupant fatalities, 67.7% (90) were male. Front seat occupants composed 44.8% (47) of passenger vehicle occupant fatalities. Occupants aged 21-30 years accounted for 20.3% (27) of all occupant fatalities, the highest of any age group.[11] 43% (58) of fatalities occurred on roads were the speed limit was 65 or greater. Finally, 87.2% (116) of 2012 traffic crash fatalities occurred on rural roadways while the remaining 12.8% (17) 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.

[11] Among 10 year age span groups.

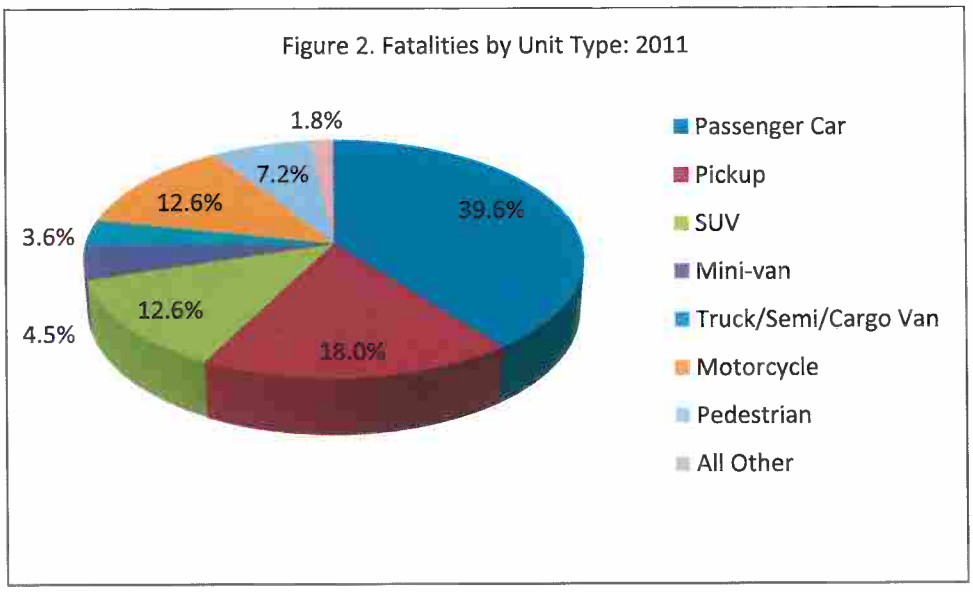


Table 2 displays calculated values for a modified per capita measure of traffic crash fatalities: total fatalities per 100,000 in-state population. This metric provides a relative indicator of fatality incidence, indexed to dynamic population counts. The figures presented in this table supply another means by which to examine treading features with respect to traffic crash fatalities in South Dakota. By this measure, the state has witnessed a 44.35% cumulative improvement in fatality outcomes over the 2006–2012 time period, even with the small spike in crash fatalities observed in 2009 and 2010. This five-year reduction is accounted for by the fact that the generally reduced number of fatalities in South Dakota since 2006 has been recorded contemporaneously with an overall increase in actual in-state population.

Table 2. Total Fatalities per 100,000 In-State Population: 2006-2012[12]

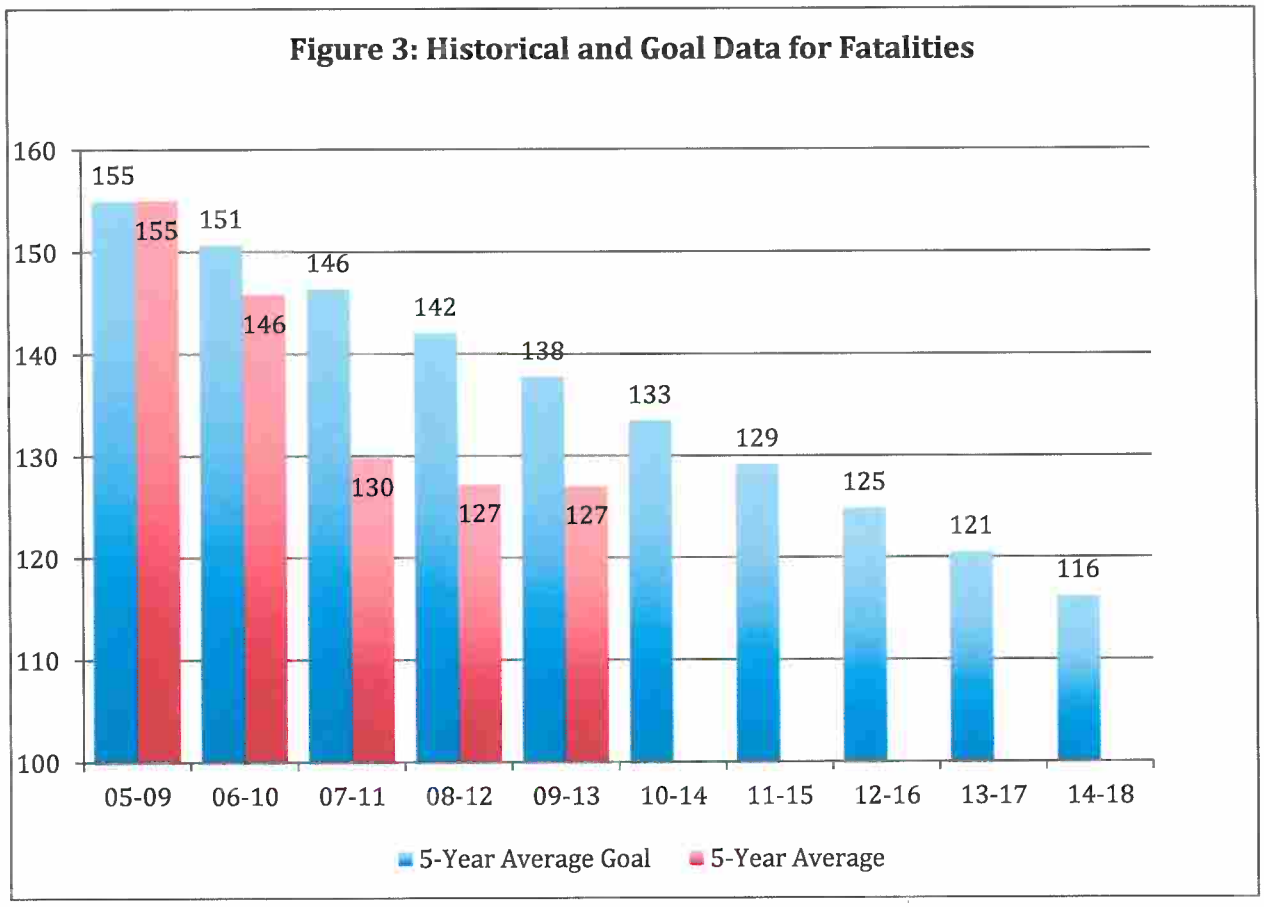
	Population Estimate	Total Fatalities	Per 100,000 Population	Annual % Change
2006	787,380	191	24.26	-
2007	795,689	146	18.35	-24.4%
2008	804,194	121	15.05	-18.0%
2009	812,383	131	16.13	+7.2%
2010	814,180	140	17.20	+6.6%
2011	824,082	111	13.5	-21.5%
2012	833,354	133	15.96	+18.2%

[12] 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 is informed by historical data in order to meet goals related to longer term trends. As is displayed in Figure 3, 2005-2014 South Dakota aims to reduce the five-year average for fatalities by 25% (from 155 to 120). In order to be consistent with this goal, the five-year fatalities average for 2009-2013 would need to be below 140. However, in order to continue a general reduction in fatalities, the goal is to decrease the five-year average to 126.6 for the 2009-2013 time period. While this seems like a modest decrease, it equates to 120 fatalities or less for the calendar year 2013, a 10% reduction from the 2012 value of 133.

Figure 3: Historical and Goal Data for Fatalities



C2: NUMBER OF SERIOUS INJURIES FROM TRAFFIC CRASHES

2013 Performance Goal

Goal Statement: Decrease serious traffic injuries 05 percent from the 2011 calendar base year figure of 760 to 722 by December 31, 2013.

Current Value: *810*

Current Status: *Not met*

2014 Performance Goal

- Decrease the serious traffic injuries five-year average by at least 3 percent from the 2008-2012 average of 858 to a five-year average for 2009-2013 of 833.[13]

Key Observations

- 5,431 non-fatal traffic crash injuries were sustained in 2012, 810 of which were serious or incapacitating.

- The number of serious injuries recorded in 2012 represents a small (6.6%) increase from the analogous 2011 total.

Recent Data

A grand total of 5,564[14] injuries were sustained as a result of traffic crashes in 2012, 133 (2.4%) of which were ultimately fatal. Of non-fatal injuries, 810 (14.9%) were serious or incapacitating. The number of serious injuries recorded in 2012 (810) represents a 6.6% increase from the analogous 2011 figure (760), however the increase total injuries was only 1.53%.

Table 3 displays frequency counts and average annual changes for all non-fatal injuries and serious injuries from 2008–2012. 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.

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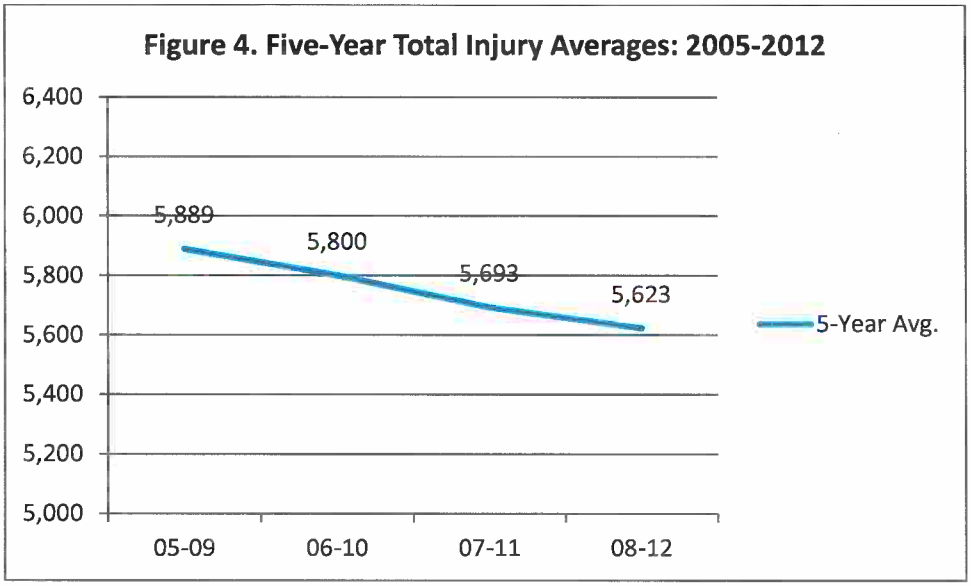
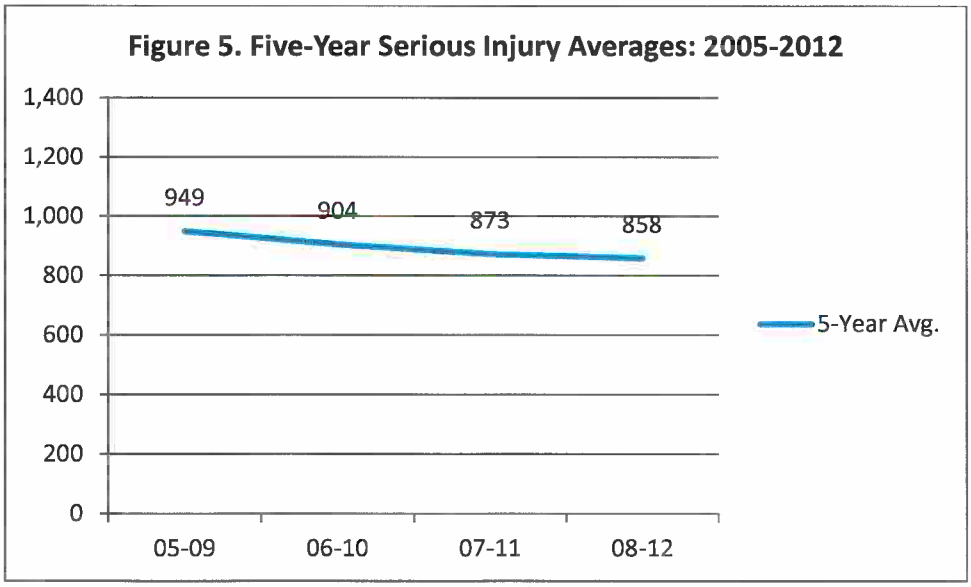
[13] While this goal seems modest it actually requires a significant decrease in fatalities because we will be losing the data from 2008 which was a relative low point in fatalities.

[14] This figure includes 2611 "possible" injuries included in the South Dakota Crash Data.

Table 3. Annual Traffic Crash Non-Fatal Injuries, Total and Serious: 2008-2012

	Total Injuries	% Change	Serious Injuries	% Change
2008	5,709	-1.3%	925	+4.8%
2009	5,702	-0.1%	842	-9.0%
2010	5,791	+1.6%	844	+0.2%
2011	5,480	-5.4%	760	+3.2%
2012	5,431	-0.9%	810	+6.6%

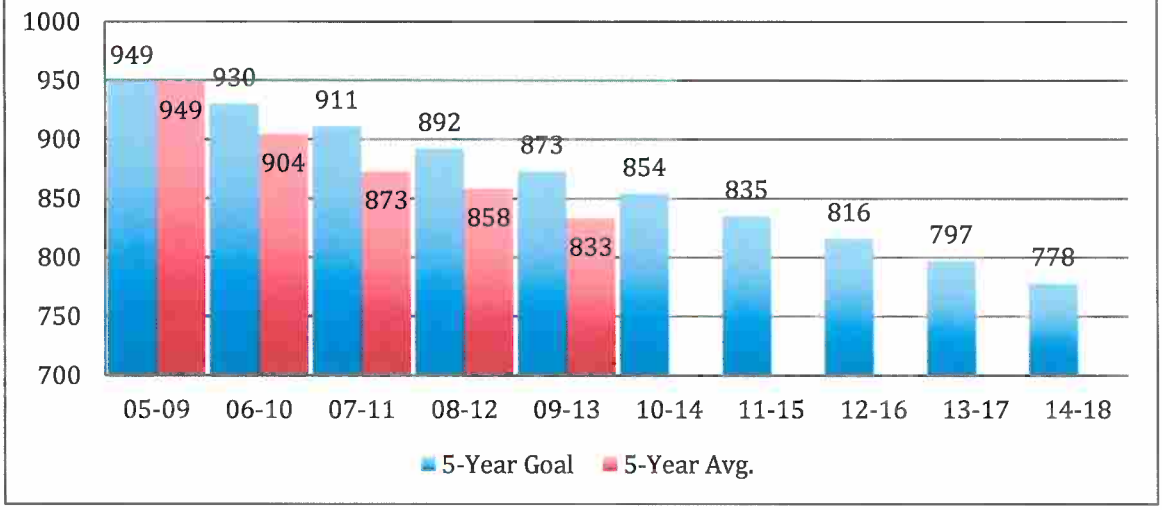




State Goal Calculations

As exhibited in Figure 6, Between 2005 and 2014, South Dakota aims to reduce the five-year average for serious injuries by 20% (from 949 to 778). In order to be consistent with this goal, the five-year fatalities average for 2009-2013 needs to be at or below 873. However, in order to continue a general reduction in fatalities the goal is to decrease the five-year average by 3% from 858 to 833 for the 2009-2013 time period, this equates to an annual value of 800 serious injuries or less for 2013.

Figure 6. Historical and Goal Data for Serious Injury



C3: FATALITIES PER VEHICLE MILE TRAVELED

2013 Performance Goal

Goal Statement (a): Decrease fatalities/VMT from the 2011 calendar base year rate of 1.23 to 1.17 by December 31, 2013.

Current Value: *1.47*

Current Status: *Not met*

Goal Statement (b): Decrease rural fatalities/VMT from the 2011 calendar base year rate of 1.41 to 1.32 by December 31, 2013.

Current Value: *1.80*

Current Status: *Not met*

Goal Statement (c): Decrease urban fatalities/VMT from the 2011 calendar base year rate of .79 to .64 by December 31, 2013.

Current Value: *.65*

Current Status: *Met*

2014 Performance Goal

- (a) Decrease the five-year average fatalities/VMT from the 2008-2012 average rate of 1.44 to 1.42by December 31, 2013.
- (b) Decrease the five-year average rural fatalities/VMT from the 2008-2012 average rate of 1.75 to 1.71 by December 31, 2013.
- (c) Maintain the five-year average urban fatalities/VMT from the 2008-2012 average rate of.68 through December 31, 2013.

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 2012 statewide fatality rate of 1.47 represents a 19.5% increase from that of 2011 (1.23). However, the most recent five-year average fatality rate has decreased 23% from the 2005-2009 time period.
- Considered separately, the state's rural fatality rate of 1.80 represents a 27.7% increase from 2011, while the urban rate of 0.65 is a 17.7% decrease since last year. For both rural and urban fatality rates there has been consistent improvement in the 5 year averages since the 2005-2009 time period.
- 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 2012, South Dakota's state and local governments maintained 82,536 miles of roadways, 96.3% of which (79,462) were designated by the state Department of Transportation as rural. In addition, 71.0% 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 2012. Overall, the 9.08 million total VMT figure for 2012 represents an increase of .96% from the 8.99 million VMT figure for 2011.

Table 4. South Dakota Roadways and VMT: 2012

	Values	% of Total
Rural Miles	79462	96.3%
Urban Miles	3074	3.7%
Total Miles	82536	100%
Rural VMT	6,447,395,392	71.0%
Urban VMT	2,630,228,731	29.0%
Total VMT	9,077,624,123	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 2008–2012, segmented by location type.[15] While the jump from the fatality rate of 2011 is concerning, the 2012 rate is only slightly higher than the rate in 2008 and below the high rates experienced in 2009 and 2010. The increase in total fatality rate can be contributed to an increase in rural fatalities as the urban fatality rate decreased by almost 18%. The same pattern exists when we consider rural and urban injury rates as well.

Table 5. Fatality and Injury Rates by Location: 2008-2012[16]

	Total Fatality Rate	Rural Fatality Rate	Urban Fatality Rate	Total Injury Rate	Rural Injury Rate	Urban Injury Rate
2008	1.43	1.78	0.63	67.40	39.85	130.58
2009	1.50	1.82	0.72	65.25	38.37	131.46
2010	1.58	1.95	0.64	65.35	39.70	129.55
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
% Change ('11 to '12)	+19.5%	+27.7%	-17.7%	+0.05%	+7.2%	-2.7%

[15] "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.

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

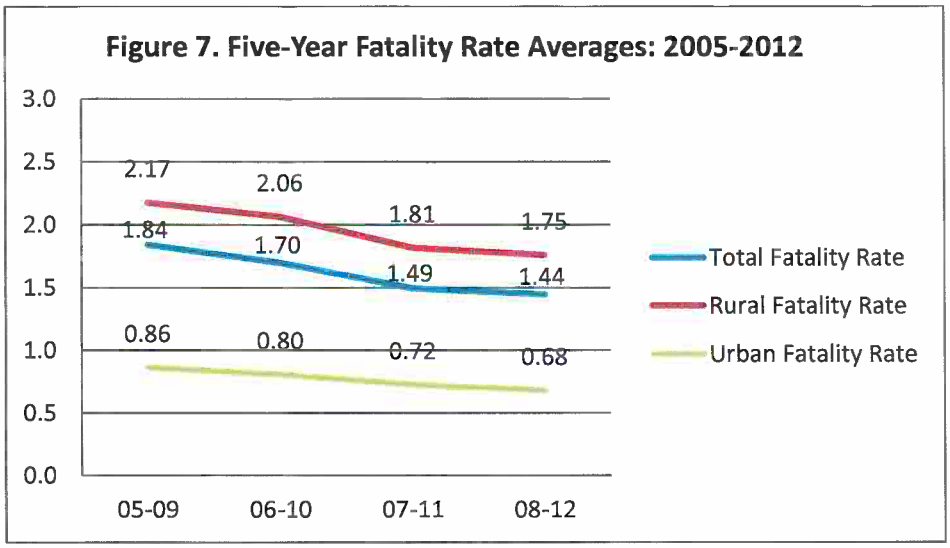


Figure 7 demonstrates a downward trend across five-year averages for total, rural, and urban fatality rates for every period since the 2005-2009 average. As expected, average rural fatality rates are substantially higher than comparable urban fatality rates for each of the last five years. The reasons for this tendency are at least partially intuitive, including but not limited to the characteristically higher allowable rates of speed on rural roadways and the increased transit time required for emergency responders to arrive at crash sites. The relationship between rural and urban fatalities can also be observed through injury-to-fatality ratios. In 2012, 20.8 injuries were recorded for each fatality in rural areas. By contrast, 184.7 injuries per fatality were recorded in urban areas.[17] Like the rural-urban disparities in basic fatality rates, the above injury-to-fatality ratios suggest that rural crashes are more likely than urban crashes to produce fatalities, all else being equal. This observation implies that states like South Dakota, whose distinctively rural composition produce unique geographic contexts, face unique challenges to effective traffic crash management.

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 2013 is 9,194,323,522. If the goal for fatalities of 120 or less is reached, the fatalities per VMT will be 1.42 or lower. Using the last three years of data, 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 2009-2013 time period of 1.71 or lower. The already low rate of urban fatalities per VMT combined with the lower average percentage of fatalities that occur in urban areas, the goal for the 2009-2013 five-year average is to maintain the current .68 fatalities per Urban VMT.

C4: NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES

2013 Performance Goal

Goal Statement: Decrease unrestrained passenger vehicle occupant fatalities in all seating positions 1 percent from the 2011 calendar base year figure of 65 to 64 by December 31, 2013.

Current Value: *58*

Current Status: *Met*

2014 Performance Goal

- Decrease the unrestrained passenger vehicle occupant fatalities five-year average by at least 2 percent from the 2008-2012 average of 66.2 to a five-year average for 2009-2013 of 65.

Key Observations

- A total of 58 unrestrained passenger vehicle occupants were killed in traffic crashes in 2012, a 9.3% decrease from 2011.
- In 2012, 65.5% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise. By contrast, only 22.4% of restrained occupants suffered an injury or fatality.
- 67.2% of all unrestrained driver fatalities in 2012 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, 84.2% wore a seatbelt and/or shoulder harness; of those who were completely ejected from the vehicle, 0.8 wore a seatbelt and/or shoulder harness[18].

Recent Data

In 2012, 23,911 passenger vehicle occupants were involved in traffic crashes, 1,607 of which were unrestrained.[19] Of these unrestrained occupants whose injury status was known, 58(3.7%) were killed, 254(15.8%) sustained a serious injury, and 721(44.8%) received other injuries. Altogether then, 64.3% of these occupants suffered an injury, fatal or otherwise. By contrast, only 20.7% of restrained passenger vehicle occupants involved in a traffic crash sustained an injury or fatality. From 2008–2012, 57.7% of unrestrained passengers involved in a traffic crash were injured or killed, and 3.7% were killed. In 2011, only 0.12% 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 2008–2012. Figure 6 presents five-year averages from 2005 to 2012 of unrestrained passenger vehicle occupant fatalities.

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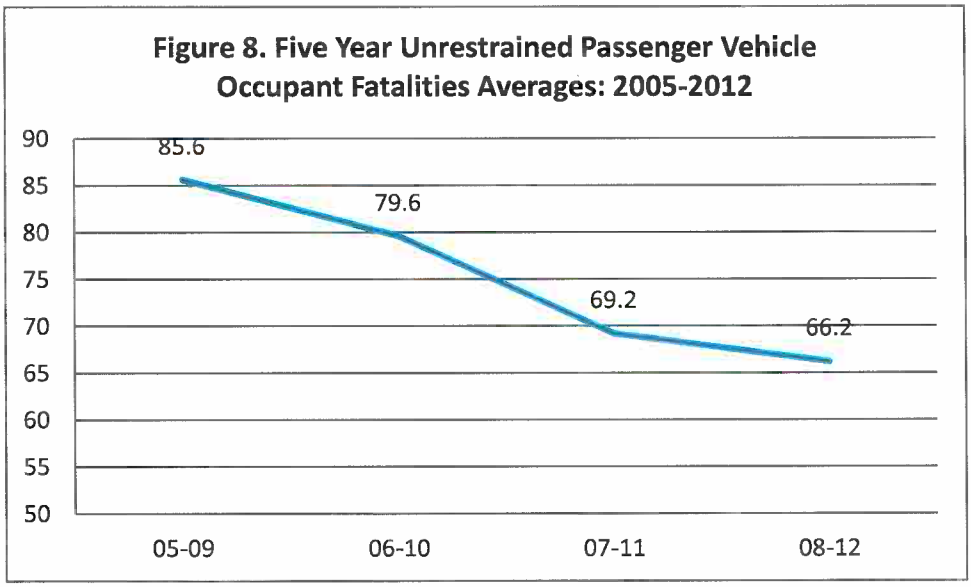
[18] Percentage is based on cases where restraint data is known; 1402 cases are excluded because restraint status is unknown.
[19] Here, "unrestrained" passengers are those not wearing a seatbelt or shoulder harness, as well as a child occupant not properly secured in a child restraint system.

Table 6. Injury Outcomes of Unrestrained Passenger Vehicle Occupants: 2008-2012[20]

	Fatalities	Serious Injuries	Other Injuries	No Injuries	Total
2008	61	302	782	773	1918
2009	79	262	756	757	1854
2010	67	248	709	792	1816
2011	65	319	577	776	1737
2012	58	254	721	574	1607
2012 (%)	3.6%	15.8%	44.9%	35.7%	100.0%
All Years (%)	3.7%	15.5%	39.7%	41.1%	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 2012, four children under the age of five were killed as passenger vehicle occupants. Of these four fatalities, only one was properly secured into a child restraint device[21]. Of the five children that suffered a serious injury, three were completely unrestrained and two were in an appropriate child restraint.

Of the 97 passenger vehicle occupants sustaining fatal injuries in 2012, 93 of them were age 5 or older. Of those 93 that sustained fatal injuries, 57 (58.8%) were unrestrained[22]. Approximately 64% (1022) of all

[20] 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.
[21] One of these fatalities is recorded as unknown with regards to restraint usage.
[22] "Unrestrained" includes those who used no restraint, or youth restraint system used improperly.

unrestrained occupants (age five and older) involved in a traffic crash sustained either a fatality or an injury. Among these unrestrained fatalities, 21-30 was the modal age group (twenty two fatalities).[23] Occupants in the 21-30 age group represented 22.6% of all unrestrained fatalities. Males accounted for 62.8% (61) of all unrestrained fatalities, as well as 61.0% (155) of all unrestrained serious injuries.

In 2012, 36.8% (49) of all passenger vehicle occupants sustaining a fatal injury were either partially or totally ejected from the vehicle; of those suffering all other injuries, only 2.6% were ejected either partially or totally. Of passenger vehicle occupants who were partially or totally ejected from the vehicle during a crash, 74.4% suffered a serious injury or fatality. Finally, among those who were partially ejected, only 35.2% had been restrained properly. Of those who were totally ejected, only one had been restrained properly. Table 7 presents 2012 data on ejection status by restraint usage for passenger vehicle occupants only (all ages).

Table 7. Ejection Status by Restraint Usage: 2012[24]

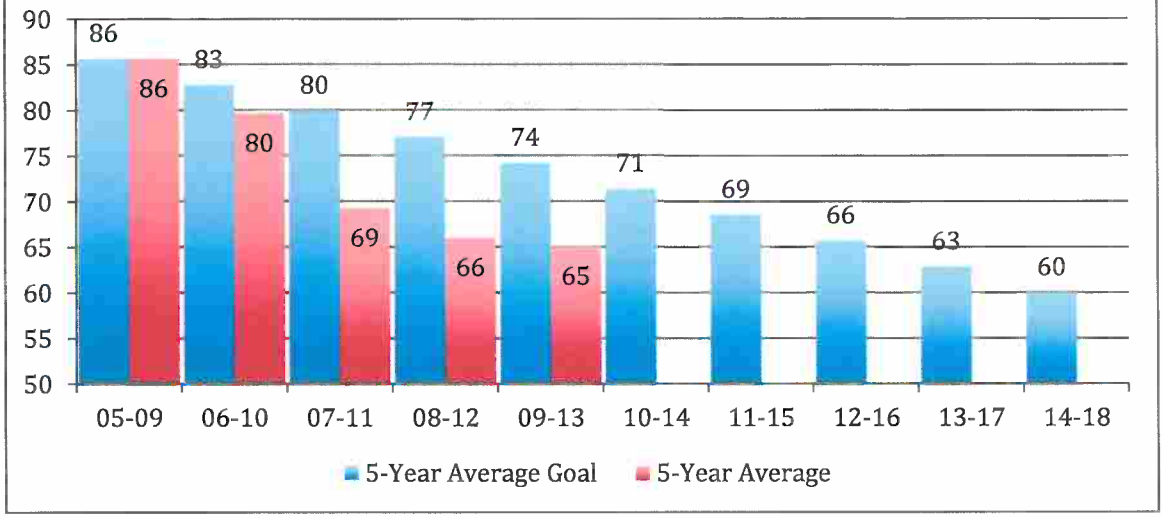
	Not Ejected	Totally Ejected	Partially Ejected	Total
None	7.3%	91.0%	64.7%	8.1%
Belt/harness	83.9%	0.0%	35.3%	83.2%
Other, Unreported, Unknown	8.4%	8.4%	0.0%	8.4%
Youth restraint used improperly	0.0%	0.0%	0.0%	0.0%
Youth restraint used properly	0.3%	0.6%	0.0%	0.3%
Grand Total	100.0%	100.0%	100.0%	100.0%

State Goal Calculations

As displayed in Figure 9, between 2005 and 2014, South Dakota aims 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 2009-2013 needs to be at or below 74. However, in order to continue a general reduction in fatalities, the goal is to decrease the five-year average by 2% from 66 to 65 for the 2009-2013 time period, this equates to an annual value of 56 unrestrained passenger vehicle occupant fatalities or less for 2013.

[23] Using census age ranges (20 and under, 21-30, 31-40, 41-50, 51-60, 61-70, 71 and above).
[24] This table does not include individuals for whom injury data was unknown or missing. The total unrestrained passenger vehicle occupants for 2012 was 1595.

Figure 9. Historical and Goal Data for Unrestrained Passenger Vehicle Fatalities



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

2013 Performance Goal

Goal Statement: Decrease alcohol impaired driving fatalities 3.3 percent from the 2011 calendar base year figure of 30 to 29 by December 31, 2013.

Current Value: *39*

Current Status: *Not met*

2014 Performance Goal

- Decrease the alcohol impaired driving fatalities five-year average by at least 1 percent from the 2008-2012 annual average of 37 to a five-year annual average for 2009-2013 of 36.6.

Key Observations

- The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above was 30% higher in 2012 than in 2011; however, the total number of crashes involving these drivers decreased by almost 41%.

- In 2012, only 96% of fatalities in this traffic crash category were sustained by intoxicated drivers themselves, leaving 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.[25] Altogether, 16, 259 traffic crashes were reported in 2012, 271 of which involved at least one driver with a BAC reading of .08 or above. In other words, 1.7% of all accidents involved at least one driver with a BAC of .08 or higher. This is a decrease from the rate in 2011 (2.6%). 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.[26]

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

[26] 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: 2008-2012

	BAC Crashes	Total Crashes	% Total Crashes that were BAC Crashes	% Annual Change in BAC Crashes
2008	373	15,908	2.3%	+23.5%
2009	421	16,996	2.5%	+12.9%
2010	396	17,624	2.2%	-5.9%
2011	458	17,359	2.6%	+15.7%
2012	271	16,259	1.7%	-40.8%

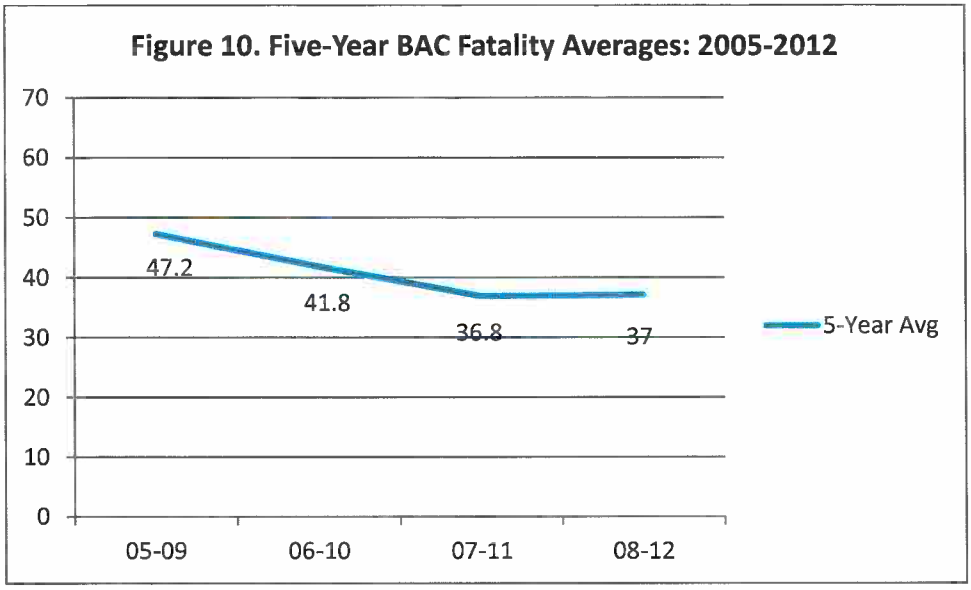
Table 9 presents frequency counts of fatalities and injuries resulting from traffic crashes involving at least one driver with a BAC reading of .08 or higher. From 2008–2012, 199 fatalities and 515 serious injuries were sustained in crashes involving at least one operator exceeding the legal BAC limit. In 2012 alone, 39 fatalities and 104 serious injuries were reported in analogous traffic crashes. The fatality figure represents an increase from 2011 (30.0%).

Table 9. Injury Outcomes for Individuals Involved in BAC Crashes: 2008-2012[27]

	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
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	86	497
2012(%)	7.8%	20.9%	53.9%	17.3%	100.0%
All Years (%)	5.7%	13.2%	33.0%	47.5%	100.0%

To partially allay the potentially misleading influence of small tabular values, Figure 10 displays five-year averages for fatalities reported from 2008–2012. Fatalities resulting from these traffic crashes accounted for 29.3% of all fatalities recorded in 2012, compared to a 2011 figure of 27%.

[27] Among individuals for whom an injury status was reported (97.3% of all individuals involved in such crashes).



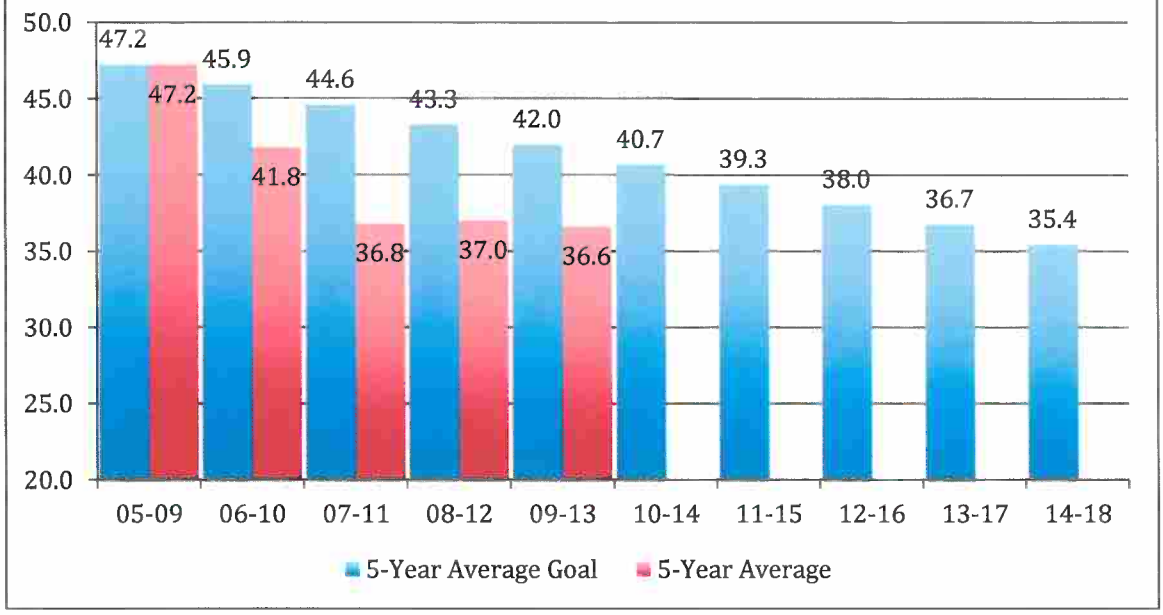
A total of 266 vehicle operators with a BAC level of .08 were involved in traffic crashes in 2012. 52.3% (139) of these drivers were under the age of 30, and 71.8% (191) were under the age of 40. During 2012, no pedestrian or pedalcyclist fatalities were reported in traffic crashes involving these drivers. By vehicle type, fatality counts were as follows (number of fatalities in parenthesis): passenger car (20), sport utility vehicle (3), light truck (3). Of fatality victims, 25 (64.1%) were themselves drivers with a BAC level of .08 or higher. Among fatalities in 2012 of drivers with a BAC of .08 or higher, 80% (20) carried an in-state driver's license; 28% (7) were operating without or under a revoked or suspended license; 80% (20) were male; 92% (23) failed to use appropriate safety restraint devices or other protective equipment, and 24% (6) were 25 years old or younger.

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 2014, South Dakota aims 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 2009-2013 needs to be at or below 42.0. However, in order to continue a general reduction in alcohol impaired driving fatalities, the goal is to decrease the five-year average by 1% from 37 to 36.6 for the 2009-2013 time period, this equates to an annual value of 33 alcohol impaired driving fatalities or less for 2013.

Figure 11. Historical and Goal Data for BAC Related Fatalities



C6: NUMBER OF SPEEDING-RELATED FATALITIES

2013 Performance Goal

Goal Statement: Decrease speeding-related fatalities 11 percent from the 2011 calendar base year figure of 37 to 34 by December 31, 2013.

Current Value: *30*

Current Status: *Met*

2014 Performance Goal

- Decrease the speeding related fatalities five-year average by at least 3.5 percent from the 2008-2012 annual average of 34.8 to a five-year annual average for 2009-2013 of 33.6.

Key Observations

- A total of 30 individuals were killed in 2012 as a result of traffic crashes involving at least one speeding driver. This figure has decreased 19% since 2011.

- 100% of speeding-related fatalities in 2012 were sustained by motor vehicle occupants; no pedestrians were killed in these traffic crashes.

- 93% of speeding-related fatalities in 2012 occurred on rural roadways. Additionally, speeding-related fatalities per VMT were substantially higher in rural areas.

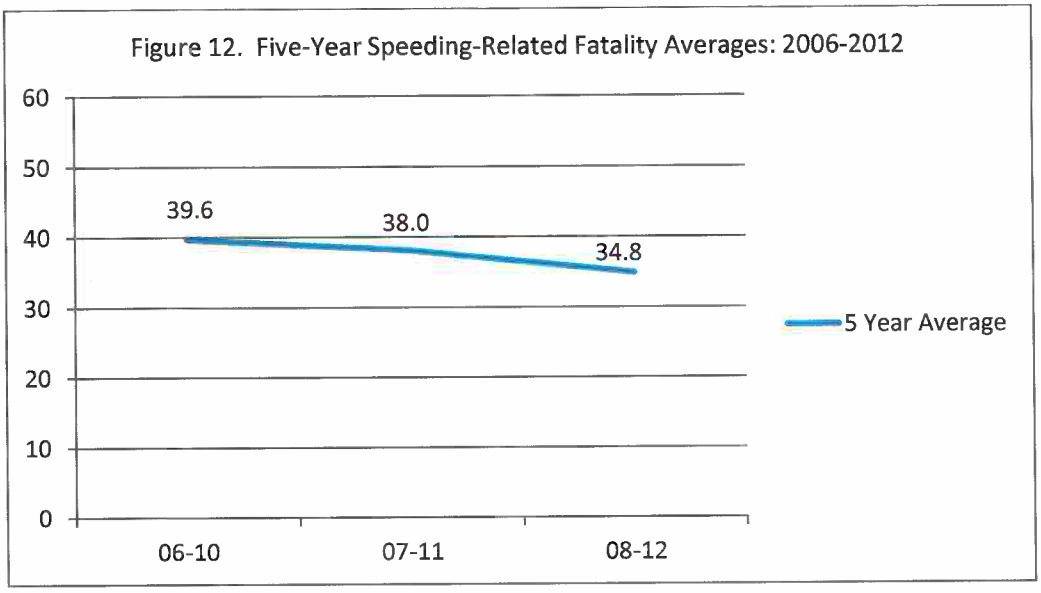
Recent Data

Lead-footed motor vehicle drivers pose an ongoing challenge to highway safety planners. Nearly 23% percent of South Dakota's traffic crash fatalities in 2012 were sustained in roadway incidents involving at least one speeding driver (down from 33% in 2011). Indeed, that many motorists knowingly and willfully elect to drive at rates higher than the posted limit would seem to challenge the use of the term "traffic *accident*." Existing data appears to suggest that South Dakotans send mixed signals with respect to the attitudes and behaviors that underlie this manner of driving. On 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 2012, 1,520 traffic crashes occurred that involved at least one speeding driver (amounting to 13.2% of all reported traffic crashes; in these speeding related traffic crashes a total of 2,328 people were involved. Of these individuals, 30 (1.3%) sustained fatal injuries, 149 (6.4%) suffered serious but non-fatal injuries, and

250 (10.7%) received non-serious injuries. Figure 12 smoothes the most recent years of data by displaying five-year averages for speeding-related fatalities during the 2006–2012 period. This figure illustrates the continuing downward trend in speeding-related fatalities.

Figure 12. Five-Year Speeding-Related Fatality Averages: 2006-2012



100% of speeding-related fatalities in 2012 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: 10 (33.3%) passenger car, 5 (16.7%) light truck, 5 (16.7%) motorcycle, 7(23%) sport utility vehicle, and 3 (10%) other vehicles.

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 2012 93% of speeding-related fatalities were recorded on rural roadways with only two fatalities occurring in urban areas; seven speeding-related fatalities were recorded on interstate highways (rural). Table 10 places data for speeding-related fatalities in the context of vehicle miles traveled, and further segments these figures by rural-urban crash location. Similar to the rates displayed in section C3, rural fatalities/VMT are considerably higher than their urban counterparts for all years under consideration. However, it can also be seen that speeding-related fatalities per VMT declined across all categories with a slight decrease in rural speeding-related fatalities and a much larger decrease in urban speeding-related fatalities in 2012.

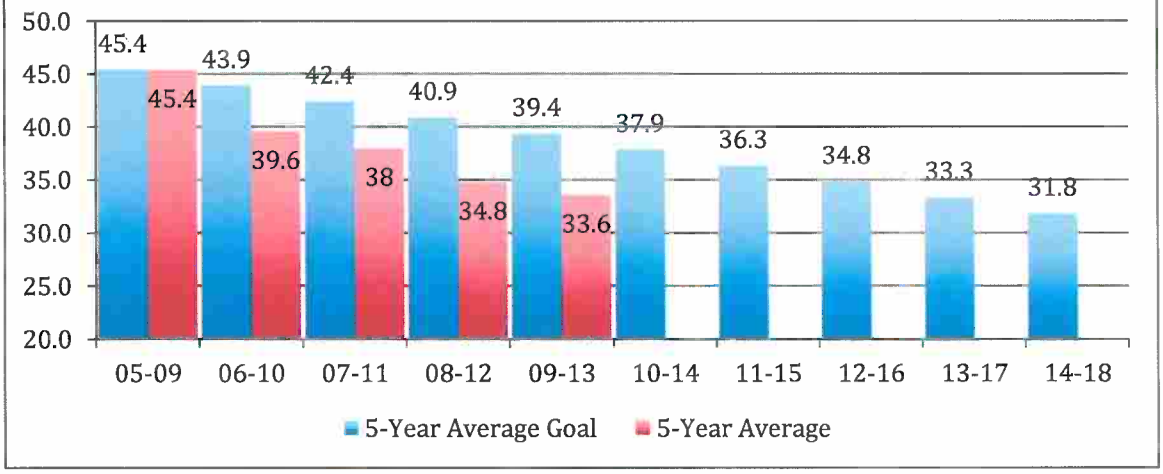
Table 10. Speeding-Related Fatalities per VMT: 2008-2012

	Total Fatalities/VMT	Rural Fatalities/VMT	Urban Fatalities/VMT
2008	0.41	0.49	0.23
2009	0.45	0.50	0.32
2010	0.37	0.41	0.28
2011	0.41	0.47	0.23
2012	0.33	0.43	0.08

State Goal Calculations

As can be seen in Figure 13, between 2005 and 2014 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 2009-2013 needs to be at or below 39.4. However, in order to continue a general reduction in speeding-related fatalities, the goal is to decrease the five-year average by 3.5% from 34.8 to 33.6 for the 2009-2013 time period, this equates to an annual value of 29 alcohol speeding related fatalities or less for 2013.

Figure 13. Historical and Goal Data for Speeding Related Fatalities



C7: NUMBER OF MOTORCYCLIST FATALITIES

2013 Performance Goal

Goal Statement: Decrease motorcyclist fatalities 7 percent from the 2011 calendar base year figure of 14 to 13 by December 31, 2013.

Current Value: 25

Current Status: *Not Met*

2014 Performance Goal

- Decrease the motorcyclist fatalities five-year average by at least 4.5 percent from the 2008-2012 annual average of 22 to a five-year annual average for 2009-2013 of 21.

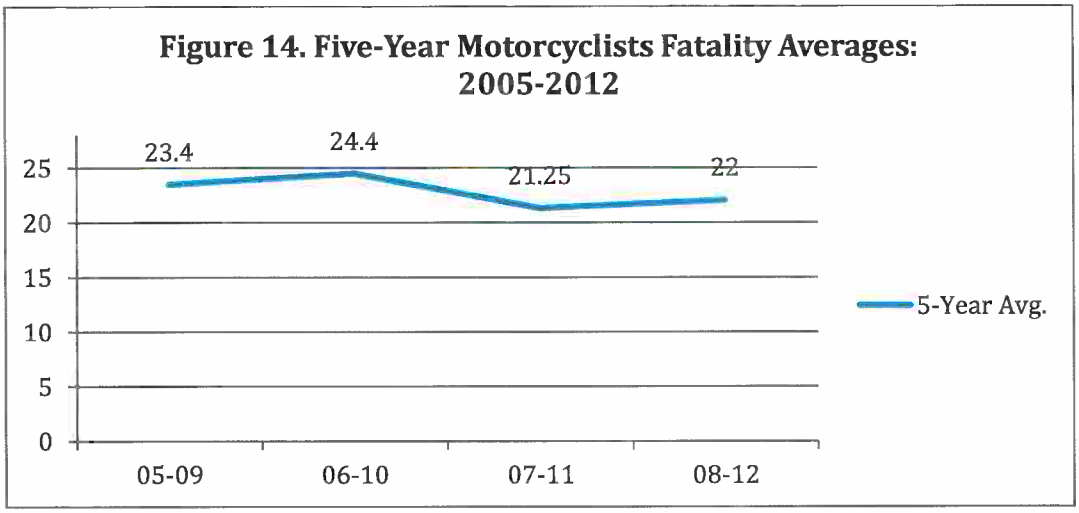
Key Observations

- Motorcycles were involved in only 2.7% of traffic crashes in 2012, but these accidents accounted for 18.8% of all fatalities.
- 100% of all fatalities sustained in traffic crashes involving motorcycles in 2011 were suffered by motorcycle occupants.
- The number of motorcycle fatalities per 1000 registered motorcycles for 2012 (.341) is higher than the 2011 rate (.201).
- 19 of the 25 motorcyclist fatalities recorded in 2012 were incurred by males.

Recent Data

In 2012, 415 traffic crashes involving motorcycles were reported, amounting to approximately 2.5% of all traffic crashes.[28] Of the 613 motorcycle occupants involved in these accidents a total of 585 people (95.9%) received non-fatal injuries as a result of these crashes, and 25 people (4.1%) were killed. The above fatality count of 25, all of whom were motorcyclists, reflects 18.8% of all fatalities reported in 2012. So despite only being involved in 2.5% of traffic crashes in 2012, accidents involving motorcycles accounted for 18.8% of all fatalities. Figure 14 displays five-year averages for motorcycle fatalities (motorcycle occupants only) for 2006-2012.

[28] In sections C7 and C8, references to "motorcycles" and "motorcycle operators/occupants" also include mopeds and moped operators/occupants. For simplicity, the term "motorcycle" is used alone.



The average age of motorcyclists suffering fatal injuries was 45.8 years.[29] Of the 25 motorcyclist fatalities in 2012, 15 (60%) were age 40 or older; this is significantly less than the analogous 2011 figure of 85.7%. 19 (76%) of the motorcyclist fatalities recorded in 2012 were incurred by males, all of whom were operators; altogether, five motorcycle passengers were killed, all of whom were female. 13 of the 25 fatalities (52%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2012 Sturgis Motorcycle Rally. Only 8 of the 20 motorcycle operators that were killed (40%) were licensed in South Dakota. Four (16%) of the motorcyclists suffering fatal injuries were drivers with a blood alcohol content reading of .08 or above. Since South Dakota does not track motorcycle vehicle miles traveled, fatality per VMT rates cannot be computed. Table 11 displays figures for an alternative rate measure: motorcycle fatalities per 1000 registered motorcycles. While this metric is problematic for a number of reasons, it nonetheless supplies a relative indicator of motorcycle fatality rates.[30] From this table it can be seen that motorcycle fatalities, as a proportion of motorcycle registrations, increased since 2011.

Table 11. Motorcycle Fatalities per Registered Motorcycle: 2008-2012

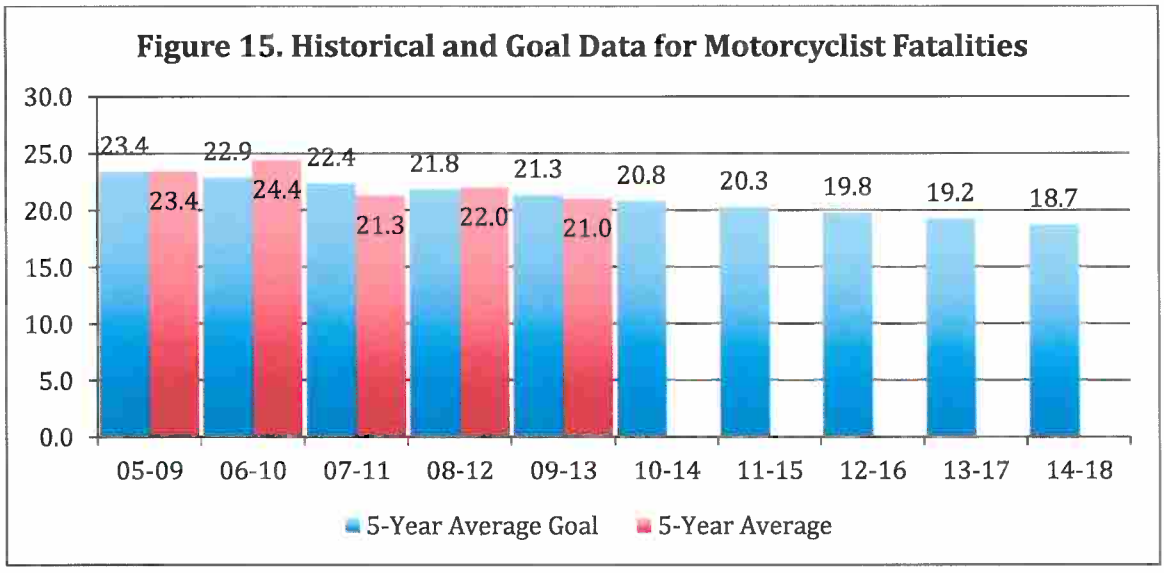
	Registered Motorcycles[31]	Motorcyclist Fatalities	Fatalities per 1000 Registered Motorcycles
2008	58,508	28	0.256
2009	62,735	16	0.255
2010	65,686	27	0.411
2011	69,660	14	0.201
2012	73,310	25	0.341

[30] 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.

[31] http://www.state.sd.us/drr2/motorvehicle/title/Title_Registration_stats/intern%20motor-v%20history/statetotal.htm

State Goal Calculations

As is exhibited in Figure 15, between 2005 and 2014, South Dakota aims to reduce the five-year average for motorcyclist fatalities by 20% (from 23.4 to 18.7). In order to be consistent with this goal, the five-year motorcyclist fatalities average for 2009-2013 needs to be at or below 21.3. Hence, the goal is to decrease the five-year average by 4.5% from 22 to 21 for the 2009-2013 time period, this equates to an annual value of 23 motorcyclist fatalities or less for 2013.



C8: NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES

2013 Performance Goal

Goal Statement: Reduce unhelmeted motorcyclist fatalities 10 percent from the 2011 calendar base year figure of 11 to 10 by December 31, 2013.

Current Value: *23*

Current Status: *Not met*

2014 Performance Goal

- Maintain an unhelmeted motorcyclist fatalities five-year average of 15.75 fatalities or less for 2009-2013.[32]

Key Observations

- Of the 25 motorcyclist fatalities in 2012, 23 (92%) were sustained by unhelmeted occupants.
- 11 of the 23 unhelmeted motorcyclist fatalities recorded in 2012 were sustained by out-of-state motorcyclists.
- Males accounted for 16 of the 21 unhelmeted motorcyclist fatalities recorded in 2012.

Recent Data

Motorcycle occupants accounted for 613 (2.4%) of the 25,946 people involved in motor vehicle traffic crashes in 2012; 72.9% (447) of these riders were not wearing a helmet at the time the crash took place. This unhelmeted occupant percentage is slightly higher than the 2011 percentage (62.7%). That unhelmeted riders make up such a large percentage of motorcyclists involved in traffic crashes, should perhaps come as no surprise, given that the *2009 South Dakota Statewide Seatbelt and Motorcycle Helmet Use Survey* found that helmets are used by only 35.6% of motorcyclists on South Dakota's roadways. This relatively low rate of helmet use clearly does not sit well with South Dakotans at large. The 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 2008-2012. For 2012, as well as for the entire 2008-2012 period, helmeted riders sustain fatal injuries with slightly lower relative frequency than do unhelmeted riders. It should be noted however that n-values in these categories may be too small to justify the formation of practical inferences based on these figures alone.

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[32] While this may seem a modest goal, in order to achieve it the annual unhelmeted motorcyclist fatalities will have to decrease by 64.5% from 23 to 10.

Table 12. Injury Outcomes for Unhelmeted and Helmeted Motorcycle Occupants: 2008-2012

Unhelmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2008	11	119	207	43	380
2009	14	102	214	44	374
2010	19	118	239	62	438
2011	11	108	181	52	352
2012	23	91	209	126	447
2012 (%)	3.1%	30.7%	51.4%	14.8%	100.0%
All Years (%)	3.9%	27.0%	52.7%	16.4%	100.0%

Helmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2008	4	59	116	19	198
2009	2	56	116	26	200
2010	8	59	124	21	212
2011	3	50	106	26	185
2012	2	53	69	34	158
2012 (%)	1.3%	33.5%	43.7%	21.5%	100.0%
All Years (%)	2.0%	29.1%	55.7%	13.2%	100.0%

The 23 unhelmeted fatalities in 2012 only included eleven (47.8%) bikers carrying a South Dakota driver's license. As before, this figure is suggestive of a sizable proportion of out-of-state motorcycle traffic on South Dakota's roadways. The 40 and older age group constituted 60.9% (14) of all unhelmeted motorcyclist fatalities; 78.3% (18) of fatalities were sustained by males. Table 13 gives annual figures for unhelmeted motorcyclist fatalities per registered motorcycle from 2008-2012. Again, interpretive caution is warranted due to low n-values.

Table 13. Unhelmeted Motorcycle Fatalities per Registered Motorcycle: 2008-2012

	Fatalities per 1,000 Registered Motorcycles
2008	0.19
2009	0.22
2010	0.29
2011	0.16
2012	0.31

State Goal Calculations

For the purposes of establishing goal, unhelmeted motorcyclist fatalities must be considered as a subset of motorcyclist fatalities. On average, 75% of motorcyclists fatalities are incurred by unhelmeted motorcyclists. Since the five-year average goal for overall motorcyclist fatalities for the 2009-2013 time period is 21, the corresponding figure for unhelmeted motorcyclist fatalities will be 15.75 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

2013 Performance Goal

Goal Statement: Decrease drivers age 20 or younger involved in fatal crashes 14 percent from the 2011 calendar base year figure of 14 to 12 by December 31, 2013.

Current Value: *20*

Current Status: *Not met*

2014 Performance Goal

- Decrease the drivers age 20 or younger involved in fatal crashes five-year average by at least 5.6 percent from the 2008-2012 annual average of 18 to a five-year annual average for 2009-2013 of 17.

Key Observations

- 20 drivers under the age of 21 were involved in a fatal traffic crash in 2012; this figure represents a 42.8% increase since 2011.

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 ages 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% of young motorists 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 42.8% since last year. It should be noted though, that 2011 was a particularly low year for this figure and the figure for 2012 is still the second lowest value in the last five years.

Table 14. Drivers Under 21 Involved in Fatal Crashes: 2008-2012

	Drivers Under 21	Annual % Change
2008	22	-8.3%
2009	20	-9.1%
2010	22	+10.0%
2011	14	-36.4%
2012	20	+42.8%
		Total Change = -9.1%

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 continuing a trend of improvement.

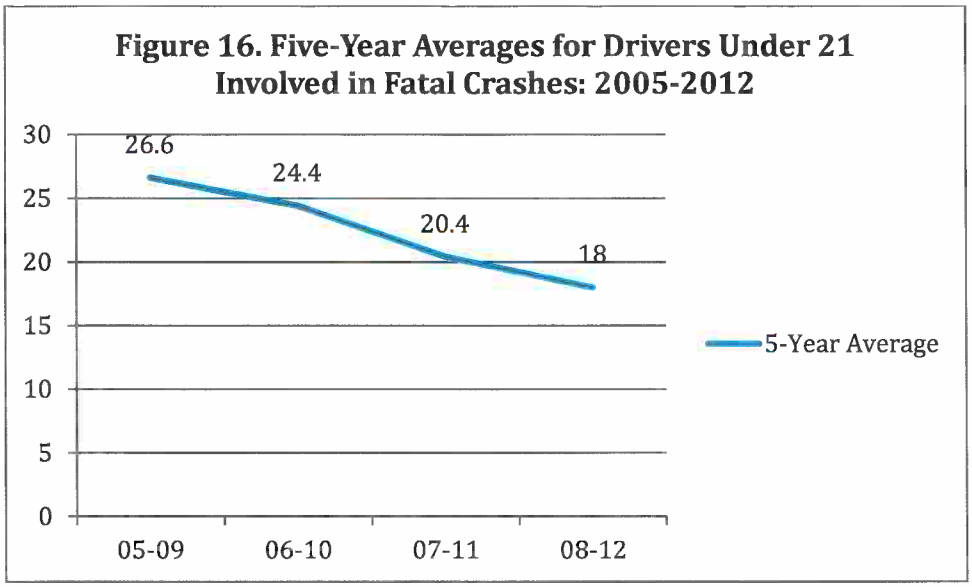


Table 15 presents additional data describing the proportional involvement of young drivers in traffic crashes in South Dakota. This table suggests that the relative level of involvement of drivers under 21 in both total crashes and fatal crashes continues to be relatively stable.

Table 15. Traffic Crashes Involving Drivers Under Age 21: 2008-2012

	Total Crashes	Total Crashes Involving Driver Under 21	% of Total Crashes Involving Driver Under 21	Total Fatal Crashes	Fatal Crashes Involving a Driver Under 21	% of Fatal Crashes Involving a Driver Under 22
2008	15,908	4,052	25.5%	109	21	19.3%
2009	16,996	4,206	24.7%	112	19	17.0%
2010	17,624	4,210	23.9%	124	22	17.7%
2011	17,359	3,992	23.0%	101	13	12.9%
2012	16,259	3,906	24.0%	118	16	16.9%

Table 16 presents fatality rates, expressed as fractions of total in-state population counts, for years 2008-2012. This table indicates that 24 fatalities resulted in 2012 from traffic crashes involving a driver under 21 years old. Additionally, the 2012 fatality rate of 2.87 fatalities per 100,000 in population is slightly higher than last year.

Table 16. Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2008-2012

	Population Estimate	Fatalities from Crashes Involving a Driver Under 21	Per 100,000 Population
2008	804,194	23	2.86
2009	812,383	22	2.71
2010	814,180	23	2.82
2011	824,082	18	2.18
2012	833,354	24	2.87

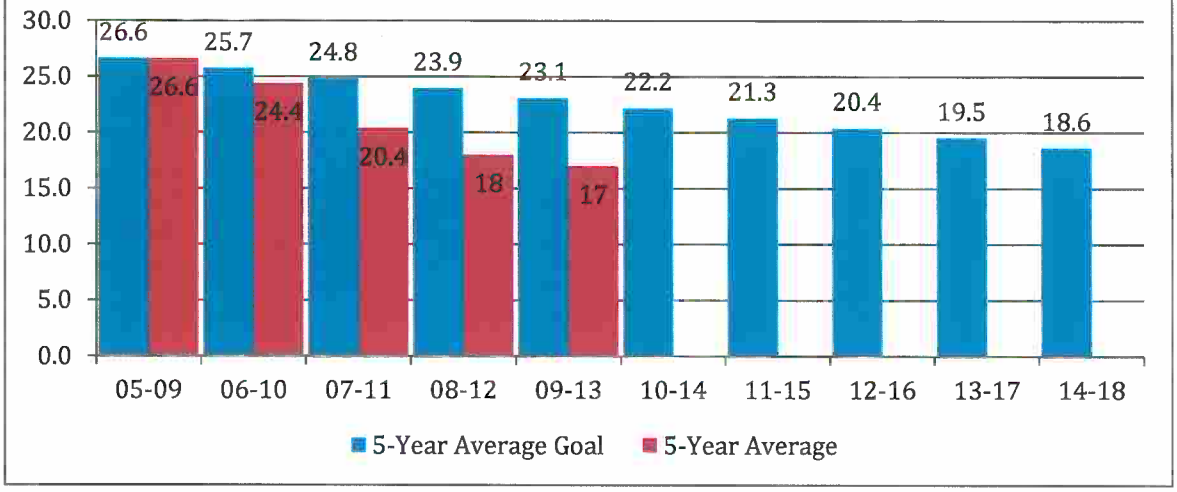
Of the 20 drivers under age 21 involved in fatal traffic crashes in 2012, 12 of them (60.0%) were killed. All 20 of them were from South Dakota. 14 of the 20 (70%) were male, and 5 (25%) recorded a positive blood alcohol content reading.[33] 17 of the 20 drivers (85.0%) were operating a passenger vehicle (one was operating an ATV and another was driving a truck with gross vehicle weight greater than 10,000 lbs.). Among all passenger vehicle occupants age 20 or younger involved in traffic crashes in 2012, 23 were killed (and 128 were seriously injured.) 17 (73.9%) of the passenger vehicle occupants age 20 or younger who were killed in 2012 were unrestrained.

State Goal Calculations

Between 2005 and 2014, as is illustrated in Figure 17, South Dakota aims 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 speeding related fatalities average for 2009-2013 needs to be at or below 23.1. However, in order to continue a general reduction in speeding-related fatalities, the goal is to decrease the five-year average by 5.6% from 18 to 17 for the 2009-2013 time period, this equates to an annual value of 17 alcohol speeding related fatalities or less for 2013.

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

Figure 17. Historical and Goal Data for Drivers Under 21 Involved in Fatal Crashes



C10: NUMBER OF PEDESTRIAN FATALITIES

2013 Performance Goal

Goal Statement: Reduce pedestrian fatalities 14 percent from the 2011 calendar base year figure of 7 to 6 by December 31, 2013.

Current Value: *2*

Current Status: *Met*

2013 Performance Goal

- Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2009-2013, despite expected increases in population.[34]

Key Observations

- Since 2008, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 7.4 fatalities per year; 2 were reported in 2012, down from 7 the previous year.

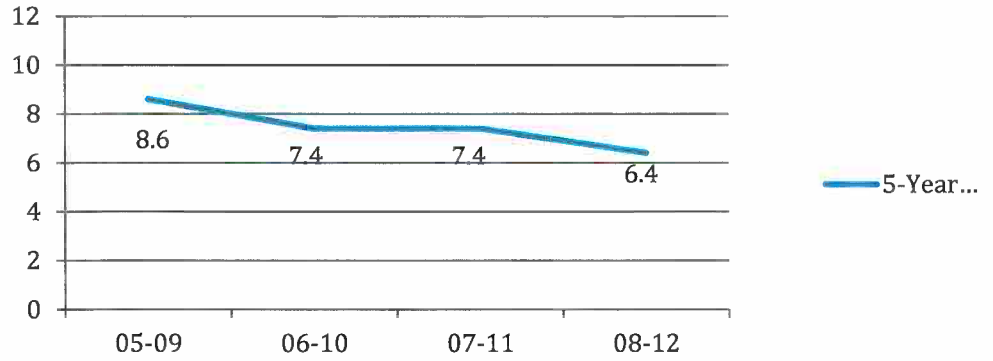
Recent Data

Urban streets and roadways constituted only 3.6% of all road miles in South Dakota in 2011. 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 32 pedestrian fatalities were recorded in the state from 2008 through 2012. This includes 2 such fatalities in 2012, a decrease from the previous year and lower than the five-year average. Since 2008, the number of annual pedestrian fatalities has fluctuated around an average of 7.4 fatalities per year; the 2 fatalities this year represent a five-year low.

Figure 18 presents trend data for pedestrian fatalities from 2005–2012, as expressed by five-year averages.

[34] While this may seem a modest goal, in order to achieve it the annual unhelmeted motorcyclist fatalities will have to decrease by 64.5% from 23 to 10.

Figure 18. Five-Year Pedestrian Fatality Averages: 2005-2012



In 2012, 59 traffic crashes occurred that involved at least one pedestrian. These crashes resulted in 2 fatalities, 11 serious injuries, and 50 other injuries. No traffic crashes produced multiple pedestrian fatalities. One of those killed was reported to having a blood alcohol content of .08 at the time of the crash. Only one of the pedestrians killed was a resident of South Dakota.

In 2012, both of the pedestrians killed were in urban areas. In addition, 82.4% (75 of 91) of non-fatal pedestrian injuries were sustained in urban areas. This is in contrast to previous years in which rural areas sustained greater rates of pedestrian fatalities than urban areas. While the differences are not as striking as the data from 2009 or 2010, these figures still suggest that urban roadways produce a far greater proportion of pedestrian injuries than do rural areas, but the risk of sustaining an actual fatality (as opposed to a non-fatal injury) are much higher for pedestrians in rural areas. This is likely due to the higher maximum allowable speed limits in rural versus urban areas.

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

Table 17. Pedestrian Fatalities and Injuries by Location: 2012

	Rural Roadways	Urban Roadways	Total
Fatalities (%)	0%	100%	100.0%
Fatalities (n)	0	2	2
Non-fatal Injuries (%)	17.6%	82.4%	100.0%
Non-fatal Injuries (n)	5	55	60

Table 18. Pedestrian Injury Outcomes by Location: 2012

	Fatalities	Serious Injuries	Other Injuries	No injuries	Total
Rural (%)	0%	10%	40%	50%	100.0%
Rural (n)	0	1	4	5	10
Urban (%)	1.8%	9.2%	41.3%	57.7%	100.0%
Urban (n)	2	10	45	52	109

Finally, Table 19 displays pedestrian fatality counts indexed to statewide population figures. Although no linear pattern is apparent for this measure, it can be seen that over the five most recent years, roughly 1-2 pedestrians per 100,000 in-state population have been killed in motor vehicle crashes each year. The 2012 figure of 0.24 shows a decrease from the 2011 figure of .85 and is much less than the five-year average of 0.79.

Table 19. Pedestrian Fatalities per 100,000 In-State Population: 2008- 2012

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2008	804,194	10	1.24
2009	812,383	4	0.49
2010	814,180	9	1.11
2011	824,082	7	0.85
2012	833,354	2	0.24

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 2009-2013 five-year average is simply to maintain the already miniscule 7 fatalities or less per year.

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

2013 Performance Goal

Goal Statement: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2011 calendar year base year average usage rate of 73.4 percent to 74.9 percent by December 31, 2013.

Current Value: *66.5%*

Current Status: *Not met*

2014 Performance Goal

- Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 percentage points from the 2012 calendar year base year average usage rate of 66.5 percent to 70% percent by December 31, 2013.

Key Observations

- The 2012 estimate for statewide estimated safety restraint usage on all road types was 66.5%, a statistically significant decrease from 2011 (73.4%).

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.[35] 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 2012, the state of South Dakota conducted a statewide observational survey following methodological guidelines spelled out in NHTSA's Uniform Criteria for State Observational Surveys of Seat Belt Use. The underlying purpose of this annual survey is to observe safety restraint use of all drivers, right

[35] 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.

front passengers, and children under the age of five, traveling on rural and urban highways and interstates. Also, starting in 2009, the analytic focus of South Dakota's annual survey was expanded to include an examination of helmet use by motorcycle occupants on state roadways. The *2011 South Dakota Statewide Seatbelt and Motorcycle Helmet Use Survey Final Report*, which was prepared for and funded by the South Dakota Office of Highway Safety, serves as the primary source document for all information presented in this section.

From the sixteen counties selected from the sampling pool, a total of 6, 926 automobile occupants and were observed. After weighing averages to account for VMT, the 2012 statewide estimated safety restraint use on all road types was 66.5%. This represents a statistically significant decrease of 6.9 percentage points from the 2011 statewide weighted estimate of 73.4%. However, it should be noted that the process for analyzing observed seatbelt use changed significantly from 2011. More specifically, the weighting method used shifts more of the observations to tribal areas. This combined with increased responsiveness of tribal reporting agents contributes t0 the lower reported percentage in 2012.

This observed overall rate of seatbelt use is somewhat less than the self-reported rates reflected in the 2012 Highway Safety Behaviors Survey. Table 20 exhibits the observed restraint use figures for 2008-2012.

Table 20. Observed Restraint Use by Year 2008-2012

	Statewide
2008	71.8
2009	72.1
2010	74.5
2011	73.4
2012	66.5
% Change ('11 to '12)	-6.9%

OTHER ONGOING PERFORMANCE MEASURE REPORTING EFFORTS

Continuing with the 2013 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: 10,487[36]

A2 – Occupant Protection Citations: 6,578[37]

A3 – Speed Citations: 42, 539[38]

[36] http://www.sdjudicial.com/Uploads/downloads/ar/fy2012/DUI.pdf
[37] http://www.sdjudicial.com/Uploads/downloads/ar/fy2012/traffic.pdf
[38] Ibid

2014 HSP FINANCIAL BUDGET

GTS PROJECT #	Performance Measure	PROJECT NAME	402 Funds	405/408 Funds	410 Funds	2010/405f Funds	154/164 Funds
2014-40-01/02	C-9	Parents Matter-Prairie View					$ 159,000.00
2014-40-03	C-5	Traffic Safety Prosecutor					$ 145,000.00
2014-40-04	C-5	SDSU Safe Ride					$ 50,596.00
2014-40-05	C-5	USD Safe Rides					$ 24,948.00
2014-40-06	C-5	SDSMT Safe Ride					$ 28,500.00
2014-40-07	C-5	Pennington County DUI Prosecutor					$ 89,801.00
2014-40-08	C-5	Stop DUI-5th Circuit					$ 146,979.00
2014-40-09	C-5	Stop DUI-6th Circuit					$ 112,960.00
2014-40-10	C-9	Teen Court					$ 105,000.00
2014-41-01/02/03	C-5, C-6	SDHP Crash Reduction	$ 206,750.00		$ 207,900.00		
2014-41-04	C-5	Traffic Enforcement Training			$ 14,600.00		
2014-41-05	C-8	SDHP DRE School			$ 83,056.00		
2014-41-06	C-1	Law Enforcement Liaisons	$ 76,289.00				
2014-41-07	C4, C-5	Sioux Falls PD	$ 64,050.00				$ 392,900.00
2014-41-08	C-5,-C-6	Cheyenne River Sioux Tribe	$ 47,747.00		$ 3,650.33		
2014-41-09	C-4, C-5	Oglala Sioux Tribe	$ 18,415.00		$ 695.00		
2014-42-01	C-4	SESV-Occupant Protection	$ 8,458.00				
2014-43-01	C-2	EMS Training	$ 249,463.00				
2014-44-01	C-4, C-5	Volunteers of America	$ 96,973.00				$ 81,335.00
2014-44-02	C-9	DSS Diversion Program					$ 110,000.00
2014-44-03	C-5	DSS Prevention Program					$ 106,000.00
2014-44-04	C-10	SDEMSC Bike Safety	$ 35,000.00				
2014-44-05	C-1	Community Outreach	$ 76,414.00				
4-44-06	C-9	From The H.E.A.R.T.			$ 13,174.00		
2014-44-07	C-9	Mitchell Alcohol Task Force					$ 14,563.00
2014-45-01	C-7	Motorcycle Safety				$ 100,000.00	
2014-46-01	C-5	Mountain Plains Evaluation					$ 151,000.00
2014-46-02	C-4	Seat Belt Survey	$ 50,000.00				
2014-46-03	Data Project	TraCS/Web TraCS		$ 350,000.00			
2014-46-04	Data Project	NEMSIS		$ 25,800.00			
2014-46-05	Data Project	Driver License Modernization		$ 250,000.00			
2014-46-06	Data Project	SDHP CAD/RMS System		$ 40,000.00			
2014-46-07	C-1	USD Business Research	$ 50,000.00				
2014-46-08	C-1	Grant Management System	$ 200,000.00				
2014-47-01	C-6	Law Enforcement Equip-Speed	$ 300,000.00				
2014-47-02	C-5	Law Enforcement Equip-Cameras			$ 100,000.00		
2014-47-03	C-5	Law Enforcement Equip-FST/PBT			$ 100,000.00		
2014-47-04/05	C-1, C-5	Law Enforcement Overtime	$ 350,000.00		$ 200,000.00		
2014-47-06/07	C-1, C-5	Law Enforcement - Other	$ 50,000.00		$ 75,000.00		
2014-48-01/02/03	C-4, C-5	Media Campaigns	$ 150,000.00		$ 250,000.00		
2014-48-04/05	C-4, C-5	SD Broadcasters	$ 100,000.00		$ 200,000.00		
2014-48-06	C-1	Public Information Officer	$ 45,000.00				
2014-49-01	C-5	SESV-Youth Simulator Project					$ 49,950.00
2014-50-01	C-1	Roadway Safety Committee	$ 15,000.00				
2014-51-01	C-1	P&A	$ 101,710.00				
2014-52-01	C-1	DOT Hazard Elimination					$ 4,500,000.00
		TOTALS	$ 2,291,269.00	$ 665,800.00	$1,248,075.33	$ 100,000.00	$ 6,268,532.00

ADDENDUM A

EMERGENCY MEDICAL SERVICES

The Office of Emergency Medical Services provides mandatory refresher training for 2,944[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**		
	1,125 – Recertification[2]	@ 72 hours each	=	81,000 hours
	41 – New EMT-Basic	@ 120 hours each	=	4,920 hours
	40 – EMT	@ 160 hours each	=	6,400 hours
2.	**ALS (Advanced Life Support includes Intermediate Levels 85 & 99)**			
	220 – Int. 85 Recertification	@ 36 hours each[3]	=	7,920 hours
	3 – Int. 99 Recertification	@ 60 hours each[3]	=	180 hours
	7 - AEMT (new level-0 recerts)	@ 180 hours each[4]	=	1,260 hours
3.	**Paramedic Level**			
	59 – New	@ 1,800 hours each	=	106,200 hours
	134 – Recertification	@ 72 hours each[5]	=	9,648 hours
	TOTAL TRAINING HOURS ACROSS LEVELS			**217,528**

To determine the value of volunteer training hours, the EMS Program used data from the non-profit Independent Sector organization to establish a hourly wage for the State of South Dakota[6].
The most recent data available is from calendar year 2011 and the rate for South Dakota (including wage and fringe benefits) is $15.99 per hour. Using this hourly rate, the value of the volunteered training hours is:

217,528 Hours (x) $15.99 (=) $ 3,478,273

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 $478,244 (+) Volunteer Hours $3,478,273 (=) $ 3,956,517

To determine a proportionate share of EMS training as it relates to motor vehicle collision responses, the total training budget number of 2,848,196 is multiplied by .1412 as determined in the table below.

$3,956,517 (x) 9.58 (=) $379,034.33

According to this calculation, South Dakota's proportionate share would be $379,034.33 which is well above the **$249,463** request for assistance in the FFY2014 Highway Safety Plan.

	2008	2009	2010	2011	2012
Total number of EMS Response for Services (only calls responded to, not total 911 calls received)	36,399	31,742	47,181	44,546	49,371
Total motor vehicle collision responses	4,563	5,134	3,194	2,970	2,810
Percent of motor vehicle responses compared to total number of response for services	12.5%	16.2%	6.8%	6.7%	5.7%
Five Year Average Motor Vehicle Collision EMS Responses	**9.58% EMS**				

Notes:

(1) South Dakota has 2,944 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.

ADDENDUM B

EQUIPMENT REQUEST

Agency	Equipment Request	Cost/Unit
Bennett County SO Project #2014-	Radar Trailer/Speed Board & signs - monitoring board to provide necessary data and information to assist in targeting problem areas with speeding drivers.	$6,760
Brandon PD Project #2014-	Stalker Awareness Monitor (SAM) - To be used to measure progress of enforcement and in reducing average speed.	$6,448
Brookings PD Project #2014-	TraCS Interface - To increase accident reporting efficiency and accuracy by installing Zuercher Technology ledSuite software and server with TraCS interface.	$5,500
Cheyenne River Sioux Tribe Project #2014-	Mobile Speed Sign – To be used to enable speed measurement, data collection and trend identification.	$7,746
McCook County SO	Speed Board – To assist in education of the public and enforcement and prosecution of speeding violators.	$6,198

ADDENDUM C

ROADWAY SAFETY ADVISORY COMMITTEE

The 2014 Highway Safety Plan is submitted in cooperation and with the assistance of the following Roadway Safety Committee member agencies.

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