

South Dakota FFY2022 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

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Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

- S. 405(b) Occupant Protection: **No**
- S. 405(e) Distracted Driving: **No**
- S. 405(c) State Traffic Safety Information System Improvements: **Yes**
- S. 405(f) Motorcyclist Safety Grants: **No**
- S. 405(d) Impaired Driving Countermeasures: **Yes**
- S. 405(g) State Graduated Driver Licensing Incentive: **No**
- S. 405(d) Alcohol-Ignition Interlock Law: **No**
- S. 405(h) Nonmotorized Safety: **No**
- S. 405(d) 24-7 Sobriety Programs: **Yes**
- S. 1906 Racial Profiling Data Collection: **No**

Highway Safety Planning Process

Data Sources and Processes

All data presented and analyzed in this report are from the South Dakota Accident Records System or the Fatality Analysis Reporting System maintained by the National Highway Traffic Safety Administration. The South Dakota Accident Records System is collected and maintained by the South Dakota Office of Highway Safety. In addition, citation data is based on reports from the South Dakota Unified Judicial System and data points related to seatbelt use or drawn from the annual Statewide Seatbelt Use Report. South Dakota Office of Highway Safety also consults and coordinates with the South Dakota Department of Transportation in establishing specific performance measures as they relate to certain problem areas and strategies. Performance targets for 2018-2022 were established by evaluating long-term trends for each of the course measures to create goals that were aggressive yet attainable. Countermeasures were chosen to target the specific problem areas we have identified in the state.

Processes Participants

The South Dakota Office of Highway Safety held three in-person grant training workshops throughout the state for FFY2022. All law enforcement agencies statewide and current and past community subrecipients received email invitations and were encouraged to attend to learn more about the Office of Highway Safety’s priority areas and the Highway Safety grant process. The South Dakota Office of Highway Safety had to cancel one grant training workshop for FFY2022 due to inclement weather. A fourth workshop was held virtually via Microsoft Teams. Below is a list of process participants.

Name	Agency
Kevin Curtis - Deputy	Bennett County
Paul Williams - Sheriff	Bennett County
Kathy Kenzy - Administrative Assistant	Stanley County
Jennifer Stalley - State Coordinator	SD Teen Court Association
Shannon Speck	Miller PD
Greg Swanson	Stanley County
Gary Nickerson	Hughes County
Amber Leyendecker	SDHP
Steve McMillin - Lieutenant	Custer County
Chris Goldsmith - Chief Deputy	Perkins County
Jerry Johnson - President SDDEA	SD Driver Ed Association
Don Allen	Summerset PD
Halayna Ducheneav	Summerset PD
Brandy Palmer - Patrol Officer	Summerset PD
Taylor Sperle - Lieutenant	Pennington County
Patrick Kaiser - Officer	Whitewood PD
Geody VanDewater	Sturgis PD
Darin Pedneal	Sturgis PD

Robert Williams	Lead PD
Vicki Greenwood	Butte County
Jason March	Butte County
Mardi Reeves	Belle Fourche PD
Josh Gallagher	Belle Fourche PD
Matt Schackow	Faith PD
Mary Jo Farrington	SDSMT
Richard Benn	Box Elder PD
Jason Brown	Box Elder PD
Justin Taylor - Sergeant	Box Elder PD
Dawn Wozna - Contracting Officer	SDSMT
Sue Jarvis	Black Hills Pregnancy Center
Duane Kavanaugh	SDSMT
Dave Kinser	Rapid City PD
Corolla Lauck - Director	SDEMSC
Jaime Bartell - P. Coordinator	SDEMSC
Diane Hall - P. Coordinator	SDEMSC
Ben Severson	USD SCC
Jody Hauge	Aurora County SO
David Fink	Aurora County SO
Jason Bechtold - Captain	Huron PD
Steve Rehorst - Captain	Watertown PD
Chad Brown	Lincoln County
Drew Garry	Brookings PD
Ryan Rook	Madison PD
Ben Lord	Lincoln County
Isaac Kurtz	SDHP
Michelle Majeres	VOA/SEPRC
Matt Christensen	Brookings County SO
Manny Langstraat	Brookings County SO
Tiffany Butler - Director of Operations	Carroll Institute
Darin Moke - Deputy	Davison County SO
Luke Trowbridge - Lieutenant	Vermillion PD
Name with Title	Agency
Travis Olsen	SFPD
Joe Bosman	Minnehaha County SO
Mariah Weber	SDSU
Brandon Schultz	SDSU PD
Kevin Lipinski	SDSU PD
Richard Headid	North Sioux City PD
Dustin Sharkey	North Sioux City PD
John Roman	Lennox PD
Will Ericksen	Lennox PD
Brad Buysse	Mitchell PD

Denise Hanson - Finance Officer	Lennox SD - FO
Kyle Couchey	Edmunds County SO
Stacy Mayou	Groton PD
Stephanie Kinnander	NE Prevention Resource Center
Tayt Alexander	Hamlin County SO
Paul Pederson	Clay County SO
Tim Walburg	Lake County SO
Rick Birt	SADD
Meghan Carter	MADD
Grant Lanning	Lake County SO
Roderick Howard	MADD
Brandon Wingert	Hanson County SO
Korben Leegaard	Canton PD
LeAnn Wasmoen	Spink County Coalition
Dodi Haug	NE Prevention Resource Center
Dan Kopfmann	Mitchell PD
Sam Swanson	Marshall County SO
Daniel Dove	Martin PD
Jason Foote	Yankton
Nancy Scharenbroich	From the HEART
Name with Title	Agency
David Mogard	Gettysburg PD
Thomasina Rohrbach	Avera - Prevention Coordinator
Chessa Quenzer	Spink County Coalition
April Abeln	Groton PD
Tony Garcia	Groton PD
Kailey Anderson	Day County
Jerred Schreur	Day County

Description of Highway Safety Problems

Given that its 886,667 residents are distributed over 77,184 square miles of terrain, South Dakota remains one of the nation's most sparsely populated states (<https://www.census.gov/data/tables/time-series/dec/popchange-data-text.html>). The markedly rural character of South Dakota's landscape presents distinctive challenges to traffic crash prevention and management. Altogether, rural roads and highways comprise 96.0% of the 81,697 total roadway miles that crisscross the state, and in 2020, rural travel accounted for 70.2% of all vehicle miles traveled (2020 Vehicle Miles Travelled (VMT), South Dakota Department of Transportation). 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.

Through the lens of major traffic crash indicators, observers of highway safety outcomes witnessed a rather discouraging year in 2020. Of the 17,583 traffic crashes reported through the South Dakota

Accident Reporting System (SDARS) data system in 2020, negative directionalities were observed across a number of outcome measures.

- In total, 141 traffic crash fatalities were recorded in South Dakota in 2020, a substantial increase from the 102 in 2019.
- The number of serious injuries recorded in 2020 represents an increase of 5.4% from the analogous 2019 total. Of the 4,460 non-fatal traffic crash injuries sustained in 2020, 548 (12.3%) were considered serious or incapacitating.
- The 2020 statewide fatality rate of 1.45 is 41.1% higher than the rate in 2019.
- A total of 58 unrestrained passenger vehicle occupants were killed in traffic crashes in 2020, a 52.6% increase from 2019 (38).
- The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above increased 46.4% from 28 in 2019 to 41 in 2020. However, the value for 2019 was a ten-year low and the total number of crashes involving intoxicated drivers only increased 6.3%.
- A total of 41 individuals were killed in 2020 as a result of traffic crashes involving at least one speeding driver. This figure has increased by 70.8% since 2019.
- Motorcycles were involved in only 2.6% of traffic crashes in 2020, however motorcyclists accounted for 27 (19.1%) of all fatalities. Of the 27 motorcyclist fatalities in 2020, 20 (74.1%) were sustained by unhelmeted motorcyclists.
- A total of 20 drivers under the age of 21 were involved in a fatal traffic crash in 2020, a 33.3% increase from the 15 drivers in 2019. These crashes resulted in 19 fatalities, including 9 of the drivers under the age of 21.
- There were 14 pedestrian fatalities reported in 2020, double the amount from 2019.
- The 2020 estimate for statewide estimated safety restraint usage on all road types was 68.2%, a 7.0 percentage point decrease from 2019 (75.20%).

These negative outcomes are in spite of the fact that vehicle miles traveled in South Dakota decreased in 2020. Beyond the decrease in VMT, it is unclear what effects the Covid-19 pandemic had on driving behavior in the state, but it should be considered when evaluating these results. It is also worth noting that 2019 was a particularly good year across most outcomes so percentage comparisons to last year may overstate the substantive amount of increase. Despite these setbacks, we are currently on track to meet 9 of our 11 core outcome measure goals and there was one area in which South Dakota saw a positive outcome.

- There were no bicyclist fatalities reported in 2020.

Through the design, 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. We will continue to utilize evidenced based practices to improve our outcomes and meet our established goals.

Methods for Project Selection

The South Dakota Office of Highway Safety provided a total of four grant training workshops throughout the state. Three workshops were held in-person while one of the four was held virtually. Potential applicants attend these workshops in order to understand the application process and the rules and requirements of the Highway Safety grant program. At these workshops, Highway Safety data and priorities are discussed to aid potential applicants in determining problem areas for communities across the state. All law enforcement and community applications are reviewed by Office of Highway Safety employees. Applications that are approved to be a part of the Highway Safety Plan demonstrate a Highway Safety related problem along with proven countermeasures that will be deployed to prevent injuries and fatalities on South Dakota's roadways.

List of Information and Data Sources

All of the data presented and analyzed in this report are from the South Dakota Accident Records System or the Fatality Analysis Reporting System (FARS) maintained by the National Highway Traffic Safety Administration. This South Dakota Accident Records System is collected and maintained by the South Dakota Office of Highway Safety. In addition, citation data is based on reports from the South Dakota Unified Judicial System and data points related to seat belt use are drawn from the annual Statewide Seat belt Use Report.

Description of Outcomes

The 2022 plan begins with a broad data presentation organized around the core outcome and core behavior measures required as mandatory reporting items by NHTSA. Interlaced into this section are the performance goals established by the Office of Highway Safety through collaboration with external partners. In developing and implementing the strategies and plans of the Highway Safety Plan and the Strategic Highway Safety Plan, the Office of Highway Safety has worked in coordination with the South Dakota Department of Transportation (SDDOT). All data presented and analyzed in this report are from the Fatality Analysis Reporting System or the South Dakota Accident Records System. The later data is collected and maintained by the South Dakota Office of Highway Safety. Due to significant improvements in our ability to collect crash reports (approximately 95% of reports are submitted electronically), there is little to no delay in the uploading of these reports. This allows the data to be readily available for performance monitoring throughout the year. Amanda Hossle, the Director of Highway Safety also serves on the steering committee for the development of the Strategic Highway Safety Plan, which helps to ensure that the efforts are coordinated. For each of the core outcome measures addressed in the plan, supporting data is provided to justify the established goals. Goals are made in relation to long-term projections as well as the most recent year's data points.

Performance Report

Progress towards meeting State performance targets from the previous fiscal year's HSP.

2022 HSP					
Performance Measure:	Target Period	Target Year(s)	Target Value FY21 HSP	Data Source*/ FY21 Progress Results	On Track to Meet FY21 Target
C-1) Total Traffic Fatalities	5 year	2017-2021	125.2	2015-2019 FARS 122.2	Yes
C-2) Serious Injuries in Traffic Crashes	5 year	2017-2021	656.7	2015-2019 State Crash Data 646.6	Yes
C-3) Fatalities/VMT	5 year	2017-2021	1.24	2015-2019 FARS 1.27	Yes
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2017-2021	61.9	2016-2020 State Data 55.4	Yes
C-5) Alcohol-Impaired Driving Fatalities	5 year	2017-2021	41.2	2016-2020 State Data 39.4	Yes
C-6) Speeding-Related Fatalities	5 year	2017-2021	34.2	2016-2020 State Data 37.0	No
C-7) Motorcyclist Fatalities	5 year	2017-2021	19.3	2016-2020 State Data 19.0	Yes
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2017-2021	14.5	2016-2020 State Data 12.4	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2017-2021	16.4	2016-2020 State Data 16.4	Yes

C-10) Pedestrian Fatalities	5 year	2017-2021	7.0	2016-2020 State Data 9.4	No
C-11) Bicyclist Fatalities	5 year	2017-2021	1.0	2016-2020 State Data 0.2	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2021	76.9	2020 State Survey 68.2%	No
Number of distracted driving fatalities	Annual	2021	7.5	2019 FARS 3	Yes
Traffic Records Completeness	Annual	2021	100.00	2020 State Data 100.0%	Yes

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Decrease the traffic fatalities five-year average to 125.2 or less for 2017-2021.

Current Value (2015-2019): 122.2

Current Status: *On track to meet target*

Key Observations from 2020 Data

- In total, 141 traffic crash fatalities were recorded in South Dakota in 2020, a substantial increase from the 102 in 2019.
- Similar to previous years, the vast majority (90.0%) of traffic crash fatalities in South Dakota in 2020 were motorists, as opposed to pedestrians or pedalcyclists.

Recent Data

Of the 17,583 motor vehicle traffic crashes reported in South Dakota in 2020, 132 (0.75% of total crashes) resulted in at least one fatality. In total, 141 traffic crash fatalities were recorded in South Dakota in 2020, a 38.2% increase from 102 in 2019. As was the case in previous years, the majority

of fatalities were vehicle operators; in 2020, 106 fatalities (75.1%) of all traffic crash fatalities, were operators of motor vehicles.

Table 1 presents basic fatality counts and annual percentage changes from 2016 to 2020. Figure 1 provides a visual representation of fatalities in South Dakota over the same period, as expressed through five-year averages.

	Fatalities	% Change
2016	116	-13.4%
2017	129	+11.2%
2018	130	+0.01%
2019	102	-21.5%
2020	141	+38.2%

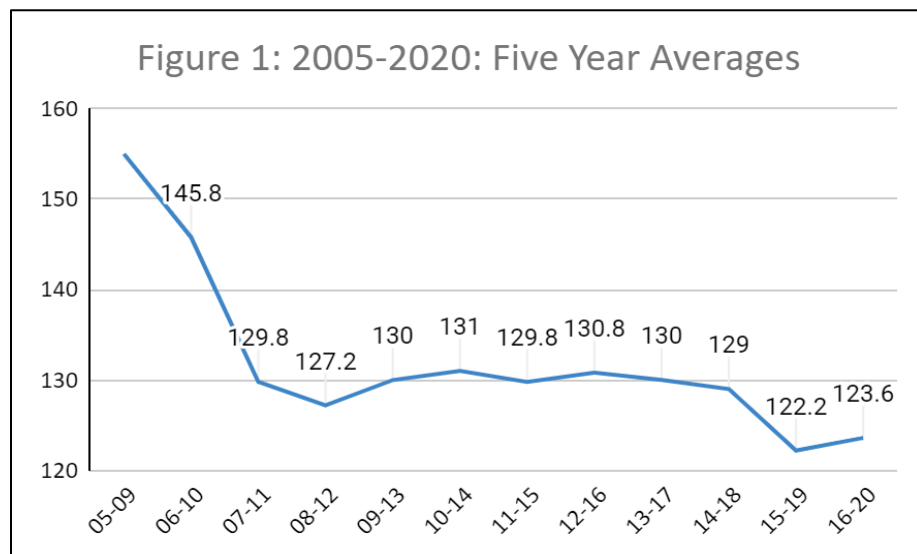


Figure 2 presents traffic crash fatalities by unit type for 2020. From this data, it can be seen that the vast majority of traffic crash fatalities in South Dakota are motorists, as opposed to pedestrians or pedalcyclists. With regard to the 141 traffic crash fatalities recorded in 2020, 127 (90.0%) were motor vehicle occupants with the largest percentages coming from light trucks (23.4%), passenger cars (20.6%), SUVs (14.9%), and motorcycles (19.1%). Occupants and operators aged 50-59 years accounted for 19.8% (28) of all occupant fatalities, the highest of any 10-year age span group. Also, 94 of the fatalities (66.7%) occurred on roads where the speed limit was 55 or greater. Finally, 77.3% (109) of 2020 traffic crash fatalities occurred on rural roadways while the remaining 22.7% (32) 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.

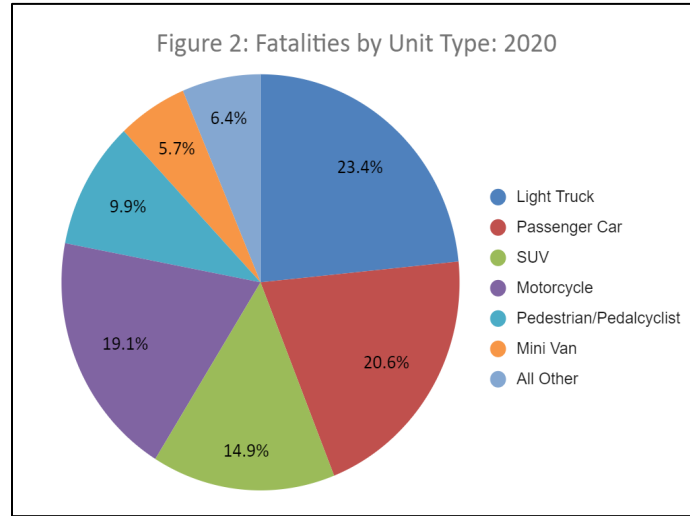


Table 2 displays calculated values for a modified per capita measure of traffic crash fatalities: total fatalities per 100,000 in-state population. This metric provides a relative indicator of fatality incidence, indexed to dynamic population counts. The figures presented in this table supply another means by which to examine trending features with respect to traffic crash fatalities in South Dakota. By this measure, the state fatality rate increased 37.9% last year and has witnessed a 34.4% cumulative improvement in fatality outcomes since 2006.

	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	13.47	-21.7%
2012	833,354	133	15.96	18.5%
2013	844,877	135	15.98	0.1%
2014	853,175	136	15.94	-0.2%
2015	858,469	134	15.49	-2.8%

2016	865,454	116	13.40	-13.5%
2017	869,666	129	14.83	10.7%
2018	882,235	130	14.74	-0.7%
2019	884,659	102	11.53	-21.8%
2020	886,667	141	15.90	+37.9%

[1] 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.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Decrease the serious traffic injuries five-year average to 656.7 or less for the 2017-2021 time period.

Current Value (2015-2019): 646.6

Current Status: *On track to meet target*

Key Observations from 2020 Data

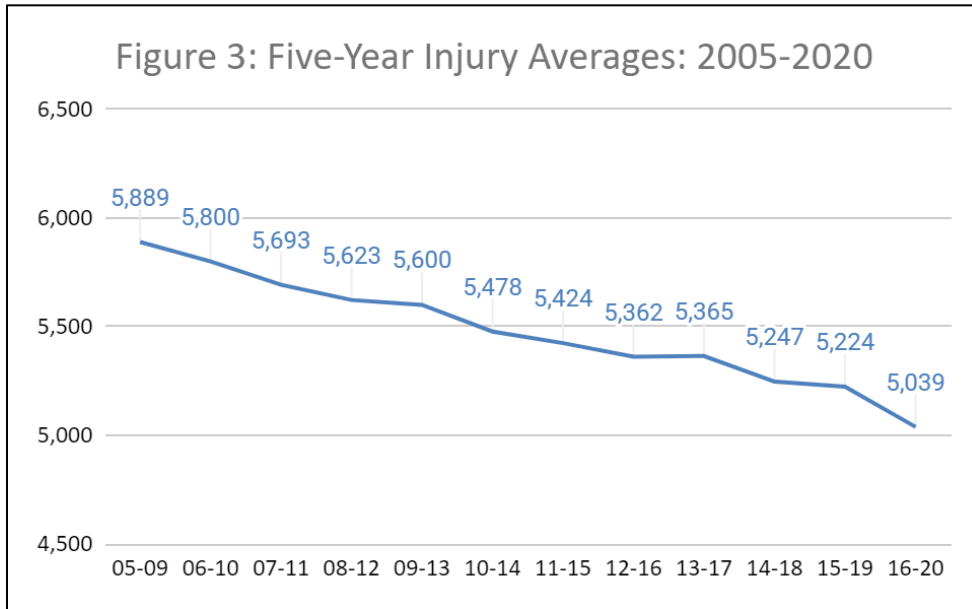
- 4,460 non-fatal traffic crash injuries were sustained in 2020, 548 of which were serious or incapacitating. (This total includes 2,208 “possible” injuries included in the South Dakota Crash Data). The number of serious injuries recorded in 2020 represents an increase of 5.4% increase from the analogous 2019 total.

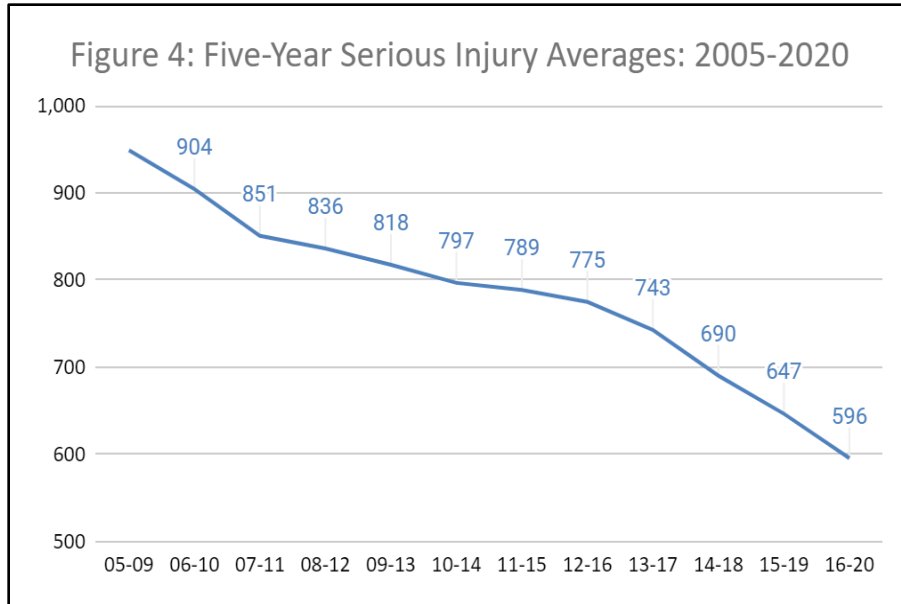
Recent Data

A grand total of 4,601 injuries were sustained as a result of traffic crashes in 2020, 141 (3.06%) of which were ultimately fatal. Of the 4,460 non-fatal injuries, 548 (12.3%) were serious or incapacitating. The number of serious injuries recorded in 2020 (548) represents a 5.4% increase from the same figure in 2019 (520).

Table 3 displays frequency counts and average annual changes for all non-fatal injuries and serious injuries from 2016–2020. Figures 3 and 4 present five-year average trend lines for total non-fatal injuries (Figure 3) and serious injuries (Figure 4), both of which have continually decreased since the 2005-2009 time-period.

Table 3. Annual Traffic Crash Totals, Fatal and Non-Fatal Injuries: 2016-2020				
	Total Injuries	% Change	Serious Injuries	% Change
2016	5,166	-6.5%	692	-13.8%
2017	5,448	+5.5%	649	-6.2%
2018	5,008	-8.1%	569	-12.3%
2019	4,974	-0.68%	520	-8.6%
2020	4,601	-7.50%	548	+5.4%





Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goals:

Goal Statement (a): Decrease the five-year average fatalities/VMT to an average rate of 1.24 or less for 2017-2021.

Current Value (2015-2019): 1.27

Current Status: *On track to meet target*

Goal Statement (b): Decrease the five-year average rural fatalities/VMT to an average rate of 1.52 or less for 2017-2021.

Current Value (2015-2019): 1.56

Current Status: *On track to meet target*

Goal Statement (c): Decrease the five-year average urban fatalities/VMT to an average rate of 0.58 or less for 2017-2021.

Current Value (2015-2019): 0.58

Current Status: *On track to meet target*

Key Observations from 2020 Data

- Since 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 2020 statewide fatality rate of 1.45 is 41.1% higher than the rate in 2019. The rural fatality rate increased 32.2% from 1.21 in 2019 to 1.60 in 2020. The urban fatality rate increased 84.5% from 0.6 to 1.11. The most recent five-year average fatality rate is still 30.4% lower than the 2005-2009 average.
- Injury-to-fatality ratios suggest that rural crashes remain more likely than urban crashes to produce fatalities, all else being equal.

Recent Data

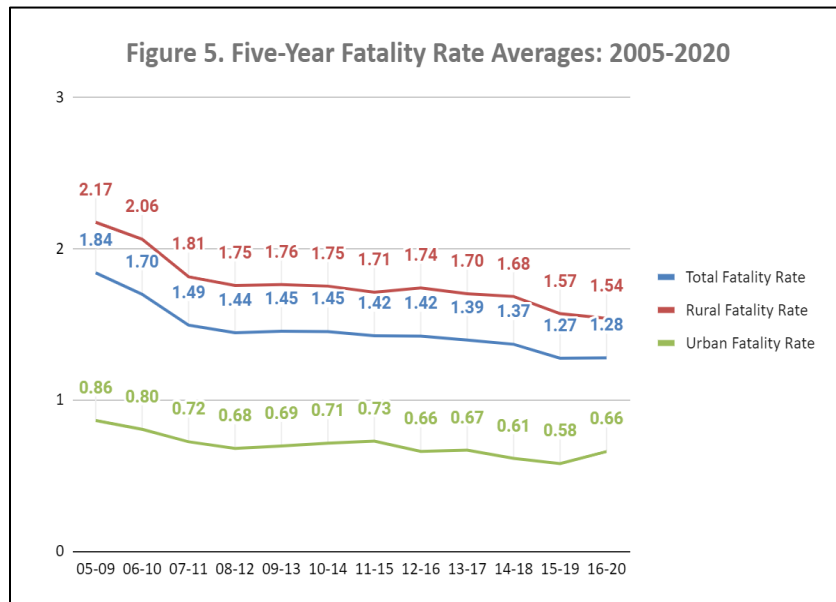
South Dakota’s highway system is dominated by vastness. The state’s geographic expansiveness and sparse population combine to result in a marked reliance on travel by rural roadways. In 2020, South Dakota’s state and local governments maintained 81,697 miles of roadways, 96.0% of which (78,465) were designated by the state Department of Transportation as rural. In addition, 70.2% 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 2020. Overall, the 9.7 billion total VMT figure for 2020 represents a decrease of 2.1% from the 9.9 billion VMT figure for 2019. While in recent years we have seen a steady increase in VMT, the Covid-19 pandemic likely contributed to the lower total miles in 2020.

	Values	% of Total
Rural Miles	78,436.51	96.01%
Urban Miles	3,260.87	3.99%
Total Miles	81,697.38	100%
Rural VMT	6,813,433,433	70.22%
Urban VMT	2,890,011,118	29.78%
Total VMT	9,703,444,550	100%

Since 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 figures for 2016–2020, segmented by location type. (“Fatality rate” is defined here as the number of fatalities per 100 million vehicle miles traveled.

Table 5. Fatality and Injury Rates by Location: 2016-2020*			
	Total Fatality Rate	Rural Fatality Rate	Urban Fatality Rate
2016	1.22	1.55	0.45
2017	1.34	1.61	0.69
2018	1.34	1.72	0.44
2019	1.03	1.21	0.6
2020	1.45	1.60	1.11
% Change ('19 to '20)	+41.08%	+32.21%	+84.54%
* Rural + Urban fatalities/injuries may not add to total, because some crash reports include no rural/urban designation			

Figure 5 demonstrates a mostly downward trend across five-year averages for total, rural, and urban fatality rates since the initial 2005-2009 average. As expected, average rural fatality rates are substantially higher than comparable urban fatality rates for each of the last twelve time periods. The reasons for this tendency are at least partially intuitive, including but not limited to the characteristically higher allowable rates of speed on rural roadways and the increased transit time required for emergency responders to arrive at crash sites.



Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Decrease the unrestrained passenger vehicle occupant fatalities five-year average to 61.9 or less for 2017- 2021.

Current Value (2016-2020): 55.4

Current Status: On track to meet target

Key Observations from 2020 Data

- A total of 58 unrestrained passenger vehicle occupants were killed in traffic crashes in 2020, a 52.6% increase from 2019 (38).
- In 2020, 57.6% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise.
- A substantial majority (77.5%) of all unrestrained driver fatalities in passenger vehicles in 2020 were sustained by males.

Recent Data

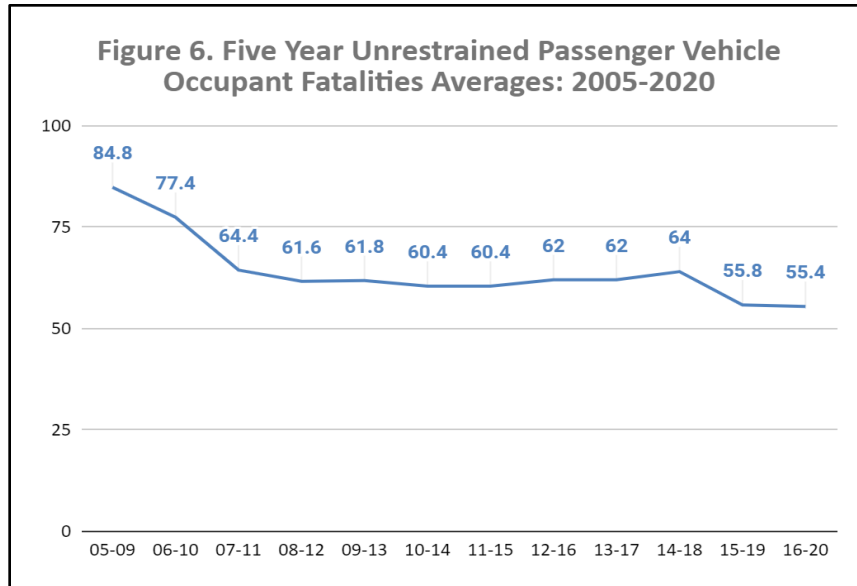
In 2020, 19,485 passenger vehicle occupants were involved in traffic crashes, 1,132 of which were unrestrained. (Here, “unrestrained” passengers are those not wearing a seatbelt or shoulder harness, as well as a child occupant not properly secured in a child restraint system. The restraint usage status was unknown for 1,961 individuals.) Of these unrestrained occupants whose injury status was known, 58 (5.1%) were killed, 156 (13.7%) sustained a serious injury, and 439 (38.8%) received other injuries. (“Other” injuries include those recorded as having “possible” injuries.) Altogether then, 55.4% of these occupants suffered an injury, fatal or otherwise:

Table 6 presents crash outcome figures for all unrestrained passenger vehicle occupants in South Dakota from 2016–2020. Figure 6 presents five-year averages from 2005 to 2020 of unrestrained passenger vehicle occupant fatalities.

Table 6. Injury Outcomes of Unrestrained Passenger Vehicle Occupants: 2016-2020*					
	Fatalities	Serious Injuries	Other Injuries	No Injuries	Total
2016	58	296	752	670	1776
2017	64	163	565	527	1319
2018	59	220	610	555	1444
2019	38	145	570	565	1318
2020	58	156	439	479	1,132
2020 (%)	5.1%	13.8%	38.8%	42.3%	100.0%
All Years (%)	4.0%	14.0%	42.0%	40.0%	100.0%

*Passenger vehicle includes Cargo Van (10,000 pounds or less), light truck, mini-van, passenger van with seats for 8 or less including driver, passenger car, single unit truck (10,000 pounds or less) van/bus with seats for 9-15 people including driver and SUVs.

(<https://www.fhwa.dot.gov/policy/ohpi/vehclass.htm>)



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 2020, one child under the age of five was killed as passenger vehicle occupants. Four children under the age of five suffered serious injuries; all five of these children were unrestrained. Among unrestrained passenger vehicle occupants 5 or older, 57 sustained fatal injuries, (“Unrestrained” includes those who used no restraint or youth restraint system used improperly.) Of these, 45 of them were male (78.9%).

Of the 151 passenger vehicle occupants who were partially or totally ejected from the vehicle during a crash, 68.2% (103) suffered a serious injury or fatality. Among those who were partially ejected and whose restraint status was known, only 5.5% or one individual had been restrained; 94.4% (17) were unrestrained. The restraint status was unknown for 4 individuals. A substantial majority (99.2%) of those who were totally ejected were unrestrained, though the restraint status is unknown for 4 of those individuals totally ejected. Table 7 presents 2020 data on ejection status by restraint usage for passenger vehicle occupants only (all ages).

	Not Ejected	Partially Ejected	Totally Ejected	Total
None	5.4%	96.1%	72.7%	7.9%

Belt/harness	94.4%	0.8%	4.5%	80.5%
Other, Unreported, Unknown	10.8%	3.1%	18.2%	9.7%
Youth restraint used improperly	0.0%	0.0%	4.5%	0.0%
Youth restraint used properly	0.1%	0.0%	0.0%	0.1%
Grand Total	100.0%	100.0%	100.0%	100.0%

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Decrease the five-year average for BAC related fatalities to 41.2 or less for 2017-2021.

Current Value (2016-2020): 39.4

Current Status: *On track to meet target*

Key Observations from 2020 Data

- The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above increased 46.4% from 28 in 2019 to 41 in 2020. However, the value for 2019 was a ten-year low and the total number of crashes involving intoxicated drivers only increased 6.3%.
- In 2020, 95.1% of fatalities (39) involving at least one driver or motorcycle operator with a BAC of .08 or above were sustained by intoxicated drivers themselves.

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. (Drivers with a BAC level of .08 or higher will occasionally be referred to in this report as “intoxicated drivers.”). Altogether, 17,583 traffic crashes were reported in 2020, 544 of which involved at least one driver with a BAC reading of .08 or above. In other words, 3.1% of all crashes involved at least one driver with a BAC of .08 or higher. A total of 877 individuals were involved in these crashes.

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.

	BAC Crashes	Total Crashes	% Total Crashes that were BAC Crashes	% Annual Change in % of crashes that were BAC Crashes
2016	477	17,497	2.7%	0.0%
2017	526	18,380	2.9%	+10.3%
2018	485	19,045	2.5%	-13.8%
2019	512	20,390	2.5%	+0.0%
2020	544	17583	3.1%	+23.2%

*BAC Crashes refer to those crashes wherein at least one driver was found to have a BAC level of .08 or higher.

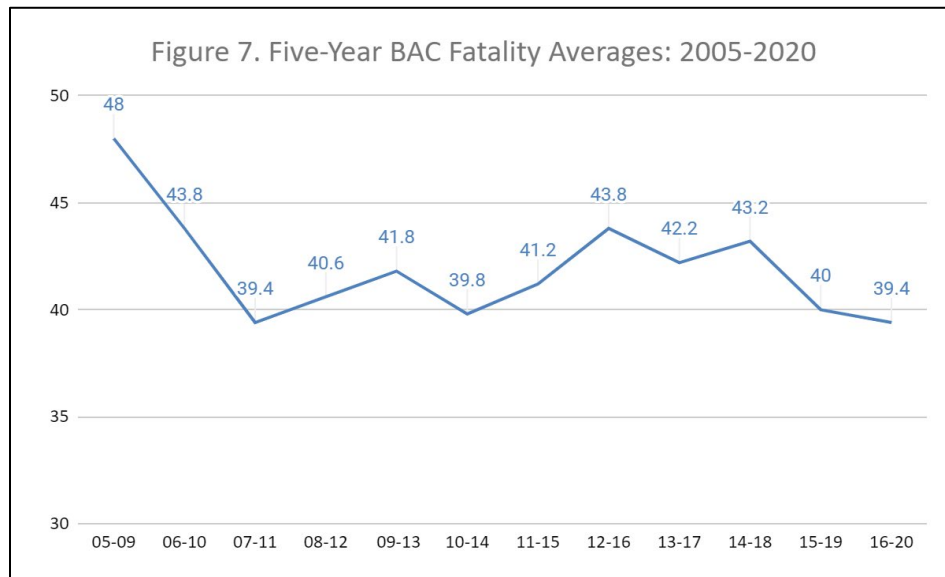
Table 9 presents frequency counts of fatalities and injuries resulting from traffic crashes involving at least one driver with a BAC reading of .08 or higher. From 2005–2020, 673 fatalities and 1173 serious injuries were sustained in crashes involving at least one operator exceeding the legal BAC limit. In 2020 alone, 41 fatalities and 30 serious injuries were reported in analogous traffic crashes. The fatality figure represents a 70.8% increase from 2019 (14). However, the total number of crashes involving a driver with a BAC of .08 or above only increased 6%.

Of the fatalities resulting from crashes with at least one intoxicated driver, 39 (95.1%) were themselves drivers with a BAC level of .08 or higher. Among drivers with a BAC of .08 or higher that were also fatalities, 84.6% (33) carried an in-state driver’s license; 12.8% (5) were operating without or under a revoked or suspended license; 82% (34) were male; and 25.6% (10) were 25 years old or younger.

	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2005	70	74	120	143	395
2006	67	83	192	181	511
2007	44	68	152	225	483
2008	35	75	187	328	625
2009	54	81	207	361	703
2010	37	80	199	367	683
2011	33	88	211	401	733

2012	44	104	268	382	798
2013	41	81	250	491	863
2014	44	68	216	452	780
2015	44	74	276	475	869
2016	46	80	296	476	899
2017	36	73	239	411	759
2018	46	65	165	504	779
2019	28	49	220	563	857
2020	41	30	235	535	841
2020 (%)	4.9%	3.6%	27.9%	63.6%	100.0%
All Years (%)	5.9%	10.1%	29.6%	54.4%	100.0%

Figure 7 displays five-year averages for fatalities reported from 2005–2020. Fatalities resulting from these traffic crashes accounted for 29.1% of all fatalities recorded in 2020.



Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

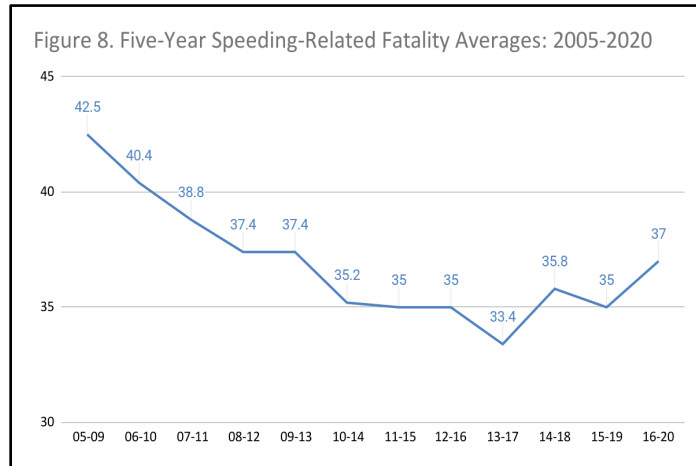
Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Decrease the five-year average for speeding related fatalities to 34.2 or less for 2017-2021.

Current Value (2016-2020): 37.0

Current Status: *Not on track to meet target*



Key Observations from 2020 Data

- A total of 41 individuals were killed in 2020 as a result of traffic crashes involving at least one speeding driver. This figure has increased by 70.8% since 2019.
- 92.7% of speeding-related fatalities in 2020 were sustained by motor vehicle occupants; 7.3% of these fatalities were pedestrians.
- 68.3% of speeding-related fatalities in 2020 occurred on rural roadways.

Recent Data

In 2020, 1,822 traffic crashes occurred that involved at least one speeding driver (10.4% of all reported traffic crashes); a total of 2,861 people were involved. Of these individuals, 41 (1.4%) sustained fatal injuries, 113 (3.9%) suffered serious but non-fatal injuries, and 570 (19.9%) received non-serious injuries. This means that 29.1% percent of South Dakota's traffic crash fatalities were sustained in roadway incidents involving at least one speeding driver. 92.7% of speeding-related fatalities in 2020 were sustained by motor vehicle occupants; 7.3% (3) of these fatalities were pedestrians. Figure 8 displays the five-year averages for speeding-related fatalities during the 2005–2020 period.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Decrease the five-year average for motorcyclist fatalities to 19.3 or less for 2017-2021.

Current Value (2016-2020): 19.0

Current Status: *On track to meet target*

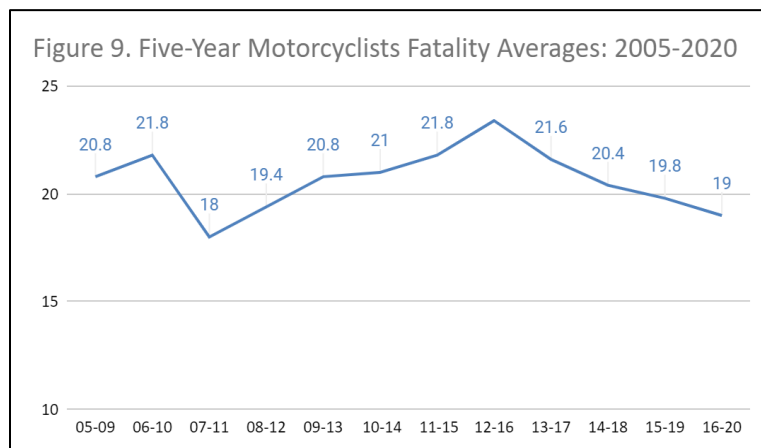
Key Observations from 2020 Data

- Motorcycles were involved in only 2.6% of traffic crashes in 2020, however motorcyclists accounted for 27 (19.1%) of all fatalities.
- Of the 27 motorcyclist fatalities sustained in traffic crashes involving motorcycles in 2020, 25 (92.6%) motorcycle operators.
- 24 (88.9%) of the motorcyclist fatalities recorded in 2020 were incurred by males.

Recent Data

In 2020, 457 traffic crashes involving motorcycles were reported, amounting to approximately 2.6% of all traffic crashes. (In sections C7 and C8, references to “motorcycles” and “motorcycle operators/occupants” also include mopeds and moped operators/occupants. For simplicity, the term “motorcycle” alone is used.). Of the 27 motorcyclist fatalities, 92.5% (25) were motorcycle operators. Despite only being involved in 2.6% of traffic crashes in 2020, motorcyclists accounted for 19.1% of all fatalities. Figure 9 displays five-year averages for motorcyclist fatalities for 2005-2020.

Of the 27 motorcyclist fatalities in 2020, 18 (66.7%) were age 40 or older and 24 (88.9%) were males. One third of the fatalities (33.3%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2020 Sturgis Motorcycle Rally (August 7-16, 2020). Of the 27 motorcyclists that were killed, 13 (48.1%) were licensed in South Dakota and 6 (22.2%) of the motorcycle operators suffering fatal injuries had a blood alcohol content reading of .08 or above.



Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Decrease the unhelmeted motorcyclist fatalities five-year average to 14.5 or less for 2017-2021.

Current Value (2016-2020): 12.4

Current Status: *On track to meet target*

Key Observations from 2020 Data

- Of the 27 motorcyclist fatalities in 2020, 20 (74.1%) were sustained by unhelmeted motorcyclists.
- 10 of the 20 unhelmeted motorcyclist fatalities (50.0%) recorded in 2020 were sustained by out-of-state motorcyclists.
- Males accounted for 90.0% (18) of the unhelmeted motorcyclist fatalities recorded in 2020.

Recent Data

Table 10 presents comparative crash outcomes data for helmeted and unhelmeted motorcyclists from 2016-2020. The percentage of motorcyclist fatalities that were unhelmeted increased from 54.5% in 2019 to 74.1% in 2020. It should be noted, though, that the low n-values in these categories may be too small to justify the formation of practical inferences based on these figures alone.

The 20 unhelmeted fatalities in 2020 included 10 motorcyclists (50.0%) carrying a South Dakota driver’s license. The 40 and older age group constituted 50% (3) of all unhelmeted motorcyclist fatalities; 83.3% (5) of unhelmeted fatalities were sustained by males

Table 10. Injury Outcomes for Unhelmeted and Helmeted Motorcycle Occupants: 2016-2020*

Unhelmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2016	15	94	161	101	371
2017	10	72	155	127	364
2018	11	72	111	81	275
2019	6	67	105	79	257

2020	20	89	173	34	302
2020 (%)	6.3%	28.2%	54.7%	10.8%	100.0%
All Years (%) 2005-2020	4.0%	27.5%	50.5%	18.3%	100.0%
Helmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2016	6	33	92	25	156
2017	6	52	95	25	178
2018	4	36	84	27	151
2019	6	28	76	22	129
2020	5	40	124	40	209
2020 (%)	2.4%	19.1%	59.3%	19.1%	100.0%
All Years (%) 2005-2020	2.8%	28.4%	54.9%	14.1%	100.0%
* There were 29 cases where the helmet status of the motorcyclist was unknown, including two fatalities; they are not included in this table.					

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Decrease the drivers age 20 or younger involved in fatal crashes five-year average to 16.4 or less for 2017-2021.

Current Value (2016-2020): 16.4

Current Status: On track to meet target.

Key Observations from 2020 Data

- 20 drivers under the age of 21 were involved in a fatal traffic crash in 2020, a 33.3% increase from the 15 drivers in 2019.
- 19 fatalities resulted from crashes where drivers under the age of 21 were involved, a slight increase since 201. These fatalities include 9 of the drivers under the age of 21.

Recent Data

Table 11 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, 20 drivers under 21 were involved in fatal crashes, an increase since 2019.

Table 11. Drivers Under 21 Involved in Fatal Crashes: 2016-2020		
	Drivers Under 21	Annual % Change
2016	20	+42.9%
2017	10	-50.0%
2018	17	+70.0%
2019	15	-11.7%
2020	20	+33.3%

Of the 20 drivers under the age of 21 involved in fatal traffic crashes in 2020, 9 of them (45.0%) suffered fatal injuries; 16 (80.0%) were male; and 4 (20.0%) recorded a positive blood alcohol content reading. (In the case of these drivers, a positive blood alcohol content reading is defined as a recorded BAC level of .02 or above.) Of all drivers under the age of 21 involved in fatal traffic crashes, 5 of the 20 drivers (25.0%) were operating a passenger car, 8 (40.0%) were operating light trucks, 2 (10.0%) were operating motorcycles, 4 (20.0%) were operating a SUV.

Figure 10 provides a slightly different perspective on fatalities involving drivers under the age of 21 through the lens of five-year averages. As is illustrated in this figure, the five-year averages have declined slowly, but steadily over this period.

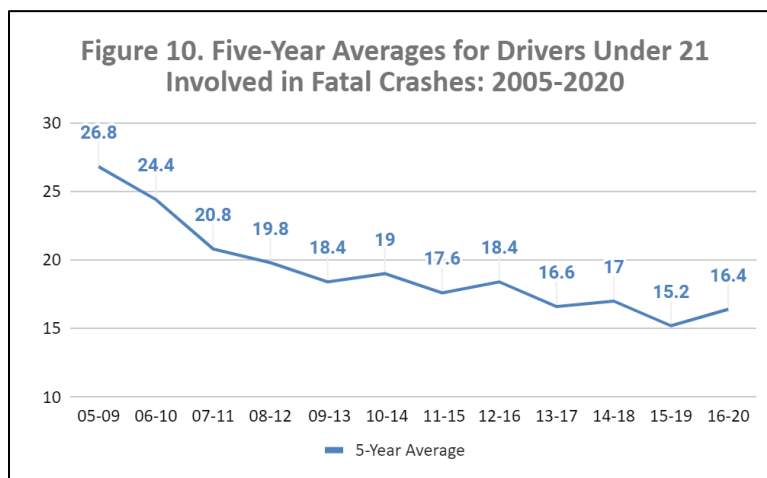


Table 12 presents fatality rates, expressed as fractions of total in-state population counts, for years 2016-2020. This table indicates that 19 fatalities resulted in 2020 from traffic crashes involving a driver under 21 years old, up slightly from 18 in 2019. Additionally, the 2020 fatality rate of 2.14

fatalities per 100,000 in population is slightly higher than last year. (It is worth noting though that these population figures do not take into account changes in the proportion of the population that are under 21.)

Table 12. Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2015-2020			
	Population Estimate	Fatalities from Crashes Involving a Driver Under 21	Per 100,000 Population
2016	865,454	25	2.88
2017	869,666	14	1.61
2018	882,235	22	2.49
2019	884,659	18	2.03
2020	886,667	19	2.14

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Maintain a pedestrian fatalities five-year average of 7 fatalities or less for 2017-2021, despite expected increases in population.

Current Value (2016-2020): 9.4

Current Status: *Not on track to meet goal*

Key Observations from 2020 Data

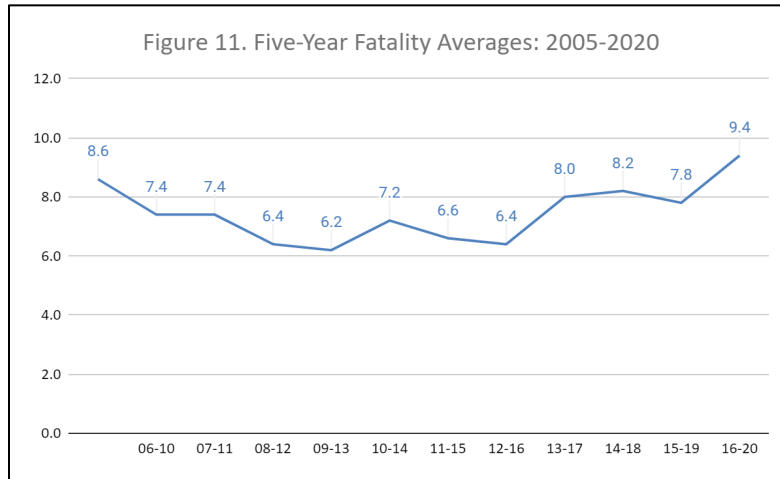
- Since 2005, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 6-8 fatalities per year. There were 14 pedestrian fatalities reported in 2020, double the amount from 2019.

Recent Data

Pedestrian fatalities are highly uncommon in South Dakota. Only 47 pedestrian fatalities were recorded in the state from 2015 through 2019; this includes 14 such fatalities in 2020, a substantial (100%) increase from 2019. This is despite the fact that the number of crashes involving pedestrians actually decreased slightly, hence a higher proportion of total crashes involving pedestrians resulted in fatalities. Since 2005, the number of annual pedestrian fatalities has fluctuated around an average of 6-8 fatalities per year with the current five-year average for 2016-

2020 at 9.4 pedestrian fatalities. Figure 11 presents trend data for pedestrian fatalities from 2005–2020, as expressed by five-year averages.

In 2020, 130 pedestrians were involved in traffic crashes. These crashes resulted in 14 pedestrian fatalities, 22 serious injuries, and 91 other injuries. Four of the pedestrian fatalities (25.6%) had reported blood alcohol contents of higher than .08 at the time of the crash.



Finally, Table 13 displays pedestrian fatality counts indexed to statewide population figures. Although no linear pattern is apparent for this measure, in the five most recent years, roughly 0-1 pedestrians per 100,000 in-state population have been killed in motor vehicle crashes each year. The 2020 figure of 1.58 shows an increase from the 2019 figure of 1.02.

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2016	868,799	4	0.46
2017	869,666	10	1.15
2018	882,235	10	1.13
2019	884,659	9	1.02
2020	886,667	14	1.58

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2017-2021, despite expected increases in population.

Current Value (2016-2020): 0.2

Current Status: On track to meet goal

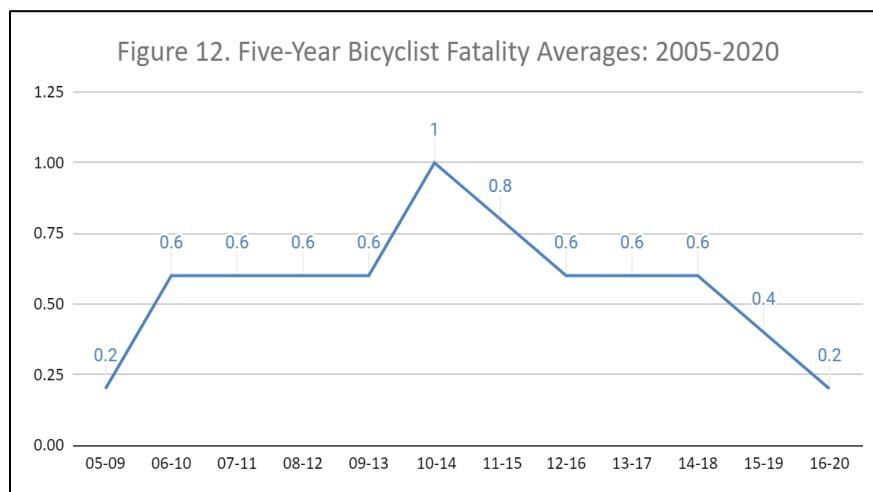
Key Observations from 2020 Data

- The number of annual bicyclist fatalities in South Dakota is consistently very low. There were no bicyclist fatalities reported in 2020.

Recent Data

Bicycle fatalities are highly uncommon in South Dakota. Only 8 bicyclist fatalities have been recorded in the state since 2005. There were zero bicyclist fatalities in 2020. Since 2005, the five-year average of bicyclist fatalities has remained at 1 fatality or less per year.

Figure 12 presents trend data for bicyclist fatalities from 2005–2019, as expressed by five-year averages. Given the very low number of fatalities per year though, the changes in the averages are a bit misleading. Since most years have zero fatalities, any one year with a fatality can inflate the averages for the entire time it is included in the average.



Of the 44 total bicyclists involved in crashes in 2020, 6 (13.6%) sustained serious injuries, 33 (75%) were male, 25 (26.8%) were over the age of 20, and a majority, 29 (65.9%) were not wearing a helmet.

Finally, Table 14 displays bicyclist fatality counts indexed to statewide population figures. Although no linear pattern is apparent for this measure, over the five most recent years no more than one bicyclist has ever been killed in a year, and, in general, there are very few bicyclist fatalities.

Table 14. Bicycle Fatalities per 100,000 In-State Population: 2016-2020			
	Population Estimate	Bicycle Fatalities	Per 100,000 Population
2016	865,454	0	0.00
2017	869,666	0	0.00
2018	882,235	0	0.00
2019	884,659	1	0.11
2020	886,667	0	0.00

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 76.9% by December 31, 2021.

Current Value: 68.2%

Current Status: *Not on track to meet target*

Recent Data

In June of 2020, the South Dakota Office of Highway Safety contracted with the Upper Great Plains Transportation Institute to conduct a statewide observational survey following methodological guidelines spelled out in NHTSA’s Uniform Criteria for State Observational Surveys of Seat Belt Use. The underlying purpose of the annual survey is to observe safety restraint use of all drivers, right front passengers, and children under the age of five traveling on rural and urban highways and interstates. The 2020 report, *Seatbelt Use in South Dakota, June 2020* 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 23,911 automobile occupants were observed during the week of June 08-14, 2020. After weighing averages to account for VMT, the 2020 statewide estimated safety restraint use on all road types was 68.2%. This represents a sizable decrease of 7.0 percentage points from the 2019 statewide weighted estimate of 75.2%. Table 15 exhibits the observed restraint use figures for 2016-2020.

Table 15. Observed Restraint Use by Year 2016-2020	
2016	74.20%
2017	74.80%

2018	78.90%
2019	75.20%
2020	68.20%
% Change 2019-2020	-7.00%

Performance Measure: Number of distracted driving fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Maintain the five-year average for distracted driving fatalities to 7.5 or less for 2017-2021.

Current Value: 3

Current Status: *On track to meet target*

This is our third year to assess and report on distracted driving. According to available FARS data for 2019, we had 3 fatal crashes in 2019 that were recorded as the result of a distracted driver. This is a decrease from the 5 crashes we had in 2018. Those 3 crashes resulted in 3 fatalities. Table 16 displays the results for these first three years of data. Caution is advised in interpreting the percentage changes as the overall numbers are very small. As we have more data on this measure, we will begin to track and report on five-year averages as well as more nuanced patterns for this measure.

Table 16 Total Fatal Crashes and Fatalities Involving Distracted Drivers*		
	Fatal crashes	Fatalities
2017	7	7
2018	5	6
2019	3	3
% Change from 2018-2019	-40.0%	-50.0%
*Data retrieved using a FARS Query		

Performance Measure: Traffic Record Completeness

Progress: **In Progress**

Program-Area-Level Report

2021 Performance Goal:

Goal Statement: Maintain 100% Traffic Record Completeness for 2021.

Current Value: 100%

Current Status: On track to meet target

Most of the South Dakota reportable crashes are received by the Office of Highway Safety/Accident Records. In general, there is uneven crash reporting response by the tribal nations in the State. Approximately 95% of crash reports are received electronically through TraCS/LEOS. There is a small handful of law enforcement agencies that submit paper reports. TraCS, LEOS, and SDARS are all equipped with numerous business rules and validation checks to ensure all crash reports contain complete data as it relates to the crash.

Performance Plan

			BASE YEARS				
			2015	2016	2017	2018	2019
C-1	Traffic Fatalities	FARS Annual	134	116	129	130	102
	Reduce total fatalities to 123.9 (2018 - 2022 rolling average) by 2022	5-Year Rolling Avg.	129.8	130.8	130.0	129.0	122.2
			2016	2017	2018	2019	2020
C-2	Serious Injuries in Traffic Crashes	State Annual	692	649	569	520	548
	Reduce serious traffic injuries to 646.2 (2018 – 2022 rolling average) by 2022	5-Year Rolling Avg.	775.0	742.8	690.0	646.6	595.6
			2015	2016	2017	2018	2019
C-3	Fatalities/100M VMT	FARS Annual	1.44	1.22	1.34	1.34	1.03
	Reduce fatalities/100 MVMT to 1.21 (2018 -2022 rolling average) by 2022.	5-Year Rolling Avg.	1.42	1.42	1.39	1.27	1.28
			2016	2017	2018	2019	2020
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State Annual	58	64	59	38	58
	Maintain unrestrained passenger vehicle occupant fatalities, all seat positions at 61.2 or less (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	62	62	62	55.8	55.4

			2016	2017	2018	2019	2020
C-5	Alcohol-Impaired Driving Fatalities	State Annual	46	36	46	28	41
	Maintain alcohol impaired driving fatalities at 40.8 or less (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	43.8	42.2	43.2	40.0	39.4
C-6	Speeding-Related Fatalities	State Annual	37	31	52	24	41
	Reduce speeding-related fatalities by 8.9% percent from 37.0 (2015-2019 rolling average) to 33.7 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	35.0	33.4	36.2	35.0	37.0
C-7	Motorcyclist Fatalities	State Annual	22	16	16	14	27
	Maintain motorcyclist fatalities at 19.1 or less (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	23.4	21.6	20.4	19.8	19.0
C-8	Unhelmeted Motorcyclist Fatalities	State Annual	15	10	11	6	20
	Maintain unhelmeted, motorcyclist fatalities at 14.3 or less (2018-2022 rolling average) by 2022.	5-Year Rolling Avg.	17.2	14.6	13.8	12.8	12.4
			2016	2017	2018	2019	2020
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	State Annual	20	10	17	15	20
	Reduce drivers age 20 and younger involved in fatal crashes by .06 percent from 16.4 (2016-2020 rolling average) to 16.3 (2018 - 2022 rolling average) by 2022.	5-Year Rolling Avg.	18.4	16.6	17	15.2	16.4
C-10	Pedestrian Fatalities	State Annual	6	10	10	7	14
	Reduce pedestrian fatalities by 26.7 percent from 9.4 (2016-2020 rolling average) to 7.0 (2018 – 2022 rolling average) by 2022.	5-Year Rolling Avg.	6.4	8.0	8.2	7.8	9.4
C-11	Bicyclist Fatalities	State Annual	0	0	0	1	0
	Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2018-2022.	5-Year Rolling Avg.	0.6	0.6	0.6	0.4	0.2

B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Annual	74.20	74.80	78.90	75.20	68.20
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1.8 percentage points from 68.2 percent in 2020 to 70.0 percent by 2022.						
			2015	2016	2017	2018	2019
	Distracted Driving Fatalities	FARS Annual	---	---	7	6	3
	Maintain distracted driving fatalities at 7.5 or less for 2022.						
			2016	2017	2018	2019	2020
	Number of Law Enforcement Agencies Submitting Crash Reports Electronically	State Annual	---	---	---	---	119
	Increase the number of law enforcement agencies that submit crash reports electronically from 119 to 121 for 2022.						

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2022	Numeric	123.9	5 Year	2018

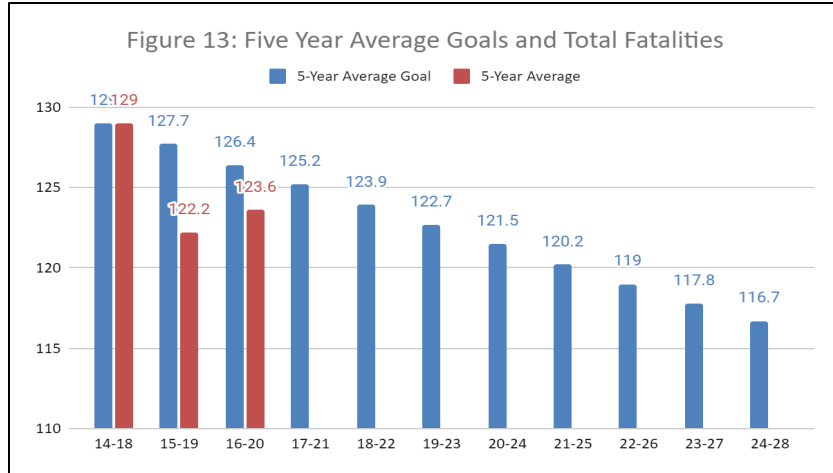
Performance Target Justification:

2022 Performance Goal

- Decrease the traffic fatalities five-year average to 123.9 or less for 2018-2022.

State Goal Calculations

South Dakota's goals for fatalities are based on five-year averages. The goal for each performance year was informed by historical data in order to meet goals related to longer-term trends. Figure 13 displays our five-year average goals from 2014 to 2028. If met, the five-year average for fatalities would decrease 10% over this time frame. We feel this goal is achievable because we were able to reduce fatalities by 16% over the prior 10-year period. We feel that is ambitious given the more recent decrease in the slope of the negative trend. In order to meet our goal for 2018-2022, we would need to decrease the five-year average for fatalities to 123.9 or less.



Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2022	Numeric	646.2	5 Year	2018

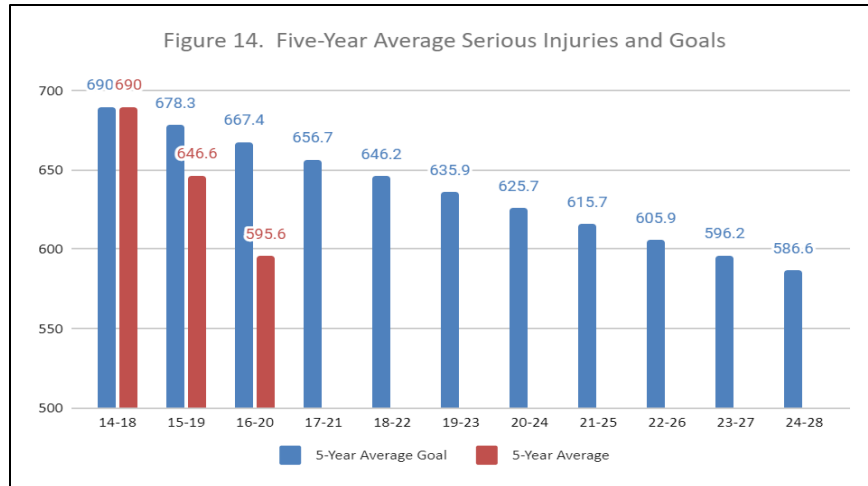
Performance Target Justification:

2022 Performance Goal

- Decrease the serious traffic injuries five-year average to 646.2 or less for the 2018-2022 time period.

State Goal Calculations

Figure 14 displays our five-year averages for serious injuries as well as our five-year goals. If met, the five-year average for serious injuries would decrease 15% over the next 10 years. We feel this goal is achievable because we were able to reduce fatalities by 27% over the prior 10-year period. We feel that is ambitious given that it will result in over 100 fewer serious injuries per year. In order to meet our goal for 2018-2022, we would need to decrease the five-year average for serious injuries to 646.2 or less.



Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2022	Numeric	1.21	5 Year	2018

Performance Target Justification:

2022 Performance Goals

- Decrease the five-year average fatalities/VMT to an average rate of 1.21 or less for 2018-2022.
- Decrease the five-year average rural fatalities/VMT to an average rate of 1.49 or less for 2018-2022.
- Decrease the five-year average urban fatalities/VMT to an average rate of 0.56 or less for 2018-2022.

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 areas. Since 2009, the total VMT has increased at an average rate of 1.01%. While the 2020 VMT was lower than expected due to the Covid 19 pandemic, we expect a return to the previous trend in VMT increases. Using this rate to project from 2019, the estimated VMT for calendar year 2022 is 10,212,519,151. If the goal for the five-year average of fatalities of 123.9 or less is reached, the fatalities per VMT will be 1.21 or lower for 2018-2022. 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 2018-2022 time period of 1.49 or lower. The urban fatalities per VMT goal for the 2018-2028 five-year average will be 0.56 fatalities per Urban VMT or lower.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (State Crash Data)-2022	Numeric	61.2	5 Year	2018

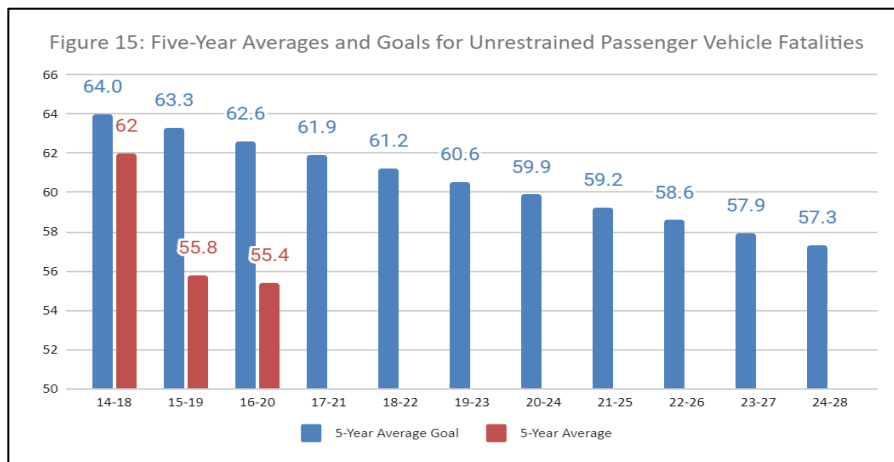
Performance Target Justification:

2022 Performance Goal

- Decrease the unrestrained passenger vehicle occupant fatalities five-year average to 61.2 or less for 2018- 2022.

State Goal Calculations

Figure 15 displays our five-year averages as well as our goals for unrestrained passenger vehicle fatalities from 2014 to 2028. If these goals are met, the five-year average for unrestrained passenger vehicle fatalities would decrease 10.5% over the next 10 years. We feel this goal is achievable because we were able to reduce fatalities by 25.6% over the previous 10-year time period. We feel that it is ambitious given the more recent flattening of the trend line. In order to meet our goal for 2018-2022, we would need to decrease the five-year average for unrestrained passenger vehicle fatalities to 61.2 or less.



Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (State Crash Data)-2022	Numeric	40.8	5 Year	2018

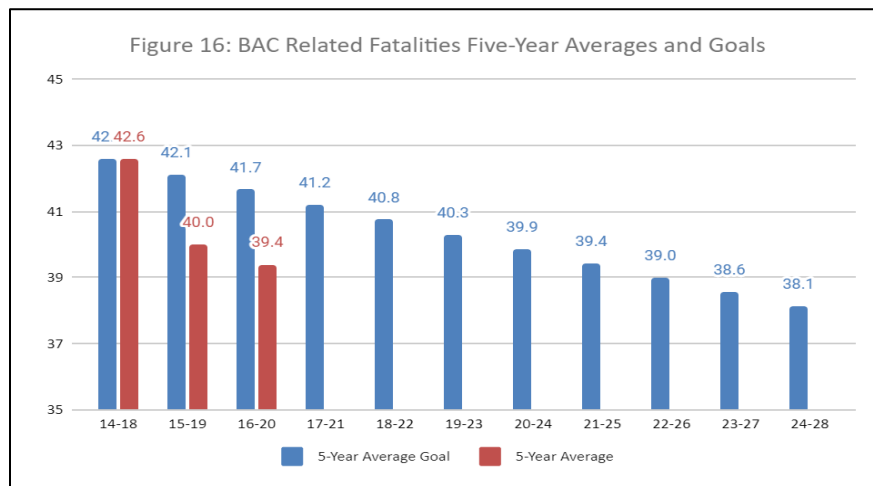
Performance Target Justification:

2022 Performance Goal

- Decrease the alcohol impaired driving fatalities five-year average to 40.8 or less for 2018-2022.

State Goal Calculations

Figure 16 displays our five-year average goals for BAC related fatalities as well as current figures. If met, the five-year average for BAC related fatalities would decrease 10.5% from the 2014-2018 time period to the 2024-2028 time period. We feel this goal is both achievable and ambitious given the trend over the last 10 years. In order to meet our goal for 2018-2022, we would need to decrease the five-year average for BAC related fatalities to 40.8 or less.



Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (State Crash Data)-2022	Numeric	33.7	5 Year	2018

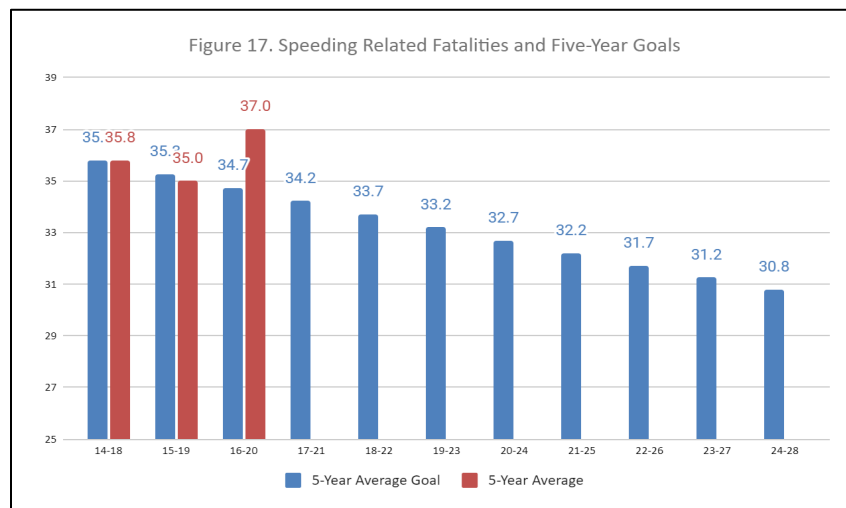
Performance Target Justification:

2022 Performance Goal

- Decrease the speeding related fatalities five-year average to 33.7 or less for 2018-2022.

State Goal Calculations

Figure 17 displays our five-year goals for the number of speeding-related fatalities from 2014 to 2028 as well as current five-year averages. If met, the five-year average for speeding-related fatalities would decrease 14% over this time frame. We feel this goal is both achievable and ambitious given the trend over the previous ten-year cycle. In order to meet our goal for 2018-2022, we would need to decrease the five-year average for speeding related fatalities to 34.2 or less.



Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (State Crash Data)-2022	Numeric	19.1	5 Year	2018

Performance Target Justification:

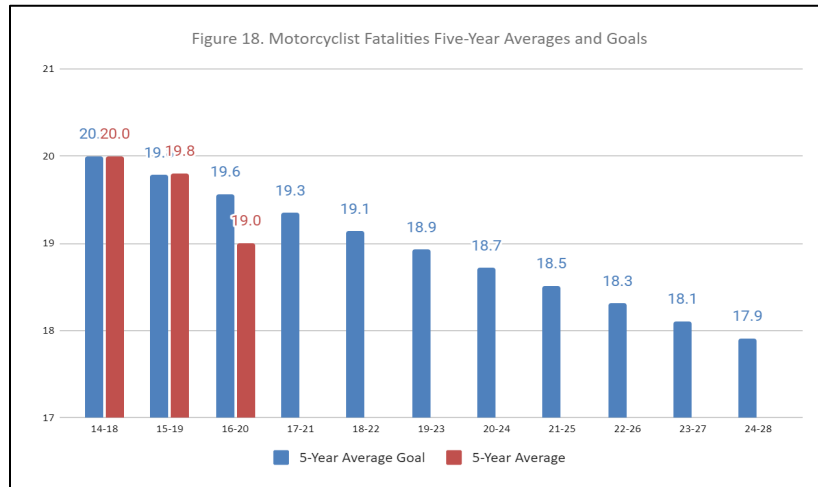
2022 Performance Goal

- Decrease the five-year average for motorcyclist fatalities to 19.1 or less for 2018-2022.

State Goal Calculations

Figure 18 displays our five-year goals for the number of motorcyclist fatalities from 2014 to 2028 as well as current five-year averages. If met, the five-year average for motorcyclist fatalities would decrease 10% over this time frame. We feel this goal is both achievable and ambitious given the

previous ten-year cycle. In order to meet our goal for 2018-2022, we would need to decrease the five-year average for motorcyclist fatalities to 19.1 or less.



Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (State Crash Data)-2022	Numeric	14.3	5 Year	2018

Performance Target Justification:

2022 Performance Goal

- Decrease the unhelmeted motorcyclist fatalities five-year average to 14.3 or less for 2018-2022.

State Goal Calculations

For the purposes of establishing a goal, unhelmeted motorcyclist fatalities must be considered as a subset of motorcyclist fatalities. On average, unhelmeted motorcyclists incur 75% of motorcyclist fatalities. Since the five-year average goal for overall motorcyclist fatalities for the 2018-2022 time period is 19.1 or less, the corresponding figure for unhelmeted motorcyclist fatalities will be 14.3 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.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (State Crash Data)-2022	Numeric	16.3	5 Year	2018

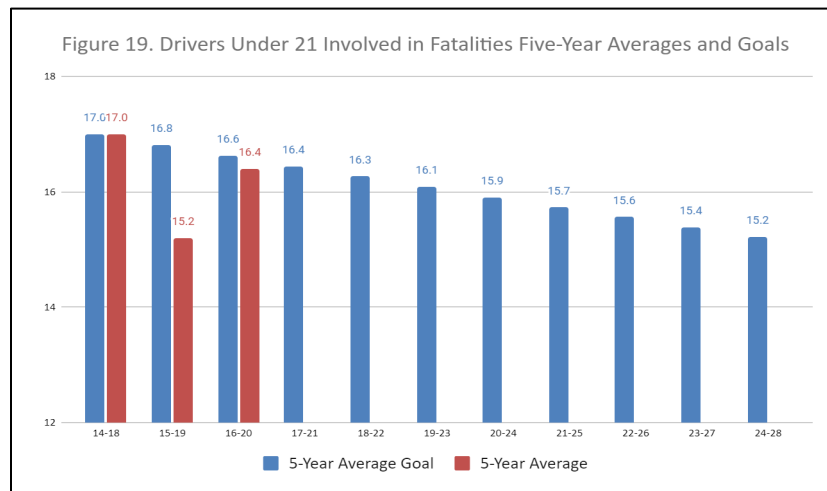
Performance Target Justification:

2022 Performance Goal

- Decrease the drivers age 20 or younger involved in fatal crashes five-year average to 16.3 or less for 2018-2022.

State Goal Calculations

Figure 19 displays our five-year goals for the number of drivers age 20 or younger involved in fatal crashes from 2014 to 2028 as well as current five-year averages. If met, the five-year average for drivers under 21 involved in fatalities would decrease 10.5% over this period. We feel this goal is both achievable and ambitious given the trend over the previous 10-year time frame. In order to meet our goal for 2018-2022, we would need to decrease the five-year average for the number of drivers 20 or younger involved in fatal crashes to 16.3 or less.



Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (State Crash Data)-2022	Numeric	7.00	5 Year	2018

Performance Target Justification:

2022 Performance Goal

- Decrease pedestrian fatalities to a five-year average of 7 fatalities or less for 2018-2022.

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 2018-2022 five-year average is simply to reduce our pedestrian fatalities back under the low 7 pedestrian fatalities or less per year we had been able to maintain. We have started to see an increase in the last three years, so our goal will be to return this figure to the previous level.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (State Crash Data)-2022	Numeric	1.00	5 Year	2018

Performance Target Justification:

2022 Performance Goal:

- Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2018-2022, despite expected increases in population.

State Goal Calculations

The number of bicyclist fatalities in South Dakota is so small that analysis of statistical differences or the creation of projections is inappropriate. While South Dakota will continue to strive to reduce the likelihood of bicyclist fatalities, given the vastness of our state and large VMT, permanently sustaining zero bicyclist fatalities for every year would be an unrealistic goal. As such, the goal

for the 2018-2022 five-year average is simply to maintain the already miniscule 1 fatality or less per year.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2022	Percentage	70.00	Annual	2022

Performance Target Justification:

2021 Performance Goal

- Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 70.00 by December 31, 2022.

State Goal Calculations

The decline in seatbelt usage from 2019 to 2020 has prompted us to establish a more modest goal of 70.00% for 2022. Our current goal for 2022 reflects an increase of just under 2% over the next two years. We see this as an aggressive but feasible goal in line with previous rates of progress.

Performance Measure: Number of distracted driving fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of distracted driving fatalities (FARS)-2022	Numeric	7.50	5 Year	2018

Performance Target Justification:

2022 Performance Goal

- Maintain the five-year average for distracted driving fatalities to 7.5 or less for 2018-2022.

State Goal Calculations

The number of fatalities resulting from distracted driving is a relatively new outcome measure for us. Based on the available FARS data, our goal is to maintain the five-average for distracted driving fatalities at 7.5 or less for the 2018-2022 time period. This is the same as our goal for 2017-2021. As we are able to aggregate more data, we will develop more systematic goals for this measure.

Performance Measure: Number of Law Enforcement Agencies Submitting Crash Reports Electronically

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Law Enforcement Agencies Submitting Crash Reports Electronically	Numeric	121	Annual	2022

Performance Target Justification:

2022 Performance Goal

- Increase the number of law enforcement agencies that submit crash reports electronically from 119 to 121 for 2022.

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Crash (TraCS/LEOS)

State Goal Calculations

The traffic records performance measure is intended to measure success in the Traffic Records program area of accuracy, timeliness and completeness. The goal of the Traffic Records program area is to improve traffic records systems as measured by the attributes – accuracy, timeliness, completeness, uniformity, accessibility and integration of traffic records. There are currently 119 out of 132 law enforcement agencies that submit crash reports electronically. The goal is to increase the number of agencies submitting crash reports electronically to 121.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

A-1) Number of seat belt citations issued during grant-funded enforcement activities

Seat belt citations: **9,147**

Fiscal Year A-1: **2020**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Impaired driving arrests: **10,040**

Fiscal Year A-2: **2020**

A-3) Number of speeding citations issued during grant-funded enforcement activities

Speeding citations: **40,545**

Fiscal Year A-3: 2020

Program areas

Program Area: Distracted Driving

Description of Highway Safety Problems

South Dakota does not currently record distracted driving behaviors as they relate to traffic crash outcomes in a way that allows for systematic analysis. However, NHTSA's published research on distracted driving has demonstrated the criticality of this program area. We will utilize the evidence-based countermeasure strategies already proposed by NHTSA.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	123.9
2022	Number of distracted driving fatalities (FARS)	2022	5 Year	7.50

Countermeasure Strategies in Program Area

Countermeasure Strategy
Media (Paid and Earned)-DD

Countermeasure Strategy: Media (Paid and Earned)-DD

Program Area: **Distracted Driving**

Project Safety Impacts

Public outreach through educational media campaigns have always been an accepted component of Highway Safety plans nationwide. Because of the expansive area of the state, public media campaigns are often the most effective method to reach drivers and other roadway users.

Linkage Between Program Area

The accepted countermeasure strategy provides direct linkage with all roadway users in the state. The data provides our office with direction on messaging, demographics, and targeted individuals and communities.

Rationale

This is a widely accepted countermeasure strategy and we agree with NHTSA on its effectiveness.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
002	Media Non-Alcohol

Planned Activity: Media Non-Alcohol

Planned activity number: **002**

Planned Activity Description

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

Intended Subrecipients

Lawrence & Schiller

Office of Highway Safety-Non-Alcohol Media

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media (Paid and Earned)-DD
Media (Paid and Earned)-MC
Media (Paid and Earned)-OP
Media (Paid and Earned)-SP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$1,000,000.00	\$250,000.00	\$821,275.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Key Observations from 2020 Data

The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above increased 46.4% from 28 in 2019 to 41 in 2020. However, the value for 2019 was a ten-year low and the total number of crashes involving intoxicated drivers only increased 6.3%.

In 2020, 95.1% of fatalities (39) involving at least one driver or motorcycle operator with a BAC of .08 or above were sustained by intoxicated drivers themselves.

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. (Drivers with a BAC level of .08 or higher will occasionally be referred to in this report as “intoxicated drivers.”). Altogether, 17,583 traffic crashes were reported in 2020, 544 of which involved at least one driver with a BAC reading of .08 or above. In other words, 3.1% of all crashes involved at least one driver with a BAC of .08 or higher. A total of 877 individuals were involved in these crashes.

Of the fatalities resulting from crashes with at least one intoxicated driver, 39 (95.1%) were themselves drivers with a BAC level of .08 or higher. Among drivers with a BAC of .08 or higher that were also fatalities, 84.6% (33) carried an in-state driver’s license; 12.8% (5) were operating without or under a revoked or suspended license; 82% (34) were male; and 25.6% (10) were 25 years old or younger.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Year	40.8
2022	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2022	5 Year	16.3

Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Training, Enforcement and Communication-IMP
High Visibility Enforcement-IMP
Highway Safety Office Program Management-IMP
Judicial Related Education or Activity-IMP
Media (Paid and Earned)-IMP

Countermeasure Strategy: Community Training, Enforcement and Communication-IMP
Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

These programs keep drinking drivers off of South Dakota roadways, create alternative punishments, and generate community outreach activities to prevent problem drivers from getting behind the wheel.

Linkage Between Program Area

These are well-accepted alternatives and previously approved activities to remove problem drivers from the roadways.

Rationale

The rationale is based upon consultation with state traffic safety partners to achieve the highest possible reduction of problem drivers utilizing state roads within allowable federal funding constraints.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
001	Alternative Transportation
004	Prevention and Interdiction
019	Law Enforcement Training

Planned Activity: Alternative Transportation

Planned activity number: **001**

Planned Activity Description

Provide support to remove drinking drivers from the roads by offering alternative transportation for a safe ride home. Alternative transportation will be offered Friday and Saturday nights, along with special events or holidays that do not occur on those nights. Provide ongoing awareness and education about binge drinking, drinking and driving, as well as other alcohol-related items. Universities will collaborate with on and off campus entities to provide awareness materials throughout the year.

Intended Subrecipients

South Dakota School of Mines and Technology

South Dakota State University

University of South Dakota

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Community Training, Enforcement and Communication-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Alcohol	164 Alcohol	\$98,963.80	\$0.00	Not Required

Planned Activity: Prevention and Interdiction

Planned activity number: **004**

Planned Activity Description

Planned activities include providing education on dangers of alcohol and teach skill set on decision making as they relate to impairment. Statewide messaging that focuses on the reduction of impaired drivers. Awareness materials, safety supplies/resources, and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. Educational materials will address impaired driving issues to help meet the target/objective and thus lead to a reduction in impaired driving injuries/fatalities. Perform alcohol compliance check at the retail level.

Intended Subrecipients

Mitchell Police Department (South Central Alcohol Task Force)

South Dakota EMS for Children

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Community Training, Enforcement and Communication-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$92,827.00	\$25,000	Not Required
2019	164 Alcohol	164 Alcohol	\$7,173.00	\$0.00	Not Required

Planned Activity: Law Enforcement Training

Planned activity number: **019**

Planned Activity Description

Law enforcement training will be provided to all interested law enforcement agencies across the state in Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training.

Intended Subrecipients

South Dakota Highway Patrol

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Community Training, Enforcement and Communication-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	\$153,283.00	\$39,870.75	Not Required

Countermeasure Strategy: High Visibility Enforcement-IMP

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

High visibility enforcement is a proven countermeasure that NHTSA has always accepted as a strategy. We agree with that analysis.

Linkage Between Program Area

Our countermeasure strategy will, to the extent possible, be driven by geographically based areas where enforcement activities should be targeted.

Rationale

The rationale is based upon conversation with highway safety personnel, including the State Highway Safety Office personnel and Law Enforcement Liaison's, to best expend scarce federal funding for these activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
003	Impaired Driving High Visibility Enforcement

Planned Activity: Impaired Driving High Visibility Enforcement

Planned activity number: 003

Planned Activity Description

Law enforcement agencies will increase impaired driving enforcement in order to reduce the number of fatal and serious injury traffic crashes, reduce crashes involving intoxicated drivers, and increase the number of DUI arrests. Funds used for this planned activity will include funding for overtime, travel, in-car cameras, and breath testing devices. Law enforcement agencies will take part in all mandatory national mobilizations as well as conduct sobriety checkpoints and saturation patrols throughout the grant year. The South Dakota Highway Patrol is requesting funding for a police motorcycle to be used for DUI enforcement in areas and in a manner that is different than traditional DUI enforcement.

Intended Subrecipients

Intended subrecipients consist of law enforcement agencies specifically Highway Patrol, police departments, and sheriff's offices.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement-IMP
High Visibility Enforcement-MC

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$366,252.20	\$86,106.80	Not Required

2019	164 Alcohol	164 Alcohol	\$228,936.74	\$61,704.20	Not Required
2019	FAST Act 405d 24-7 Sobriety	405d 24-7 HVE (FAST)	\$54,811.06	\$13,702.77	Not Required

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost	Agency
Police Motorcycle	1	\$29,600.00	\$29,600.00	\$10,360.00	\$10,360.00	SD Highway Patrol
In-Car Camera	10	\$5,600.00	\$56,000.00	\$5,600.00	\$56,000.00	SD Highway Patrol

Countermeasure Strategy: Highway Safety Office Program Management-IMP

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

The projects or activities funded in this area will provide the Office of Highway Safety with the most accurate data, data analysis, and community outreach activities possible. This also provides support for law enforcement agencies through our LEL program - and this creates a linkage of our knowledge to these partners.

Linkage Between Program Area

The linkage is knowing where our traffic safety issues are in the state and how best to apply efforts from geographic partners for effective enforcement and community outreach.

Rationale

The rationale is based on a long-term practice in previous highway safety efforts and generally accepted activities in past years.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
009	Personnel Support-IMP
010	Administrative and Contractual-IMP
011	Impaired Driving Technical Assistance (Regulatory Requirement)-IMP

Planned Activity: Personnel Support-IMP

Planned activity number: 009

Planned Activity Description

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.

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

Intended Subrecipients

South Dakota Office of Highway Safety – Public Information Officer

South Dakota Office of Highway Safety – Community Outreach

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Alcohol	164 Alcohol	\$42,280.00	\$0.00	Not Required

Planned Activity: Administrative and Contractual-IMP

Planned activity number: 010

Planned Activity Description

Electronic grant management solutions offer options for the advertisement, submittal, and review of subrecipient 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-grants systems with automatic notifications and reminders help subrecipients stay on track with contract terms and deliverables, alerts the state when documents

are overdue, collects data for annual reports, and increases staff efficiencies by reducing the insurance of notifications.

The USD Government Research Bureau will draft a Highway Safety Plan for FY23 using statistical analysis of crash data; the plan will include short and long-term goals, a summary of planning projects, and a budget for FY23.

Intended Subrecipients

Agate Software

University of South Dakota, Government Research Bureau

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Alcohol	164 Alcohol	\$39,458.20	\$0.00	Not Required

Planned Activity: Impaired Driving Technical Assistance (Regulatory Requirement)-IMP

Planned activity number: **011**

Planned Activity Description

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

Intended Subrecipients

Impaired Driving Technical Assistance (Mountain Plains Evaluation)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$31,425.00	\$7,856.25	Not Required

Countermeasure Strategy: Judicial Related Education or Activity-IMP

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Effective application of judicial-related options such as DUI First programs and traffic safety resource prosecutors all have their place in reducing recidivism in South Dakota drivers. Reducing recidivism creates an inherently safer roadway system.

Linkage Between Program Area

It is well-established by NHTSA that activities such as traffic safety resource prosecutors and training of prosecutors have a place in roadway safety. South Dakota is also seeing a good relationship between its DUI First program and reduction in repeat offenders.

Rationale

The rationale for these strategies comes from historically approved strategies in previous highway safety plans.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
005	Judicial Assistance

Planned Activity: [Judicial Assistance](#)

Planned activity number: **005**

Planned Activity Description

South Dakota has implemented the South Dakota Public Safety DUI First Program across the state to provide consistent drinking and driving programming for DUI offenders with an emphasis on DUI 1st offenders. A key important component of implementation of the curriculum is to ensure that all sites are implementing the model in a consistent manner across the state. The evaluators

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

The Traffic Safety Resource Prosecutor (TSRP) intends to train law enforcement officers and prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers. Statewide training for prosecutors and law enforcement officers on traffic safety related topics will be offered throughout the year. The TSRP intends to provide one dedicated statewide training for traffic safety issues.

Intended Subrecipients

Traffic Safety Resource Prosecutor

DUI 1st Program

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Judicial Related Education or Activity-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$177,505.00	\$44,376.25	Not Required

Countermeasure Strategy: Media (Paid and Earned)-IMP

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Public outreach through educational media campaigns have always been an accepted component of Highway Safety plans nationwide. Because of the expansive area of the state, public media campaigns are often the most effective method to reach drivers and other roadway users.

Linkage Between Program Area

The accepted countermeasure strategy provides direct linkage with all roadway users in the state. The data provides our office with direction on messaging, demographics, and targeted individuals and communities.

Rationale

This is a widely accepted countermeasure strategy and we agree with NHTSA on its effectiveness.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
007	Media-Alcohol

Planned Activity: Media-Alcohol

Planned activity number: 007

Planned Activity Description

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

Intended Subrecipients

South Dakota Broadcasters Association

Lawrence and Schiller

Office of Highway Safety-Alcohol Media

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media (Paid and Earned)-IMP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Alcohol	164 Alcohol	\$2,000,000.00	\$0.00	Not Required

Program Area: Motorcycle Safety

Description of Highway Safety Problems

Key Observations from 2020 Data

Motorcycles were involved in only 2.6% of traffic crashes in 2020, however motorcyclists accounted for 27 (19.1%) of all fatalities. Of the 27 motorcyclist fatalities sustained in traffic

crashes involving motorcycles in 2020, 25 (92.6%) motorcycle operators. 24 (88.9%) of the motorcyclist fatalities recorded in 2020 were incurred by males.

Recent Data

In 2020, 457 traffic crashes involving motorcycles were reported, amounting to approximately 2.6% of all traffic crashes. (In sections C7 and C8, references to “motorcycles” and “motorcycle operators/occupants” also include mopeds and moped operators/occupants. For simplicity, the term “motorcycle” alone is used.). Of the 27 motorcyclist fatalities, 92.5% (25) were motorcycle operators. Despite only being involved in 2.6% of traffic crashes in 2020, motorcyclists accounted for 19.1% of all fatalities.

Of the 27 motorcyclist fatalities in 2020, 18 (66.7%) were age 40 or older and 24 (88.9%) were males. One third of the fatalities (33.3%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2020 Sturgis Motorcycle Rally (August 7-16, 2020). Of the 27 motorcyclists that were killed, 13 (48.1%) were licensed in South Dakota and 6 (22.2%) of the motorcycle operators suffering fatal injuries had a blood alcohol content reading of .08 or above.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-7) Number of motorcyclist fatalities (FARS)	2022	5 Year	19.1
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2022	5 Year	14.3

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Enforcement-MC
Media (Paid and Earned)-MC

Countermeasure Strategy: High Visibility Enforcement-MC

Program Area: **Motorcycle Safety**

Project Safety Impacts

High visibility enforcement is a proven countermeasure that NHTSA has always accepted as a strategy. We agree with that analysis.

Linkage Between Program Area

Our countermeasure strategy will, to the extent possible, be driven by geographically based areas where enforcement activities should be targeted.

Rationale

The rationale is based upon conversation with highway safety personnel, including the State Highway Safety Office personnel and Law Enforcement Liaison's, to best expend scarce federal funding for these activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
003	Impaired Driving High Visibility Enforcement

Planned Activity: Impaired Driving High Visibility Enforcement

Planned activity number: **003**

Planned Activity Description

Law enforcement agencies will increase impaired driving enforcement in order to reduce the number of fatal and serious injury traffic crashes, reduce crashes involving intoxicated drivers, and increase the number of DUI arrests. Funds used for this planned activity will include funding for overtime, travel, in-car cameras, and breath testing devices. Law enforcement agencies will take part in all mandatory national mobilizations as well as conduct sobriety checkpoints and saturation patrols throughout the grant year.

Intended Subrecipients

Intended subrecipients consist of law enforcement agencies specifically Highway Patrol, police departments, and sheriff's offices.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement-IMP
High Visibility Enforcement-MC

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$366,252.20	\$86,106.80	Not Required
2019	164 Alcohol	164 Alcohol	\$228,936.74	\$61,704.20	Not Required
2019	FAST Act 405d 24-7 Sobriety	405d 24-7 HVE (FAST)	\$54,811.06	\$13,702.77	Not Required

Countermeasure Strategy: Media (Paid and Earned)-MC

Program Area: **Motorcycle Safety**

Project Safety Impacts

Public outreach through educational media campaigns have always been an accepted component of Highway Safety plans nationwide. Because of the expansive area of the state, public media campaigns are often the most effective method to reach drivers and other roadway users.

Linkage Between Program Area

The accepted countermeasure strategy provides direct linkage with all roadway users in the state. The data provides our office with direction on messaging, demographics, and targeted individuals and communities.

Rationale

This is a widely accepted countermeasure strategy and we agree with NHTSA on its effectiveness.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
002	Media Non-Alcohol

Planned Activity: Media Non-Alcohol

Planned activity number: **002**

Planned Activity Description

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

Intended Subrecipients

Lawrence & Schiller

Office of Highway Safety-Non-Alcohol Media

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media (Paid and Earned)-DD
Media (Paid and Earned)-MC
Media (Paid and Earned)-OP
Media (Paid and Earned)-SP

Funding sources

The Office of Highway Safety will be using state funds for motorcycle media.

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Key Observations from 2020 Data

Since 2005, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 6-8 fatalities per year. There were 14 pedestrian fatalities reported in 2020, double the amount from 2019.

Pedestrian fatalities are highly uncommon in South Dakota. Only 47 pedestrian fatalities were recorded in the state from 2015 through 2019; this includes 14 such fatalities in 2020, a substantial (100%) increase from 2019. This is despite the fact that the number of crashes involving pedestrians actually decreased slightly, hence a higher proportion of total crashes involving pedestrians resulted in fatalities.

The number of annual bicyclist fatalities in South Dakota is consistently very low. There were no bicyclist fatalities reported in 2020.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-10) Number of pedestrian fatalities (FARS)	2022	5 Year	7.00
2022	C-11) Number of bicyclists fatalities (FARS)	2022	5 Year	1.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Training, Enforcement and Communication-B&P

Countermeasure Strategy: Community Training, Enforcement and Communication-B&P

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

These programs educate bicyclists, pedestrians, as well as motor vehicle drivers on the importance of bicycle and pedestrian safety and generate community outreach activities to prevent bicycle and pedestrian fatalities and injuries.

Linkage Between Program Area

These are well-accepted practices and previously approved activities to educate the citizens of South Dakota on the importance of bicycle and pedestrian safety.

Rationale

The rationale is based upon consultation with state traffic safety partners to achieve the highest possible reduction of bicycle and pedestrian fatalities and injuries within allowable federal funding constraints.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
015	Communication and Outreach Campaigns-B&P

Planned Activity: [Communication and Outreach Campaigns-B&P](#)

Planned activity number: **015**

Planned Activity Description

Planned activities include engaging geographic locations identified as priority areas to collaborate and develop sustainable partnerships. Continue to pursue new partners and opportunities to provide bicycle and pedestrian safety information and education statewide. Conduct bike rodeos during spring, summer and fall seasons that train children to ride safely and always wear a helmet using our Don't Thump Your Melon Program. The subrecipient anticipates providing assistance to 25-30 communities that host bike rodeos and helmet distribution across the state of South Dakota.

Intended Subrecipients

South Dakota EMS for Children

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Community Training, Enforcement and Communication-B&P

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$56,510.00	\$14,127.50	\$56,510.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Key Observations from 2020 Data

A total of 58 unrestrained passenger vehicle occupants were killed in traffic crashes in 2020, a 52.6% increase from 2019 (38). In 2020, 57.6% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise. A substantial majority (77.5%) of all unrestrained driver fatalities in passenger vehicles in 2020 were sustained by males.

In 2020, 19,485 passenger vehicle occupants were involved in traffic crashes, 1,132 of which were unrestrained. (Here, “unrestrained” passengers are those not wearing a seatbelt or shoulder harness, as well as a child occupant not properly secured in a child restraint system. The restraint usage status was unknown for 1,961 individuals.) Of these unrestrained occupants whose injury status was known, 58 (5.1%) were killed, 156 (13.7%) sustained a serious injury, and 439 (38.8%) received other injuries. (“Other” injuries include those recorded as having “possible” injuries.) Altogether then, 55.4% of these occupants suffered an injury, fatal or otherwise

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	5 Year	61.2

Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Training, Enforcement and Communication-OP
High Visibility Enforcement-OP

Highway Safety Office Program Management-OP
Media (Paid and Earned)-OP

Countermeasure Strategy: Community Training, Enforcement and Communication-OP

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

These programs educate motor vehicle drivers on the importance of wearing a seat belt and generate community outreach activities to increase seat belt usage across the state of South Dakota.

Linkage Between Program Area

These are well-accepted practices and previously approved activities to educate the citizens of South Dakota on the importance of wearing a seat belt.

Rationale

The rationale is based upon consultation with state traffic safety partners to achieve the highest possible reduction of unbelted fatalities and injuries within allowable federal funding constraints.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
012	Communication and Outreach Campaigns

Planned Activity: [Communication and Outreach Campaigns](#)

Planned activity number: **012**

Planned Activity Description

The planned activity associated with this strategy includes providing educational and awareness materials/resources compiled from a variety of local and national sources. Statewide messaging will address proper occupant restraint use for all ages. Awareness materials, safety supplies/resources, and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. Educational materials will address local traffic safety issues to help meet the target/objective and work toward a reduction in unrestrained killed/injured occupants.

Intended Subrecipients

South Dakota EMS for Children

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

Community Training, Enforcement and Communication-OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$63,748.00	\$15,937.00	\$63,748.00

Countermeasure Strategy: High Visibility Enforcement-OP

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

High visibility enforcement is a proven countermeasure that NHTSA has always accepted as a strategy. We agree with that analysis.

Linkage Between Program Area

Our countermeasure strategy will, to the extent possible, be driven by geographically based areas where enforcement activities should be targeted.

Rationale

The rationale is based upon conversation with highway safety personnel, including the State Highway Safety Office personnel and Law Enforcement Liaison's, to best expend scarce federal funding for these activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
014	Occupant Protection High Visibility Enforcement

Planned Activity: Occupant Protection High Visibility Enforcement

Planned activity number: **014**

Planned Activity Description

Law enforcement agencies will increase occupant protection enforcement in order to reduce the number of fatal and serious injury traffic crashes and reduce crashes involving unrestrained drivers. Funds used for this planned activity will include funding for overtime, radar units, LIDAR units, and speed trailers. Law enforcement agencies will take part in all mandatory national mobilizations as well as conduct saturation patrols throughout the grant year. The South Dakota Highway Patrol is requesting funding to purchase a rollover simulator that will be used at safety presentations to show individuals the dangers of non-attentive and un-restrained driving.

Intended Subrecipients

Intended subrecipients consist of law enforcement agencies, specifically Highway Patrol, police departments, and sheriff's offices.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement-OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$450,000.00	\$189,069.25	\$399,539.52

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost	Agency
Rollover Simulator	1	\$26,000.00	\$26,000.00	\$26,000.00	\$26,000.00	SD Highway Patrol

Countermeasure Strategy: Highway Safety Office Program Management-OP

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

This seatbelt survey activity is required by NHTSA.

Linkage Between Program Area

This linkage provides information to the state on its seatbelt usage and geographic anomalies.

Rationale

Again, the seatbelt survey is a federal requirement to be completed on an annual basis.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
013	Seatbelt Survey (Regulatory Requirement)

Planned Activity: Seatbelt Survey (Regulatory Requirement)

Planned activity number: 013

Planned Activity Description

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

Intended Subrecipients

North Dakota State University, Upper Great Plains Transportation Institute (report)

South Dakota EMS Association (observational)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management-OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$84,560.00	\$21,140.00	\$0.00

Countermeasure Strategy: Media (Paid and Earned)-OP

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Public outreach through educational media campaigns have always been an accepted component of Highway Safety plans nationwide. Because of the expansive area of the state, public media campaigns are often the most effective method to reach drivers and other roadway users.

Linkage Between Program Area

The accepted countermeasure strategy provides direct linkage with all roadway users in the state. The data provides our office with direction on messaging, demographics, and targeted individuals and communities.

Rationale

This is a widely accepted countermeasure strategy and we agree with NHTSA on its effectiveness.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
002	Media Non-Alcohol

Planned Activity: Media Non-Alcohol

Planned activity number: 002

Planned Activity Description

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

Intended Subrecipients

Lawrence & Schiller

Office of Highway Safety-Non-Alcohol Media

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media (Paid and Earned)-DD
Media (Paid and Earned)-MC
Media (Paid and Earned)-OP
Media (Paid and Earned)-SP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$1,000,000.00	\$250,000.00	\$821,275.00

Program Area: Planning & Administration

Description of Highway Safety Problems

Federal funding for this program area is intended to support the administrative activities involved with administering the federal grant funding to reduce fatalities & injuries on state roadways, as well as funding enforcement and judicial activities.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name
024	Holding Account
023	Planning and Administration

Planned Activity: Holding Account

Planned activity number: **024**

Planned Activity Description

Project Development

Intended Subrecipients

South Dakota Office of Highway Safety

Funding sources

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Alcohol	\$3,115,735.62	Not Required	Not Required
2020	FAST Act 405c Data Program	\$404,480.15	\$101,045.04	Not Required
2019	FAST Act 405d Impaired Driving Mid	\$2,133,639.57	\$533,409.89	Not Required
2019	FAST Act 405d 24/7	\$87,507.00	\$21,876.75	Not Required
2019	FAST Act NHTSA 402	\$1,537,681.16	\$384,420.29	\$615,072.46

Planned Activity: Planning and Administration

Planned activity number: **023**

Planned Activity Description

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 a portion of fiscal staff. Funding is provided to support program staff, salaries, benefits, travel to highway safety related trainings, and office expenses. The Director of the Office of Highway Safety has the overall responsibility for meeting program requirements and supervises program staff for the Office of Highway Safety/Accident Records. The Secretary of the Department of Public Safety, the Governor's Representative for Highway Safety, has the overall responsibility for the coordination of South Dakota's Traffic Safety program. The Governor's Representative is the liaison between the Governor's Office and the Legislature, local and state agencies, and various councils and boards throughout the state. US DOT policy requires that federal participation in Planning and Administration (P&A) activities shall not exceed 50% of the total cost of such activities or the application sliding scale rate (54.88% for South Dakota) in accordance with 23USC120. The federal contribution for P&A cannot exceed 10% of the total 402 funds the state receives. Accordingly, state funds have been budgeted to cover 45.12% of P&A costs.

Intended Subrecipients

South Dakota Office of Highway Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$158,550.00	\$130,353.06	\$0.00

Program Area: Program Admin and Support

Description of Highway Safety Problems

Federal funding for this program area is intended to support the administrative activities involved with administering the federal grant funding to reduce fatalities & injuries on state roadways.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	123.9

Countermeasure Strategies in Program Area

Countermeasure Strategy

Countermeasure Strategy: Highway Safety Office Program Management-402

Program Area: **Program Admin and Support**

Project Safety Impacts

The projects or activities funded in this area will provide the Office of Highway Safety with the most accurate data, data analysis, and community outreach activities possible. This also provides support for law enforcement agencies through our LEL program - and this creates a linkage of our knowledge to these partners.

Linkage Between Program Area

The linkage is knowing where our traffic safety issues are in the state and how best to apply efforts from geographic partners for effective enforcement and community outreach.

Rationale

The rationale is based on a long-term practice in previous highway safety efforts and generally accepted activities in past years.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
020	Administrative and Contractual-402
021	Personnel Support-402

Planned Activity: Administrative and Contractual-402

Planned activity number: **020**

Planned Activity Description

Electronic grant management solutions offer options for the advertisement, submittal, and review of subrecipient 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-grants systems with automatic notifications and reminders help subrecipients stay on track with contract terms and deliverables, alerts the state when documents are overdue, collects data for annual reports, and increases staff efficiencies by reducing the insurance of notifications.

The USD Government Research Bureau will draft a Highway Safety Plan for FY2023 using statistical analysis of crash data; the plan will include short- and long-term goals, a summary of planning projects, and a budget for FY2023.

Intended Subrecipients

Agate Software

University of South Dakota, Government Research Bureau

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management-402

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$58,474.80	\$14,618.70	\$0.00

Planned Activity: Personnel Support-402

Planned activity number: 021

Planned Activity Description

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.

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.

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

Intended Subrecipients

South Dakota Office of Highway Safety – Community Outreach

South Dakota Office of Highway Safety – Law Enforcement Liaisons

South Dakota Office of Highway Safety – Public Information Officer

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management-402

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$105,700.00	\$26,425.00	\$0.00

Program Area: Speed Management

Description of Highway Safety Problems

Key Observations from 2020 Data

A total of 41 individuals were killed in 2020 as a result of traffic crashes involving at least one speeding driver. This figure has increased by 70.8% since 2019. 92.7% of speeding-related fatalities in 2020 were sustained by motor vehicle occupants; 7.3% of these fatalities were pedestrians. 68.3% of speeding-related fatalities in 2020 occurred on rural roadways.

In 2020, 1,822 traffic crashes occurred that involved at least one speeding driver (10.4% of all reported traffic crashes); a total of 2,861 people were involved. Of these individuals, 41 (1.4%) sustained fatal injuries, 113 (3.9%) suffered serious but non-fatal injuries, and 570 (19.9%) received non-serious injuries. This means that 29.1% percent of South Dakota's traffic crash fatalities were sustained in roadway incidents involving at least one speeding driver. 92.7% of speeding-related fatalities in 2020 were sustained by motor vehicle occupants; 7.3% (3) of these fatalities were pedestrians.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-6) Number of speeding-related fatalities (FARS)	2022	5 Year	33.7

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Enforcement-SP
Media (Paid and Earned)-SP

Countermeasure Strategy: High Visibility Enforcement-SP

Program Area: **Speed Management**

Project Safety Impacts

High visibility enforcement is a proven countermeasure that NHTSA has always accepted as a strategy. We agree with that analysis.

Linkage Between Program Area

Our countermeasure strategy will, to the extent possible, be driven by geographically based areas where enforcement activities should be targeted.

Rationale

The rationale is based upon conversation with highway safety personnel, including the State Highway Safety Office personnel and Law Enforcement Liaison's, to best expend scarce federal funding for these activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
008	Speeding High Visibility Enforcement

Planned Activity: Speeding High Visibility Enforcement

Planned activity number: **008**

Planned Activity Description

Law enforcement agencies will increase speed enforcement in order to reduce the number of fatal and serious injury traffic crashes and reduce crashes involving speeding drivers. Funds used for this planned activity will include funding for overtime, radar units, LIDAR units, and speed trailers. Law enforcement agencies will take part in all mandatory national mobilizations as well as conduct saturation patrols throughout the grant year.

Intended Subrecipients

Intended subrecipients consist of law enforcement agencies, specifically Highway Patrol, police departments, and sheriff's offices.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement-SP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$800,000.00	\$208,543.78	\$692,357.58

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost	Agency
Lidar	1	\$6,003.00	\$6,003.00	\$2,400.00	\$2,400.00	Whitewood PD
Speed Trailer	1	\$9,764.00	\$9,764.00	\$3,500.00	\$3,500.00	Pennington Co SO

Countermeasure Strategy: Media (Paid and Earned)-SP

Program Area: **Speed Management**

Project Safety Impacts

Public outreach through educational media campaigns have always been an accepted component of Highway Safety plans nationwide. Because of the expansive area of the state, public media campaigns are often the most effective method to reach drivers and other roadway users.

Linkage Between Program Area

The accepted countermeasure strategy provides direct linkage with all roadway users in the state. The data provides our office with direction on messaging, demographics, and targeted individuals and communities.

Rationale

This is a widely accepted countermeasure strategy and we agree with NHTSA on its effectiveness.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
002	Media Non-Alcohol

Planned Activity: Media Non-Alcohol

Planned activity number: **002**

Planned Activity Description

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

Intended Subrecipients

Lawrence & Schiller

Office of Highway Safety – Non-Alcohol Media

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media (Paid and Earned)-DD
Media (Paid and Earned)-MC
Media (Paid and Earned)-OP
Media (Paid and Earned)-SP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$1,000,000.00	\$250,000.00	\$821,275.00

Program Area: Traffic Records

Description of Highway Safety Problems

South Dakota continues to modernize and create shared traffic records systems. Such activities include expansion of electronic crash submission systems across all law enforcement agencies in the state. While these activities are largely directed by the Traffic Records Coordinating Committee, the state continues to expend generally funded taxpayer revenue to augment the federal revenue. The TRCC also develops strategies suggested by the most recent Traffic Records Assessment as allowed for by funding level and ability to accomplish.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Number of Law Enforcement Agencies Submitting Crash Reports Electronically	2022	Annual	121
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	123.9

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management-Data
Traffic Records System Improvements

Countermeasure Strategy: Highway Safety Office Program Management-Data

Program Area: **Traffic Records**

Project Safety Impacts

Traffic safety would be impacted by the ability of roadway safety partners being able to share data more quickly, ideally in real-time, to determine such factors as DUI charges, crash involvement, and registered vehicle ownership. There are other obvious factors, which are outlined in the Traffic Records Assessment, that could be considered for this section. South Dakota is currently working to improve the timeliness of crash data and application to other databases.

Linkage Between Program Area

The linkage is to improve the timeliness of data submission so that other safety partners such as UJS and Motor Vehicle employees can see the most accurate driver and vehicle data possible.

Rationale

South Dakota plans to improve the timeliness of data submission through the broadest possible use of electronic crash submission formats. This covers all of the activities we have planned under this area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
016	TRCC (Regulatory Requirement)

Planned Activity: TRCC (Regulatory Requirement)

Planned activity number: **016**

Planned Activity Description

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

Intended Subrecipients

Mountain Plains Evaluation (Traffic Records Coordinating Committee Coordinator)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management-Data

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data program	405c Data Program (FAST Act)	\$36,425.00	\$9,106.25	Not Required

Countermeasure Strategy: Traffic Records System Improvements

Program Area: **Traffic Records**

Project Safety Impacts

Traffic safety would be impacted by the ability of roadway safety partners being able to share data more quickly, ideally in real-time, to determine such factors as DUI charges, crash involvement, and registered vehicle ownership. There are other obvious factors, which are outlined in the Traffic Records Assessment, that could be considered for this section. South Dakota is currently working to improve the timeliness of crash data and application to other databases.

Linkage Between Program Area

The linkage is to improve the timeliness of data submission so that other safety partners such as UJS and Motor Vehicle employees can see the most accurate driver and vehicle data possible.

Rationale

South Dakota plans to improve the timeliness of data submission through the broadest possible use of electronic crash submission formats. This covers all of the activities we have planned under this area.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
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017	Traffic Records Projects
018	Data Systems Improvements

Planned Activity: Traffic Records Projects

Planned activity number: **017**

Planned Activity Description

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

Intended Subrecipients

Affinity Global Solutions (TraCS/Web TraCS)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records System Improvements

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST Act)	\$400,000.00	\$100,000.00	Not Required

Planned Activity: Data Systems Improvements

Planned activity number: **018**

Planned Activity Description

In order to keep the ePCR system up-to-date, funding is being requested for the annual maintenance of the ePCR system. Due to this annual maintenance, a data manager is able to work with trauma coordinators across South Dakota providing access credentials and ensuring the proper permissions are in place for staff to access EMS data, run reports, and ad hoc canned reports specific to each hospital.

Intended Subrecipients

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Records System Improvements

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST Act)	\$27,889.80	\$6,972.45	Not Required

Program Area: Young Drivers

Description of Highway Safety Problems

Key Observations from 2020 Data

20 drivers under the age of 21 were involved in a fatal traffic crash in 2020, a 33.3% increase from the 15 drivers in 2019. 19 fatalities resulted from crashes where drivers under the age of 21 were involved, a slight increase since 201. These fatalities include 9 of the drivers under the age of 21.

Of the 20 drivers under the age of 21 involved in fatal traffic crashes in 2020, 9 of them (45.0%) suffered fatal injuries; 16 (80.0%) were male; and 4 (20.0%) recorded a positive blood alcohol content reading. (In the case of these drivers, a positive blood alcohol content reading is defined as a recorded BAC level of .02 or above.) Of all drivers under the age of 21 involved in fatal traffic crashes, 5 of the 20 drivers (25.0%) were operating a passenger car, 8 (40.0%) were operating light trucks, 2 (10.0%) were operating motorcycles, 4 (20.0%) were operating a SUV.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	123.9
2022	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2022	5 Year	16.3

Countermeasure Strategies in Program Area

Countermeasure Strategy
Driver Education
School Programs

Countermeasure Strategy: Driver Education

Program Area: **Young Drivers**

Project Safety Impacts

Good driving habits contribute to a reduction in roadway fatalities and injuries. Most of these habits are learned at an early age and Driver Education plays a role in teaching good driving habits.

Linkage Between Program Area

It is difficult to ascertain the direct linkage between Driver Education and a reduction in roadway fatalities and injuries, but the state is attempting to tie the educational aspect and roadway safety impact together in a way that improves young driver safety.

Rationale

South Dakota has established the position of Driver Education Coordinator to decipher data linkages, put a plan of educational action into place, and coordinate information across the state.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
022	Driver Education Coordinator
025	Driver Education

Planned Activity: Driver Education Coordinator

Planned activity number: **022**

Planned Activity Description

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

Intended Subrecipients

South Dakota Office of Highway Safety – Driver Education Coordinator

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

Driver Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	\$42,280.00	\$10,570.00	\$0.00

Planned Activity: Driver Education

Planned activity number: 025

Planned Activity Description

The association will offer best practices training to driver education instructors through an annual conference sponsored by the SD Driver Education Association, forming a committee to study the efficacy of establishing nationally recognized driver education standards in South Dakota, and by forming a committee to study the efficacy of recommending various national classroom and behind-the-wheel curriculums to South Dakota driver education instructors.

Intended Subrecipients

South Dakota Driver Education Association

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Driver Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	\$24,300.00	\$6,075.00	\$24,300.00

Countermeasure Strategy: School Programs

Program Area: Young Drivers

Project Safety Impacts

Good driving habits contribute to a reduction in roadway fatalities and injuries. Most of these habits are learned at an early age and teen safety programs play a role in teaching good driving habits.

Linkage Between Program Area

We know young drivers are inexperienced when it comes to operating a vehicle and are more likely to participate in risky driving behavior. The state is attempting to tie the educational aspect and roadway safety impact together in a way that improves young driver safety.

Rationale

Through teen safety programs, the Office of Highway Safety looks to address the areas of concern in relation to young drivers identified by NHTSA.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
026	Teen Safety Programs

[Planned Activity: Teen Safety Programs](#)

Planned activity number: 026

Planned Activity Description

In order to reach those young drivers, this planned activity will provide safe driving presentation to the attendees of the two South Dakota Students Against Destructive Decisions Conferences in 2022. This activity will provide opportunities for attendees of the two South Dakota Students Against Destructive Decisions Conferences in 2022 to plan prevention activities for their schools that may include safe driving.

Utilize the driving simulators at all youth and community events Increase youth engagement at community events in Spink county to highlight safe driving. Have youth engage and lead at events and presentations to increase peer to peer teaching. This will aide in students in developing connection, mentoring, and healthy driving skills.

Intended Subrecipients

Human Service Agency

Spink County Coalition

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$40,000.00	\$10,000.00	\$34,350.00

Evidence-Based Traffic Safety Enforcement Program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
003	Impaired Driving High Visibility Enforcement
014	Occupant Protection High Visibility Enforcement
008	Speeding High Visibility Enforcement

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

The State of South Dakota routinely scrutinizes vehicular crash data for locations and demographics at risk. Further, the Office of Highway Safety, through its sister agency, the Office of Accident Records, meets regularly to find a ‘common thread’ analysis where we can address traffic safety issues. Resources include the FARS database, the South Dakota Accident Records System (SDARS), and other databases which feed our South Dakota Crash Analysis Tool (SDCAT). This isn’t just an annual exercise to assemble the HSP, it is an ongoing effort to strategically assign financial and human resources to high-risk areas.

Deployment of Resources

The State of South Dakota uses the resources and data outlined to fund available resources in high risk areas. It should be noted that the South Dakota Office of Highway Safety works closely with the South Dakota Highway Patrol and other local law enforcement agencies which choose to voluntarily participate in this federal grant program. The South Dakota Office of Highway Safety has no direct supervisory authority over these agencies, however, and as such can only suggest such activities as high visibility enforcement, etc. It should be noted that where problem areas exist, we attempt to find the appropriate law enforcement or other agency to address the risk.

Effectiveness Monitoring

The State of South Dakota, as part of its online grant application and reporting system (EDGAR) requests that subrecipients outline enforcement strategies in their application for funding. If the subrecipient is accepted for funding, it is required to report, at minimum on a quarterly basis, in

our EDGAR system how its enforcement strategies are working to reduce the risk of roadway injury and death. In many cases, progress reporting is conducted on a monthly basis. This is most often the case for law enforcement agencies. Such regular reporting offers the Office of Highway Safety the ability to make mid-course corrections in the grant program activities.

High-Visibility Enforcement (HVE) Strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
High Visibility Enforcement-IMP
High Visibility Enforcement-MC
High Visibility Enforcement-OP
High Visibility Enforcement-SP
Media (Paid and Earned)-IMP

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
003	Impaired Driving High Visibility Enforcement
008	Speeding High Visibility Enforcement
014	Occupant Protection High Visibility Enforcement

Appendix A: FFY2022 Project-Level Detail

Planned Activity Unique Identifier	Planned Activity Name	Planned Activity Description
001	Alternative Transportation	Provide support to remove drinking drivers from the roads by offering alternative transportation for a safe ride home. Alternative transportation will be offered Friday and Saturday nights, along with special events or holidays that do not occur on those nights. Provide ongoing awareness and education about binge drinking, drinking and driving, as well as other alcohol-related items. Universities will collaborate with on and off campus entities to provide awareness materials throughout the year.
002	Media Non-Alcohol	To educate the public on various Highway Safety issues, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics.
003	Impaired Driving High Visibility Enforcement	Law enforcement agencies will increase impaired driving enforcement in order to reduce the number of fatal and serious injury traffic crashes, reduce crashes involving intoxicated drivers, and increase the number of DUI arrests. Funds used for this planned activity will include funding for overtime, travel, in-car cameras, and breath testing devices. Law enforcement agencies will take part in all mandatory national mobilizations as well as conduct sobriety checkpoints and saturation patrols throughout the grant year. The South Dakota Highway Patrol is requesting funding for a police motorcycle to be used for DUI enforcement in areas and in a manner that is different than traditional DUI enforcement.
004	Prevention and Interdiction	Planned activities include providing education on dangers of alcohol and teach skill set on decision making as they relate to impairment. Statewide messaging that focuses on the reduction of impaired drivers. Awareness materials, safety supplies/resources, and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. Educational materials will address impaired driving issues to help meet the target/objective and thus lead to a reduction in impaired driving injuries/fatalities. Perform alcohol compliance check at the retail level.
005	Judicial Assistance	South Dakota has implemented the South Dakota Public Safety DUI First Program across the state to provide consistent drinking and driving programming for DUI offenders with an emphasis on DUI 1st offenders. A key important component of implementation of the curriculum is to ensure that all sites are implementing the model in a consistent manner across the state. The evaluators will participate in project steering committee meetings and conduct site visits and monitor program implementation to assess the implementation and fidelity of the model.

		The Traffic Safety Resource Prosecutor (TSRP) intends to train law enforcement officers and prosecuting attorneys on the most effective methods of investigating and prosecuting impaired drivers. Statewide training for prosecutors and law enforcement officers on traffic safety related topics will be offered throughout the year. The TSRP intends to provide one dedicated statewide training for traffic safety issues.
007	Media-Alcohol	To educate the public on impaired driving, the Office of Highway Safety will contract with a professional advertising firm to develop and place pertinent educational messages. The media contractor will use the NHTSA Communications Calendar and selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will be run during the national mobilizations using either NHTSA or state developed ads. These ads will be placed through the media contractor. The PIO will work with the media contractor to determine the best means to reach the target demographics.
008	Speeding High Visibility Enforcement	Law enforcement agencies will increase speed enforcement in order to reduce the number of fatal and serious injury traffic crashes and reduce crashes involving speeding drivers. Funds used for this planned activity will include funding for overtime, radar units, LIDAR units, and speed trailers. Law enforcement agencies will take part in all mandatory national mobilizations as well as conduct saturation patrols throughout the grant year.
009	Personnel Support-IMP	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. The Department of Public Safety Public Information Officer will coordinate highway safety media developed and placed by a contractor which may include using NHTSA and/or state developed ad material; develop and distribute public service announcements and press releases; work with local highway safety projects by assisting with development and placement of media and messaging; and provide technical assistance to the Office of Highway Safety as needed.
010	Administrative and Contractual-IMP	Electronic grant management solutions offer options for the advertisement, submittal, and review of subrecipient 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-grants systems with automatic notifications and reminders help subrecipients stay on track with contract terms and deliverables, alerts the state when documents are overdue, collects data for annual reports, and increases staff efficiencies by reducing the insurance of notifications. The USD Government Research Bureau will draft a Highway Safety Plan for FY23 using statistical analysis of crash data; the plan will include short and long-term goals, a summary of planning projects, and a budget for FY23.
011	Impaired Driving Technical Assistance (Regulatory Requirement)-IMP	This project reviews state impaired driving data, identifies priorities, monitors project implementation, and reviews progress in conjunction with the Office of Highway Safety and other stakeholders across the state with a vested interest in reducing impaired driving. The South Dakota Impaired Driving Plan presents a synopsis of impaired driving indicators and statistics relevant to impaired driving in South Dakota, outlines areas of concerns, identifies priority areas for future programming, and outlines a process upon which the South Dakota

		Impaired Driving Task Force can guide and inform the Office of Highway Safety in implementing and prioritizing funding for programming (that is evidence based) to reduce impaired driving in South Dakota.
012	Communication and Outreach Campaigns	The planned activity associated with this strategy includes providing educational and awareness materials/resources compiled from a variety of local and national sources. Statewide messaging will address proper occupant restraint use for all ages. Awareness materials, safety supplies/resources, and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. Educational materials will address local traffic safety issues to help meet the target/objective and work toward a reduction in unrestrained killed/injured occupants.
013	Seatbelt Survey (Regulatory Requirement)	An annual observational seatbelt survey will be provided through a contract with a state university research team. The seatbelt survey project will follow guidelines provided by NHTSA. This includes development of a new survey methodology required by NHTSA.
014	Occupant Protection High Visibility Enforcement	Law enforcement agencies will increase occupant protection enforcement in order to reduce the number of fatal and serious injury traffic crashes and reduce crashes involving unrestrained drivers. Funds used for this planned activity will include funding for overtime, radar units, LIDAR units, and speed trailers. Law enforcement agencies will take part in all mandatory national mobilizations as well as conduct saturation patrols throughout the grant year. The South Dakota Highway Patrol is requesting funding to purchase a rollover simulator that will be used at safety presentations to show individuals the dangers of non-attentive and un-restrained driving.
015	Communication and Outreach Campaigns-B&P	Planned activities include engaging geographic locations identified as priority areas to collaborate and develop sustainable partnerships. Continue to pursue new partners and opportunities to provide bicycle and pedestrian safety information and education statewide. Conduct bike rodeos during spring, summer and fall seasons that train children to ride safely and always wear a helmet using our Don't Thump Your Melon Program. The subrecipient anticipates providing assistance to 25-30 communities that host bike rodeos and helmet distribution across the state of South Dakota.
016	TRCC (Regulatory Requirement)	To provide support to the South Dakota Office of Highway Safety to aid in coordination and facilitation of the Traffic Records Coordinating Committee.
017	Traffic Records Projects	The timeliness of the crash reporting system will be improved with electronic crash reporting. Using electronic reporting decreases the time it takes an officer to complete a crash report and decreases the time it takes for the record to become part of the state crash record system. This project will allow additional law enforcement agencies to electronically submit crash reports and update the TraCS system and the newly developed LEOS via a web-based system.
018	Data Systems Improvements	In order to keep the ePCR system up-to-date, funding is being requested for the annual maintenance of the ePCR system. Due to this annual maintenance, a data manager is able to work with trauma coordinators across South Dakota providing access credentials and ensuring the proper permissions are in place for staff to access EMS data, run reports, and ad hoc canned reports specific to each hospital.

019	Law Enforcement Training	Law enforcement training will be provided to all interested law enforcement agencies across the state in Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training.
020	Administrative and Contractual-402	Electronic grant management solutions offer options for the advertisement, submittal, and review of subrecipient 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-grants systems with automatic notifications and reminders help subrecipients stay on track with contract terms and deliverables, alerts the state when documents are overdue, collects data for annual reports, and increases staff efficiencies by reducing the insurance of notifications. The USD Government Research Bureau will draft a Highway Safety Plan for FY2022 using statistical analysis of crash data; the plan will include short and long term goals, a summary of planning projects, and a budget for FY2022.
021	Personnel Support-402	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. 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. The Department of Public Safety Public Information Officer will coordinate highway safety media developed and placed by a contractor which may include using NHTSA and/or state developed ad material; develop and distribute public service announcements and press releases; work with local highway safety projects by assisting with development and placement of media and messaging; and provide technical assistance to the Office of Highway Safety as needed.
022	Driver Education Coordinator	The Driver Education Coordinator will provide coordination and support for the driver education process in South Dakota by serving as the primary point-of-contact for any school district administrator or driver education instructor who has questions and create and maintain a comprehensive database of active driver education instructors across the state.
023	Planning and Administration	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 a portion of fiscal staff. Funding is provided to support program staff, salaries, benefits, travel to highway safety related trainings, and office expenses. The Director of the Office of Highway Safety has the overall responsibility for meeting program requirements and supervises program staff for the Office of Highway Safety/Accident Records. The Secretary of the Department of Public Safety, the Governor's Representative for Highway Safety, has the overall responsibility for the coordination of South Dakota's Traffic Safety program. The Governor's Representative is the liaison between the Governor's Office and the Legislature, local and state agencies, and various councils and boards throughout the state. US DOT policy requires that federal participation in Planning and Administration (P&A) activities shall not exceed 50% of the

		total cost of such activities or the application sliding scale rate (54.88% for South Dakota) in accordance with 23USC120. The federal contribution for P&A cannot exceed 10% of the total 402 funds the state receives. Accordingly, state funds have been budgeted to cover 45.12% of P&A costs.
024	Holding Account	Project Development
025	Driver Education	The association will offer best practices training to driver education instructors through an annual conference sponsored by the SD Driver Education Association, forming a committee to study the efficacy of establishing nationally recognized driver education standards in South Dakota, and by forming a committee to study the efficacy of recommending various national classroom and behind-the-wheel curriculums to South Dakota driver education instructors.
026	Teen Safety Programs	In order to reach those young drivers, this planned activity will provide safe driving presentation to the attendees of the two South Dakota Students Against Destructive Decisions Conferences in 2022. This activity will provide opportunities for attendees of the two South Dakota Students Against Destructive Decisions Conferences in 2022 to plan prevention activities for their schools that may include safe driving. Utilize the driving simulators at all youth and community events Increase youth engagement at community events in Spink county to highlight safe driving. Have youth engage and lead at events and presentations to increase peer to peer teaching. This will aide in students in developing connection, mentoring, and healthy driving skills.

Planned Activity Name:	Alternative Transportation	Click here to go back to the Planned Activities Tab	
Planned Total:	\$98,963.80	Planned Match Amount:	\$0.00
Actual Total:	\$98,963.80	Planned Local Benefit:	N/A
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-02-18	SD School of Mines and Technology	\$11,968.00	164 Alcohol
2022-02-12	South Dakota State University	\$60,372.00	164 Alcohol
2022-02-19	University of South Dakota	\$26,623.80	164 Alcohol
		\$98,963.80	
Planned Activity Name:	Media Non-Alcohol	Click here to go back to the Planned Activities Tab	
Planned Total:	\$1,000,000.00	Planned Match Amount:	\$250,000.00
Actual Total:	\$821,275.00	Planned Local Benefit:	\$821,275.00

Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-12	SD Office of Highway Safety (Lawrence & Schiller)	\$504,175.00	Paid Advertising (FAST)
2022-04-08	SD Office of Highway Safety (Non-Alcohol Media)	\$317,100.00	Paid Advertising (FAST)
	Estimated New or Amended Projects	\$178,725.00	
		\$1,000,000.00	
Planned Activity Name:	Impaired Driving HVE	Click here to go back to the Planned Activities Tab	
Planned Total:	\$650,000.00	Planned Match Amount:	\$161,513.77
Actual Total:	\$544,932.50	Planned Local Benefit:	N/A
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-00-12	Belle Fourche Police Department	\$3,516.79	164 Alcohol
2022-00-47	Box Elder Police Department	\$12,763.84	164 Alcohol
2022-00-02	Brookings County Sheriff's Office	\$10,000.00	164 Alcohol
2022-00-62	Brookings Police Department	\$7,000.00	164 Alcohol
2022-00-11	Day County Sheriff's Office	\$2,887.08	164 Alcohol
2022-00-14	Lennox Police Department	\$3,512.03	164 Alcohol
2022-00-44	Lincoln County Sheriff's Office	\$4,000.00	164 Alcohol
2022-00-45	Minnehaha County Sheriff's Office	\$5,065.00	164 Alcohol
2022-00-24	Oglala Sioux Tribe-DPS	\$11,000.00	164 Alcohol
2022-00-55	Pennington County Sheriff's Office	\$6,643.10	164 Alcohol
2022-00-40	South Dakota State University PD	\$9,975.00	164 Alcohol
2022-00-33	Spink County Sheriff's Office	\$19,900.00	164 Alcohol
2022-00-29	Summerset Police Department	\$4,775.20	164 Alcohol
2022-00-17	Turner County Sheriff's Office	\$9,479.20	164 Alcohol
2022-00-54	Watertown Police Department	\$13,352.00	164 Alcohol
2022-00-52	South Dakota Highway Patrol	\$364,897.00	405d Impaired Driving Mid (FAST)

2022-00-49	Vermillion Police Department	\$1,355.20	405d Impaired Driving Mid (FAST)
2022-00-32	Rapid City Police Department	\$54,811.06	405d 24-7 HVE (FAST)
	Estimated New or Amended Projects	\$105,067.50	
		\$650,000.00	
Planned Activity Name:	Prevention & Interdiction	Click here to go back to the Planned Activities Tab	
Planned Total:	\$100,000.00	Planned Match Amount:	\$25,000.00
Actual Total:	\$90,449.00	Planned Local Benefit:	N/A
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-00-03	Mitchell Police Department	\$7,173.00	164 Alcohol
2022-02-08	SD EMS for Children	\$83,276.00	405d Impaired Driving Mid (FAST)
	Estimated New or Amended Projects	\$9,551.00	
		\$100,000.00	
Planned Activity Name:	Judicial Assistance	Click here to go back to the Planned Activities Tab	
Planned Total:	\$177,505.00	Planned Match Amount:	\$44,376.25
Actual Total:	\$177,505.00	Planned Local Benefit:	N/A
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-07	SD Office of Highway Safety (DUI 1st Program)	\$51,425.00	405d Impaired Driving Mid (FAST)
2022-02-02	AG-Traffic Safety Resource Prosecutor	\$126,080.00	405d Impaired Driving Mid (FAST)
		\$177,505.00	

Planned Activity Name:	Media-Alcohol	Click here to go back to the Planned Activities Tab	
Planned Total:	\$2,000,000.00	Planned Match Amount:	\$0.00
Actual Total:	\$1,228,400.00	Planned Local Benefit:	N/A
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-03	SD Office of Highway Safety (Alcohol Media)	\$422,800.00	164 Alcohol
2022-04-11	SD Office of Highway Safety (Lawrence & Schiller)	\$604,175.00	164 Alcohol
2022-04-16	SD Office of Highway Safety (SD Broadcasters)	\$201,425.00	164 Alcohol
	Estimated New or Amended Projects	\$771,600.00	
		\$2,000,000.00	
Planned Activity Name:	Speeding HVE	Click here to go back to the Planned Activities Tab	
Planned Total:	\$800,000.00	Planned Match Amount:	\$208,543.78
Actual Total:	\$692,357.58	Planned Local Benefit:	\$692,357.58
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-00-35	Aurora County Sheriff's Office	\$6,147.90	Speed Enforcement (FAST)
2022-00-07	Belle Fourche Police Department	\$14,361.00	Speed Enforcement (FAST)
2022-00-48	Box Elder Police Department	\$15,741.44	Speed Enforcement (FAST)
2022-00-05	Brookings County Sheriff's Office	\$23,651.92	Speed Enforcement (FAST)
2022-00-63	Brookings Police Department	\$7,000.00	Speed Enforcement (FAST)
2022-00-20	Canton Police Department	\$10,579.20	Speed Enforcement (FAST)
2022-00-09	Day County Sheriff's Office	\$6,255.34	Speed Enforcement (FAST)
2022-00-57	Edmunds County Sheriffs Office	\$19,646.55	Speed Enforcement (FAST)
2022-00-34	Groton Police Department	\$10,680.52	Speed Enforcement (FAST)
2022-00-16	Hamlin County Sheriff's Office	\$15,500.00	Speed Enforcement (FAST)
2022-00-25	Lake County Sheriff's Office	\$8,000.00	Speed Enforcement (FAST)
2022-00-13	Lennox Police Department	\$5,054.55	Speed Enforcement (FAST)
2022-00-39	Lincoln County Sheriff's Office	\$11,745.60	Speed Enforcement (FAST)

2022-00-42	Madison Police Department	\$7,050.40	Speed Enforcement (FAST)
2022-00-46	Minnehaha County Sheriff's Office	\$13,749.00	Speed Enforcement (FAST)
2022-00-28	Mitchell Police Department	\$3,000.00	Speed Enforcement (FAST)
2022-00-56	Pennington County Sheriff's Office	\$11,167.14	Speed Enforcement (FAST)
2022-00-06	Pierre Police Department	\$2,548.80	Speed Enforcement (FAST)
2022-00-21	Rapid City Police Department	\$54,811.06	Speed Enforcement (FAST)
2022-00-60	Roberts County Sheriff's Office	\$17,000.00	Speed Enforcement (FAST)
2022-00-41	Sioux Falls Police Department	\$395,172.96	Speed Enforcement (FAST)
2022-00-19	South Dakota State University PD	\$8,963.00	Speed Enforcement (FAST)
2022-00-08	Summerset Police Department	\$12,131.20	Speed Enforcement (FAST)
2022-00-31	Whitewood Police Department	\$12,400.00	Speed Enforcement (FAST)
	Estimated New or Amended Projects	\$107,642.42	
		\$800,000.00	
Planned Activity Name:	Personnel Support-IMP	Click here to go back to the Planned Activities Tab	
Planned Total:	\$42,280.00	Planned Match Amount:	\$0.00
Actual Total:	\$42,280.00	Planned Local Benefit:	N/A
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-04	SD Office of Highway Safety (Community Outreach)	\$33,824.00	164 Alcohol
2022-04-14	SD Office of Highway Safety (Public Information Officer)	\$8,456.00	164 Alcohol
		\$42,280.00	
Planned Activity Name:	Administrative & Contractual-IMP	Click here to go back to the Planned Activities Tab	
Planned Total:	\$39,458.20	Planned Match Amount:	\$0.00
Actual Total:	\$39,458.20	Planned Local Benefit:	N/A

Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-01	SD Office of Highway Safety (Agate)	\$31,425.00	164 Alcohol
2022-04-20	SD Office of Highway Safety (University of South Dakota-GRB)	\$8,033.20	164 Alcohol
		\$39,458.20	
Planned Activity Name:	Impaired Driving Technical Assistance	Click here to go back to the Planned Activities Tab	
Planned Total:	\$31,425.00	Planned Match Amount:	\$7,856.25
Actual Total:	\$31,425.00	Planned Local Benefit:	N/A
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-09	SD Office of Highway Safety (Impaired Driving Technical Assistance)	\$31,425.00	405d Impaired Driving Mid (FAST)
Planned Activity Name:	Communication & Outreach Campaigns	Click here to go back to the Planned Activities Tab	
Planned Total:	\$63,748.00	Planned Match Amount:	\$15,937.00
Actual Total:	\$63,748.00	Planned Local Benefit:	\$63,748.00
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-02-07	SD EMS for Children	\$63,748.00	Occupant Protection (FAST)
Planned Activity Name:	Seatbelt Survey	Click here to go back to the Planned Activities Tab	
Planned Total:	\$84,560.00	Planned Match Amount:	\$21,140.00
Actual Total:	\$84,560.00	Planned Local Benefit:	\$0.00
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-17	SD Office of Highway Safety (Seatbelt Survey)	\$84,560.00	Occupant Protection (FAST)
Planned Activity Name:	Occupant Protection HVE	Click here to go back to the Planned Activities Tab	

Planned Total:	\$450,000.00	Planned Match Amount:	\$189,069.25
Actual Total:	\$399,539.52	Planned Local Benefit:	\$399,539.52
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-00-59	Butte County Sheriff's Office	\$9,139.68	Occupant Protection (FAST)
2022-00-10	Davison County Sheriff's Office	\$10,774.80	Occupant Protection (FAST)
2022-00-61	Deadwood Police Department	\$18,521.60	Occupant Protection (FAST)
2022-00-38	Gettysburg Police Department	\$8,000.00	Occupant Protection (FAST)
2022-00-22	Hughes County Sheriff's Office	\$15,413.80	Occupant Protection (FAST)
2022-00-04	Huron Police Department	\$19,476.00	Occupant Protection (FAST)
2022-00-18	Lead Police Department	\$18,555.72	Occupant Protection (FAST)
2022-00-15	Marshall County Sheriff's Office	\$5,000.00	Occupant Protection (FAST)
2022-00-51	South Dakota Highway Patrol	\$263,960.00	Occupant Protection (FAST)
2022-00-23	Spink County Sheriff's Office	\$8,700.00	Occupant Protection (FAST)
2022-00-53	Stanley County Sheriff's Office	\$8,334.72	Occupant Protection (FAST)
2022-00-26	Vermillion Police Department	\$5,115.20	Occupant Protection (FAST)
2022-00-50	Yankton Police Department	\$8,548.00	Occupant Protection (FAST)
	Estimated New or Amended Projects	\$50,460.48	
		\$450,000.00	
Planned Activity Name:	Communication & Outreach Campaigns-B&P	Click here to go back to the Planned Activities Tab	
Planned Total:	\$56,510.00	Planned Match Amount:	\$14,127.50
Actual Total:	\$56,510.00	Planned Local Benefit:	\$56,510.00
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-02-06	SD EMS for Children-BPD	\$56,510.00	Pedestrian/Bicycle Safety (FAST)
Planned Activity Name:	TRCC	Click here to go back to the Planned Activities Tab	

Planned Total:	\$36,425.00	Planned Match Amount:	\$9,106.25
Actual Total:	\$36,425.00	Planned Local Benefit:	N/A
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-19	SD Office of Highway Safety (TRCC Coordinator)	\$36,425.00	405c Data Program (FAST Act)
Planned Activity Name:	Traffic Records Projects	Click here to go back to the Planned Activities Tab	
Planned Total:	\$400,000.00	Planned Match Amount:	\$100,000.00
Actual Total:	\$351,425.00	Planned Local Benefit:	N/A
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-18	SD Office of Highway Safety (TraCS/WebTraCS)	\$351,425.00	405c Data Program (FAST Act)
	Estimated New or Amended Projects	\$48,575.00	
		\$400,000.00	
Planned Activity Name:	Data Systems Improvement	Click here to go back to the Planned Activities Tab	
Planned Total:	\$27,889.00	Planned Match Amount:	\$6,972.45
Actual Total:	\$27,889.00	Planned Local Benefit:	N/A
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-02-09	Office of Rural Health	\$27,889.80	405c Data Program (FAST Act)
Planned Activity Name:	Law Enforcement Training	Click here to go back to the Planned Activities Tab	
Planned Total:	\$153,283.00	Planned Match Amount:	\$39,870.75
Actual Total:	\$153,283.00	Planned Local Benefit:	N/A
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds

2022-00-43	South Dakota Highway Patrol-DRE	\$153,283.00	405d Mid Drug and Alcohol Training
		\$181,489.00	
Planned Activity Name:	Administrative & Contractual-402	Click here to go back to the Planned Activities Tab	
Planned Total:	\$58,474.80	Planned Match Amount:	\$14,618.70
Actual Total:	\$58,474.80	Planned Local Benefit:	\$0.00
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-02	SD Office of Highway Safety (Agate)	\$46,425.00	Safe Communities (FAST)
2022-04-21	SD Office of Highway Safety (University of South Dakota-GRB)	\$12,049.80	Safe Communities (FAST)
		\$58,474.80	
Planned Activity Name:	Personnel Support-402	Click here to go back to the Planned Activities Tab	
Planned Total:	\$105,700.00	Planned Match Amount:	\$26,425.00
Actual Total:	\$105,700.00	Planned Local Benefit:	\$0.00
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-05	SD Office of Highway Safety (Community Outreach)	\$50,736.00	Safe Communities (FAST)
2022-04-10	SD Office of Highway Safety (Law Enforcement Liaisons)	\$42,280.00	Safe Communities (FAST)
2022-04-15	SD Office of Highway Safety (Public Information Officer)	\$12,684.00	Safe Communities (FAST)
		\$105,700.00	
Planned Activity Name:	Driver Education Coordinator	Click here to go back to the Planned Activities Tab	
Planned Total:	\$42,280.00	Planned Match Amount:	\$10,570.00

Actual Total:	\$42,280.00	Planned Local Benefit:	\$0.00
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-06	SD Office of Highway Safety (Driver Education Coordinator)	\$42,280.00	Driver Education (FAST)
Planned Activity Name:	Planning & Administration	Click here to go back to the Planned Activities Tab	
Planned Total:	\$158,550.00	Planned Match Amount:	\$130,353.06
Actual Total:	\$158,550.00	Planned Local Benefit:	\$0.00
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-04-13	SD Office of Highway Safety (P&A)	\$158,550.00	Planning and Administration (FAST)
Planned Activity Name:	Holding Accounts	Click here to go back to the Planned Activities Tab	
Planned Total:	\$7,278,743.50	Planned Match Amount:	\$1,018,875.22
Actual Total:	\$7,278,743.50	Planned Local Benefit:	\$0.00/Not Required
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
	405c Holding Account	\$404,180.15	
	402 Holding Account	\$1,537,681.16	
	164 Holding Account	\$3,115,735.62	
	405d-IMP Account	\$2,133,639.57	
	405d-24/7 Account	\$87,507.00	
		\$7,278,743.50	
Planned Activity Name:	Driver Education	Click here to go back to the Planned Activities Tab	
Planned Total:	\$24,300.00	Planned Match Amount:	\$6,075.00
Actual Total:	\$24,300.00	Planned Local Benefit:	\$24,300.00

Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-02-13	SD Driver Education Association	\$24,300.00	Driver Education (FAST)
Planned Activity Name:	Teen Safety Programs	Click here to go back to the Planned Activities Tab	
Planned Total:	\$40,000.00	Planned Match Amount:	\$10,000.00
Actual Total:	\$34,350.00	Planned Local Benefit:	\$34,350.00
Project agreement number	Subrecipients	Amount of Federal funds	Eligible use of funds
2022-02-14	Human Service Agency	\$8,500.00	Safe Communities (FAST)
2022-02-21	Spink County Coalition	\$25,850.00	Safe Communities (FAST)
	Estimated New or Amended Projects	\$5,650.00	
		\$40,000.00	