

# South Dakota FFY2023 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 2019-2023 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 that have been identified in the state.

## Processes Participants

The South Dakota Office of Highway Safety held four in-person grant training workshops throughout the state for FFY2023. 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. To effectively fulfill the goals of the “Executive Order On Advancing Racial Equity and Support for Underserved Communities Through the Federal Government”, information regarding the grant training workshops were sent to non-profit entities that serve underserved communities in South Dakota. Representatives from those non-profit entities that had potential interest in advancing traffic safety attended the workshops. Below is a list of process participants.

<b>Highway Safety Partner</b>	<b>Agency</b>
Garret Premus	Webster Police Department
Tayt Alexander	Hamlin County Sheriff’s Office
Phillip VanDiepen	Huron Police Department
Gavin Wright	Brown County Sheriff’s Office
Nathan Sindelar	Faulk County Sheriff’s Office
Kyle Couchey	Edmunds County Sheriff’s Office
Curtis Hamburger	Potter County Sheriff’s Office
Mike Law	Aberdeen Police Department
Allie Hilgemann	McPherson County Sheriff’s Office
Jeremy Wellnitz	Clark Police Department
Warren Moe	Oakes Truck and Trailer
Shannon Speck	Miller Police Department
LeAnn Wasmoen	Spink County Coalition
Stacy Mayou	Groton Police Department
Justin Cleveland	Groton Police Department
Kylee Appel	Roberts County Sheriff’s Office



Andy Wicks	Highway Emergency Responder Training Foundation
Boyd VanVooren	Milbank Police Department
Jake Folk	Milbank Police Department
Jason Ketterling	South Dakota Highway Patrol
Gerald Johnson	SD Driver Education Association
Geody VanDewater	Sturgis Police Department
Lexi Lux	Lawrence County Teen Court
Mardi Reeves	Belle Fourche Police Department
Shaina Carbone	Whitewood Police Department
Joshua Gallagher	Belle Fourche Police Department
Jesse Huschle	Pennington County Sheriff's Office
Nellie Isaac	Sturgis Ambulance
Bryson Kool	Sturgis Ambulance
Jan Matson	SD School of Mines and Technology
Jason Huber	Butte County Sheriff's Office
Brenda O'Grady	Summerset Police Department
Brady Palmer	Summerset Police Department
Kevin Rascher	Oglala Sioux Tribe-Department of Public Safety
Duane Kavanaugh	SD School of Mines and Technology
Owen Olson	Oglala Sioux Tribe-Department of Public Safety
Kaylynn Two Bulls	SD School of Mines and Technology
Kevin Curtis	Bennett County Sheriff's Office
Ben Lord	Lincoln County Sheriff's Office
Kaysee Nesmoe	Lincoln County Sheriff's Office
Korben Legaard	Canton Police Department
Jacki Larson	Mitchell Police Department
Dan Kopfmann	Mitchell Police Department
Scott Silvernail	Yankton County Sheriff's Office
Travis Olson	Sioux Falls Police Department
Wade Oorlog	South Dakota State University Police Department
Kevin Lipinski	South Dakota State University Police Department
Kristi VanDerostyne	Carroll Institute
Jaime Bartell	SD EMS for Children
Emily Pogue	SD EMS for Children
Marty Link	SD Department of Health – Office of Rural Health
Joe Bosman	Minnehaha County Sheriff's Office
Adam Zishka	Minnehaha County Sheriff's Office
Will Ericksen	Lennox Police Department
Mark Lee	Lennox Police Department
Denise Hanson	City of Lennox
Louis Canfield	Boys and Girls Club - Watertown
Kelly Jaderburg	Boys and Girls Club - Watertown
Craig Williams	Lake County Sheriff's Office

Ryan Rook	Madison Police Department
Fran Rice - Director	Health Connect of South Dakota
Kimberly LaPlante	Multi-Cultural Center
Cathryn Christy	Boys and Girls Club - Brookings
Desiree Bauer	Boys and Girls Club - Brookings
Mariah Weber	SDSU Wellness Center
Ryan Hough	Vermillion Police Department
Chris Larson	Brookings Police Department
Drew Garry	Brookings Police Department
Josh Hahn	Miner County Sheriff's Office
Grant Lanning	Davison County Sheriff's Office
Manny Langstraat	Brookings County Sheriff's Office
Brian Crosby	Tea Police Department
David Mogard	Gettysburg Police Department
Justin Harmon	Pierre Police Department
Dustin Baxter	Stanley County Sheriff's Office
Alan Dale	Corson County Sheriff's Office
Mike Varilek	Corson County Sheriff's Office
Kenny Wientjes	Campbell County Sheriff's Office
LaDonna Holm	Office of the Attorney General
Jane Schrank	Office of Driver Licensing
Gary Nickerson	Hughes County Sheriff's Office
Steve Rehorst	Watertown Police Department
Amber Leyendecker	South Dakota Highway Patrol

## Description of Highway Safety Problems

Given that its 895,376 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/quickfacts/SD>). 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 81,731 total roadway miles that crisscross the state, and in 2021, rural travel accounted for 70.7% of all vehicle miles traveled (2021 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 mixed years of outcomes in 2021. Of the 19,461 traffic crashes reported through the South Dakota Accident Reporting System (SDARS) data system in 2021, negative directionalities were observed across a number of outcome measures.

- In total, 148 traffic crash fatalities were recorded in South Dakota in 2021, a slight increase from the 141 in 2020.
- The number of serious injuries recorded in 2021 represents an increase of 13.1% from the analogous 2020 total. Of the 4,962 non-fatal traffic crash injuries sustained in 2021, 620 (12.5%) were considered serious or incapacitating.
- The 2021 statewide fatality rate of 1.47 is 1.4% higher than the rate in 2020.
- A total of 65 unrestrained passenger vehicle occupants were killed in traffic crashes in 2021, a 14.0% increase from 2020 (57).
- There were 14 pedestrian fatalities reported in 2021, the same amount as 2020 and double the amount from 2019.

These negative outcomes should be considered with recognition of an increasing VMT in the state as well as larger national patterns in highway safety. Despite these setbacks, we are currently still on track to meet 8 of our 11 core outcome measure goals. There were also some notable areas of improvement in South Dakota outcomes.

- The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above decreased 18.4% from 49 in 2020 to 40 in 2021.
- The number of fatalities in 2021 as a result of traffic crashes involving at least one speeding driver decreased 16.7%, from 42 speeding related fatalities in 2020 to 35 in 2021.
- Motorcycles were involved in only 2.6% of traffic crashes in 2021, however motorcyclists accounted for 22 (19.1%) of all fatalities. This represents an 18.5% decrease from 27 motorcyclist fatalities in 2020. Of the 22 motorcyclist fatalities in 2021, 17 (77.3%) were sustained by unhelmeted motorcyclists.
- A total of 18 drivers under the age of 21 were involved in a fatal traffic crash in 2021, a 10.0% decrease from the 20 drivers in 2020. These crashes resulted in 21 fatalities.
- There were no bicyclist fatalities reported in 2021.
- The 2021 estimate for statewide estimated safety restraint usage on all road types was 86.9%, an 18.7 percentage point increase from 2020 (68.2%).

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. Through increased outreach and face-to-face meetings, the Office of Highway Safety saw **fifteen** new applicants apply for Highway Safety funding.

## 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 2023 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 Kurth, 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.**

## 2023 HSP

Performance Measure:	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source*/ FY22 Progress Results	On Track to Meet FY22 Target
C-1) Total Traffic Fatalities	5 years	2018-2022	123.9	2016-2020 FARS 123.6	Yes
C-2) Serious Injuries in Traffic Crashes	5 years	2018-2022	646.2	2017-2021 State Crash Data 581.2	Yes
C-3) Fatalities/VMT	5 years	2018-2022	1.21	2016-2020 FARS 1.47	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 years	2018-2022	61.2	2017-2021 State Data 56.6	Yes
C-5) Alcohol-Impaired Driving Fatalities	5 years	2018-2022	40.8	2017-2021 State Data 38.6	Yes
C-6) Speeding-Related Fatalities	5 years	2018-2022	33.7	2017-2021 State Data 36.8	No
C-7) Motorcyclist Fatalities	5 years	2018-2022	19.1	2017-2021 State Data 19.0	Yes
C-8) Unhelmeted Motorcyclist Fatalities	5 years	2018-2022	14.3	2017-2021 State Data 12.8	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 years	2018-2022	16.3	2017-2021 State Data 16.6	Yes
C-10) Pedestrian Fatalities	5 years	2018-2022	7.0	2017-2021 State Data 11	No
C-11) Bicyclist Fatalities	5 years	2018-2022	1	2017-2021 State Data 0.2	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2022	70.0	2021 State Survey 86.9%	Yes

Number of distracted driving fatalities	Annual	2022	7.5	2020 FARS 6	Yes
Number of Law Enforcement Agencies Submitting Crash Reports Electronically	Annual	2022	121	2021 State Data 121	Yes

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

Progress: **In Progress**

**Program-Area-Level Report**

2022 Performance Goal:

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

**Current Value (2016-2020):** 123.6

**Current Status:** *On track to meet target*

**Key Observations from 2021 Data**

- In total, 148 traffic crash fatalities were recorded in South Dakota in 2021, a slight increase from 141 in 2020.
- Similar to previous years, the vast majority (90.0%) of traffic crash fatalities in South Dakota in 2021 were motorists, as opposed to pedestrians or pedalcyclists.

**Recent Data**

Of the 19,461 motor vehicle traffic crashes reported in South Dakota in 2021, 131 (0.67% of total crashes) resulted in at least one fatality. In total, 148 traffic crash fatalities were recorded in South Dakota in 2021, a 5.0% increase from 141 in 2020. As was the case in previous years, the majority of fatalities were vehicle operators; in 2021, 104 fatalities (70.3%) of all traffic crash fatalities, were operators of motor vehicles.

Table 1 presents basic fatality counts and annual percentage changes from 2017 to 2021. Figure 1 provides a visual representation of fatalities in South Dakota over the same period, as expressed through five-year averages.

	Fatalities	% Change
2017	129	+11.2%
2018	130	+0.01%

2019	102	-21.5%
2020	141	+38.2%
2021	148	+5.0%

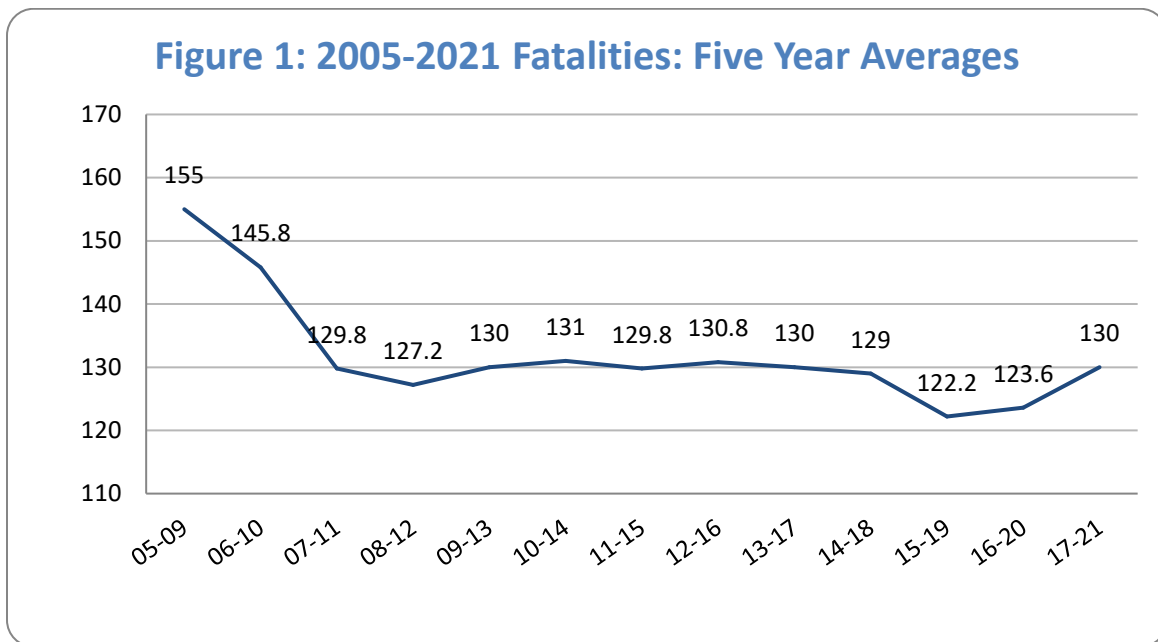


Figure 2 presents traffic crash fatalities by unit type for 2021. From this data, it can be seen that the vast majority of traffic crash fatalities in South Dakota are motorists, as opposed to pedestrians or pedalcyclists. With regard to the 148 traffic crash fatalities recorded in 2021, 134 (90.5%) were motor vehicle occupants with the largest percentages coming from passenger cars (41.2%), SUVs (15.5%), and motorcycles (14.9%). Occupants and operators aged 20-29 years accounted for 18.2% (27) of all occupant fatalities, the highest of any 10-year age span group. Also, 96 of the fatalities (64.9%) occurred on roads where the speed limit was 55 or greater. Finally, 82.4% (122) of 2021 traffic crash fatalities occurred on rural roadways while the remaining 18.6% (26) 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.

**Figure 2: Fatalities by Unit Type: 2021**

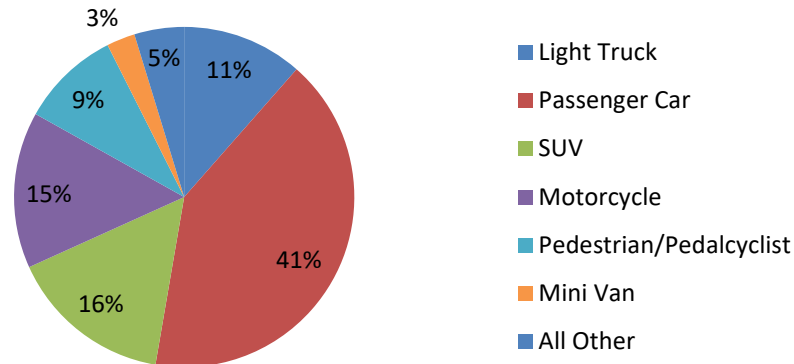


Table 2 displays calculated values for a modified per capita measure of traffic crash fatalities: total fatalities per 100,000 in-state population. This metric provides a relative indicator of fatality incidence, indexed to dynamic population counts. The figures presented in this table supply another means by which to examine trending features with respect to traffic crash fatalities in South Dakota. By this measure, the state fatality rate increased 3.9% last year and has witnessed a 31.8% cumulative improvement in fatality outcomes since 2006.

**Table 2. Total Fatalities per 100,000 In-State Population: 2006-2021**

	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%
2021	895,367	148	16.53	+3.9%

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

Progress: **In Progress**

### Program-Area-Level Report

2022 Performance Goal:

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

**Current Value (2017-2021):** 581.2

**Current Status:** *On track to meet target*

### Key Observations from 2021 Data

- 4,962 non-fatal traffic crash injuries were sustained in 2021, 620 of which were serious or incapacitating. The number of serious injuries recorded in 2021 represents an increase of 13.1% increase from the analogous 2020 total.

### Recent Data

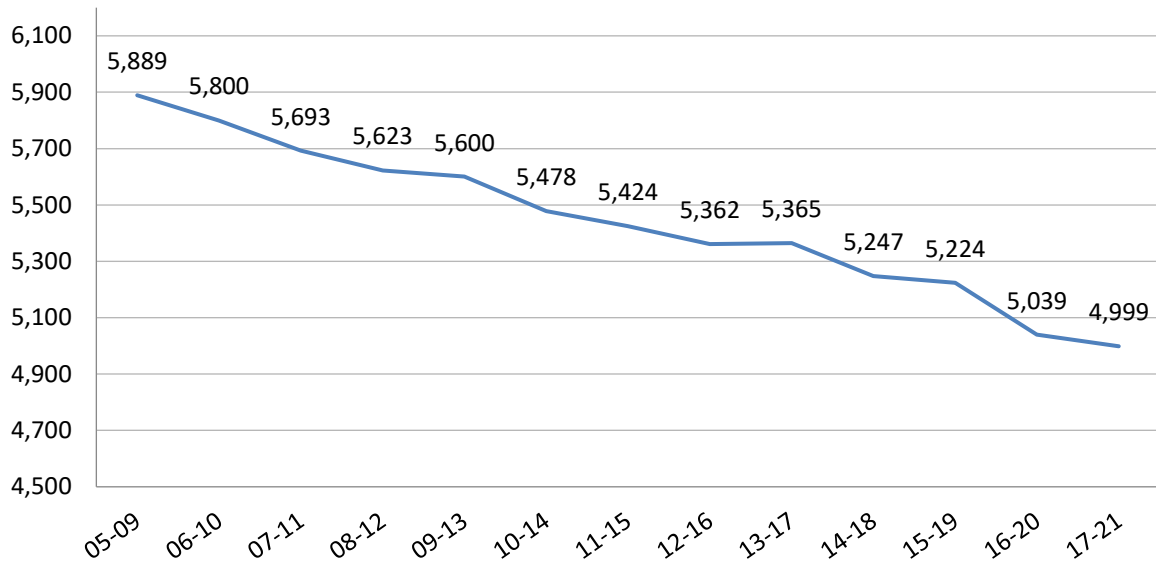
A grand total of 5,110 injuries were sustained as a result of traffic crashes in 2021, 148 (2.9%) of which were ultimately fatal. Of the 4,962 non-fatal injuries, 620 (12.5%) were serious or incapacitating. The number of serious injuries recorded in 2021 (620) represents a 13.1% increase from the same figure in 2020 (548).

Table 3 displays frequency counts and average annual changes for all non-fatal injuries and serious injuries from 2017–2021. 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.

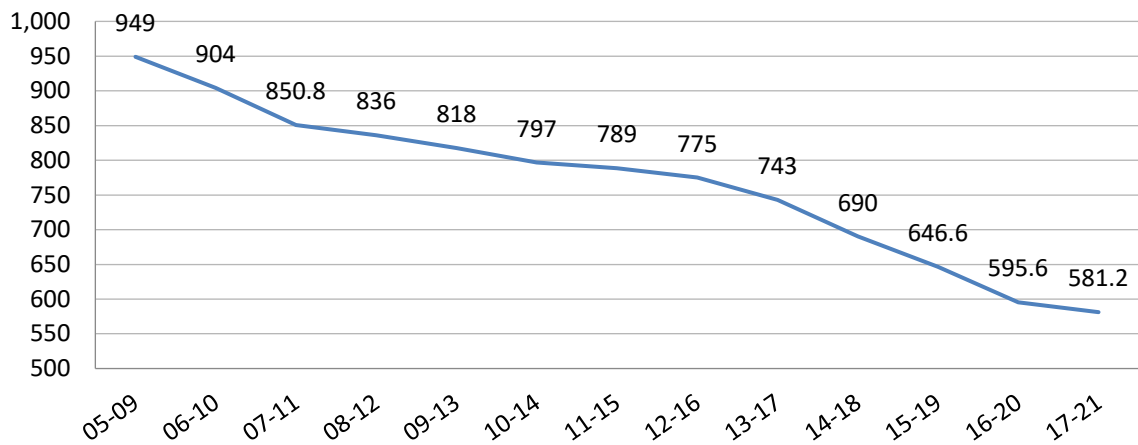
<b>Table 3. Annual Traffic Crash Totals, Non-Fatal Injuries: 2017-2021</b>				
	Total Injuries	% Change	Serious Injuries	% Change
2017	5,448	+5.5%	649	-6.2%

2018	5,008	-8.1%	569	-12.3%
2019	4,974	-0.68%	520	-8.6%
2020	4,601	-7.50%	548	+5.4%
2021	4,962	+7.85%	620	+13.1%

**Figure 3. Five-Year Total Injury Averages: 2005-2021**



**Figure 4. Five-Year Serious Injury Averages: 2005-2021**



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

Progress: **In Progress**

### Program-Area-Level Report

2022 Performance Goals:

**Goal Statement (a):** Decrease the five-year average fatalities/VMT to an average rate of 1.21 or less for 2018-2022.

**Current Value (2016-2020):** 1.28

**Current Status:** *Not on track to meet target*

**Goal Statement (b):** Decrease the five-year average rural fatalities/VMT to an average rate of 1.49 or less for 2018-2022.

**Current Value (2016-2020):** 1.53

**Current Status:** *On track to meet target*

**Goal Statement (c):** Decrease the five-year average urban fatalities/VMT to an average rate of 0.56 or less for 2018-2022.

**Current Value (2016-2020):** 0.71

**Current Status:** *On track to meet target*

### Key Observations from 2021 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 2021 statewide fatality rate of 1.47 is 1.4% higher than the rate in 2020. The rural fatality rate increased 7.5% from 1.6 in 2020 to 1.72 in 2021. The urban fatality rate decreased 20.7% from 1.11 to 0.88. The most recent five-year average fatality rate is still 27.7% 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 2021, South Dakota's state and local governments maintained 81,732 miles of roadways, 96.0% of which (78,455) were designated by the state Department of Transportation as rural. In addition, 70.7% of

all vehicle miles traveled in South Dakota occurred on rural highways and streets. Table 4 exhibits basic figures for miles of roadways and vehicle miles traveled (VMT) in South Dakota for 2021. Overall, the 10 billion total VMT figure for 2021 represents a increase of 3.1% from the 9.7 billion VMT figure for 2020. 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	78,455.09	95.99%
Urban Miles	3,276.66	4.01%
Total Miles	81,731.75	100%
Rural VMT	7,080,091,217	70.65%
Urban VMT	2,941,166,487	29.35%
Total VMT	10,021,257,703	100%

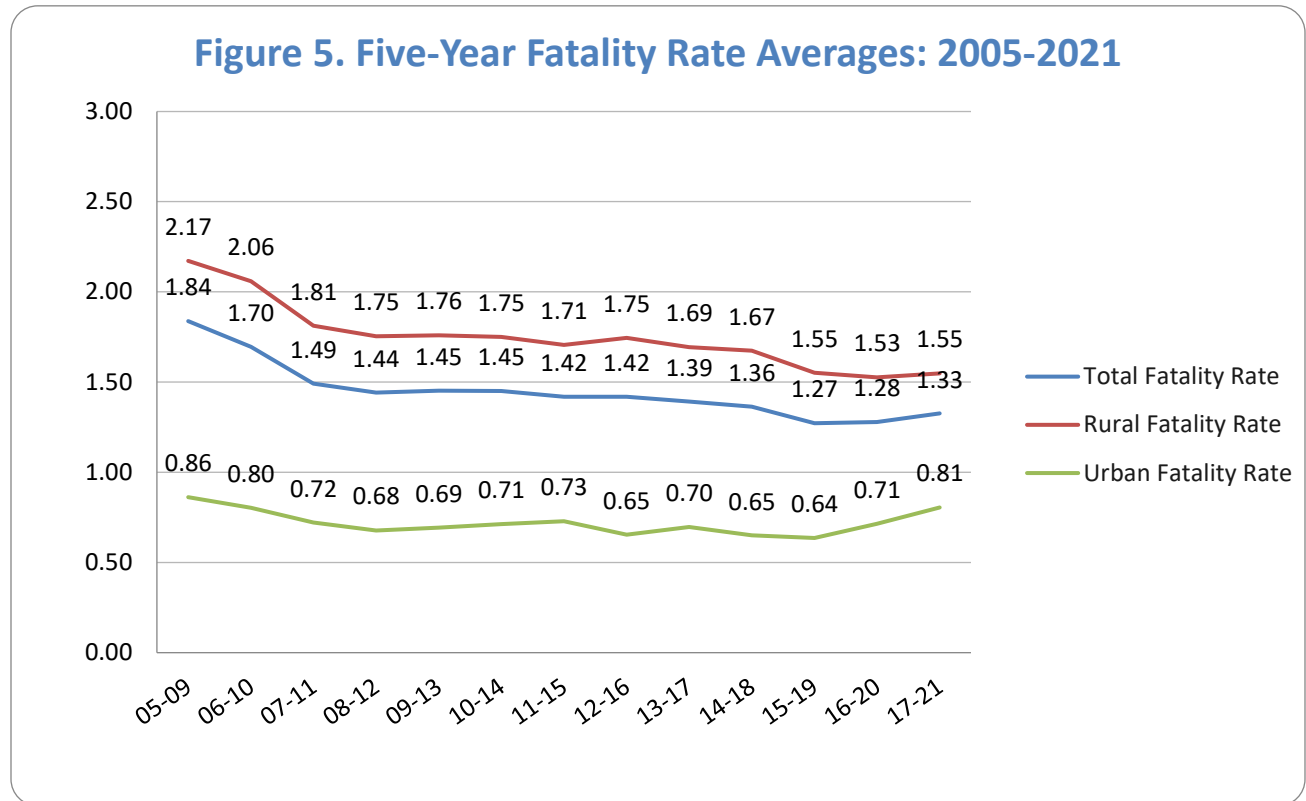
Since such a large proportion of South Dakota’s roadways are located in rural areas, overall fatality rate figures are heavily influenced by traffic crashes occurring on rural roadways. Table 5 provides fatality figures for 2017–2021, segmented by location type. (“Fatality rate” is defined here as the number of fatalities per 100 million vehicle miles traveled.)

	Total Fatality Rate	Rural Fatality Rate	Urban Fatality Rate
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
2021	1.47	1.72	0.88
% Change ('20 to '21)	+1.38%	+7.50%	-20.72%

\* 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**

2022 Performance Goal:

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

**Current Value (2017-2021): 56.6**

**Current Status:** *On track to meet target*

**Key Observations from 2021 Data**

- A total of 65 unrestrained passenger vehicle occupants were killed in traffic crashes in 2021, a 14.0% increase from 2020 (57).

- In 2021, 58.2% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise.
- A substantial majority (72.3%) of all unrestrained driver fatalities in passenger vehicles in 2021 were sustained by males.

### Recent Data

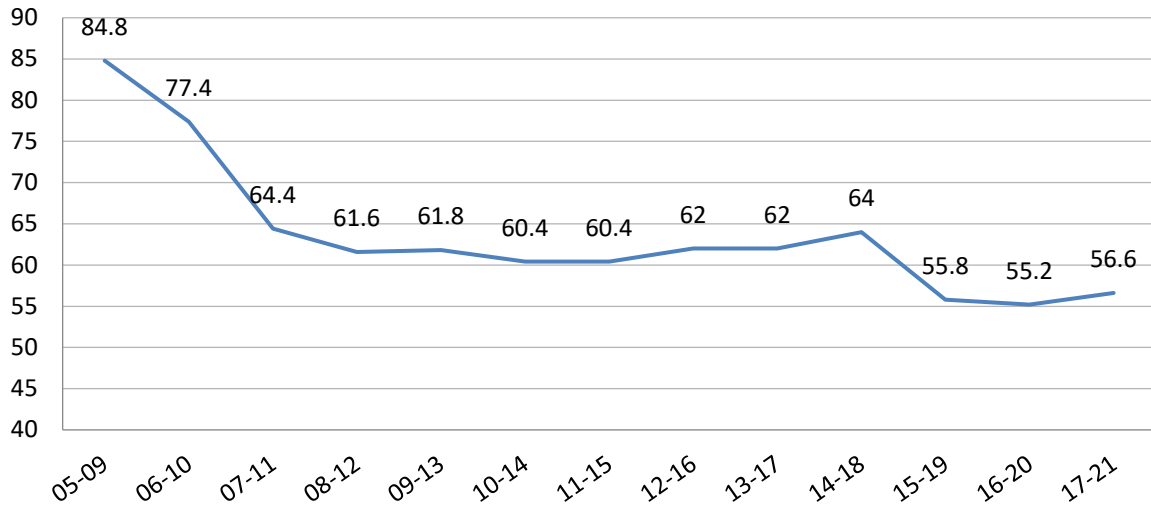
In 2021, 22,248 passenger vehicle occupants were involved in traffic crashes, 1,234 of which were unrestrained. (Here, “unrestrained” passengers are those not wearing a seatbelt or shoulder harness, as well as a child occupant not properly secured in a child restraint system. The restraint usage status was unknown for 1,989 individuals.) Of these unrestrained occupants whose injury status was known, 65 (5.3%) were killed, 131 (10.6%) sustained a serious injury, and 466 (37.8%) received other injuries. (“Other” injuries include those recorded as having “possible” injuries.) Altogether then, 58.2% 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 2017–2021. Figure 6 presents five-year averages from 2005 to 2021 of unrestrained passenger vehicle occupant fatalities.

	Fatalities	Serious Injuries	Other Injuries	No Injuries	Total
2017	64	163	565	527	1319
2018	59	220	610	555	1444
2019	38	145	570	565	1318
2020	57	156	439	479	1,131
2021	65	131	466	571	1,233
2021 (%)	5.3%	10.6%	37.8%	46.3%	100.0%
All Years (%)	4.4%	12.6%	41.1%	41.8%	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>))

**Figure 6. Five Year Unrestrained Passenger Vehicle Occupant Fatalities Averages: 2005-2021**



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 2021, no children under the age of five were killed as passenger vehicle occupants. Five children under the age of five suffered serious injuries; only one of these children was unrestrained. Among unrestrained passenger vehicle occupants 5 or older, 65 sustained fatal injuries, (“Unrestrained” includes those who used no restraint or youth restraint system used improperly.) Of these, 47 (72.3%) of them were male.

Of the 121 passenger vehicle occupants who were partially or totally ejected from the vehicle during a crash, 70.1% (86) suffered a serious injury or fatality. Among the 15 individuals who were partially ejected and whose restraint status was known, 33.3% or five individuals had been restrained; 66.6% (10) were unrestrained. The restraint status was unknown for 1 individual. All of those who were totally ejected were unrestrained, though the restraint status is unknown for 6 of those individuals totally ejected. Table 7 presents 2021 data on ejection status by restraint usage for passenger vehicle occupants only (all ages).

**Table 7. Ejection Status by Restraint Usage: 2021**

	Not Ejected	Partially Ejected	Totally Ejected	Total
None	4.9%	94.3%	62.5%	5.4%
Belt/harness	86.2%	0.0%	31.3%	85.7%

Other, Unreported, Unknown	8.7%	5.7%	6.3%	8.7%
Youth restraint used improperly	0.0%	0.0%	0.0%	0.0%
Youth restraint used properly	0.2%	0.0%	0.0%	0.2%
Grand Total	100.0%	100.0%	100.0%	100.0%

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**

2022 Performance Goal:

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

**Current Value (2017-2021): 38.6**

**Current Status:** *On track to meet target*

**Key Observations from 2021 Data**

- The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above decreased 18.4% from 49 in 2020 to 40 in 2021.
- In 2021, 85% of fatalities (34) 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, 19,461 traffic crashes were reported in 2021, 618 of which involved at least one driver with a BAC reading of .08 or above. In other words, 3.2% of all crashes involved at least one driver with a BAC of .08 or higher. A total of 1010 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
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	17,583	3.1%	+23.2%
2021	618	19,461	3.2%	+3.2%

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

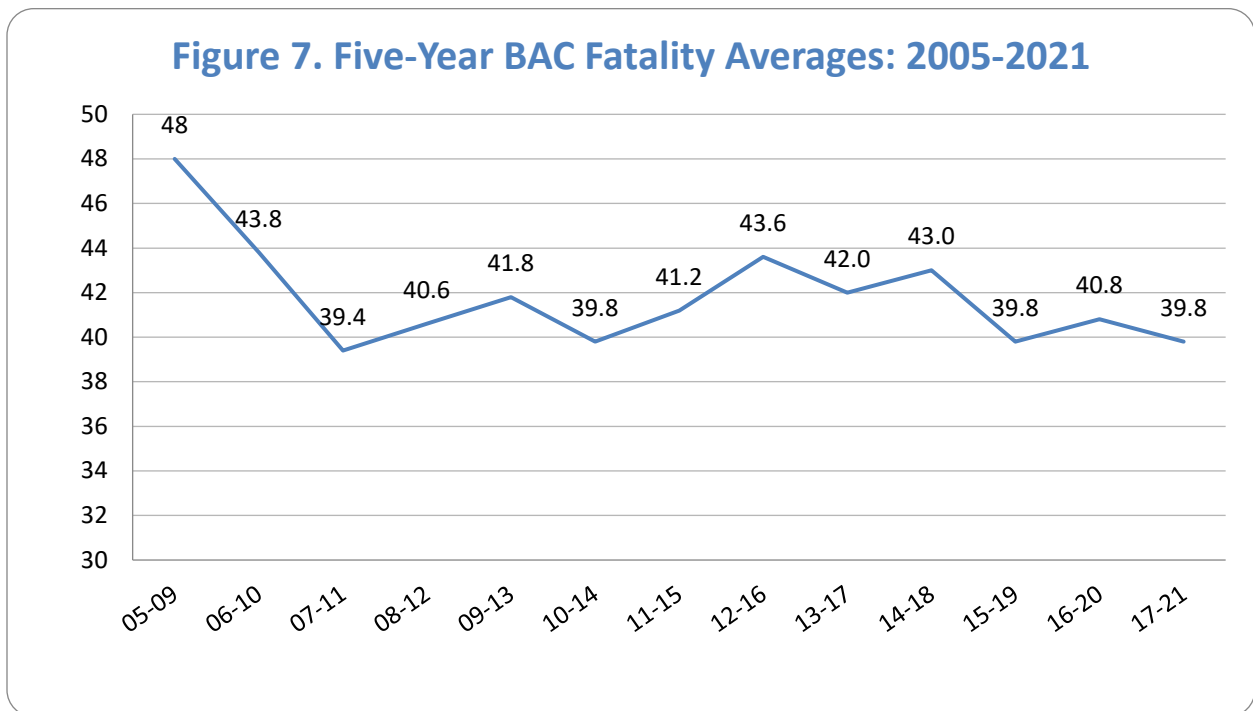
Table 9 presents frequency counts of fatalities and injuries resulting from traffic crashes involving at least one driver with a BAC reading of .08 or higher. From 2005–2021, 721 fatalities and 1,276 serious injuries were sustained in crashes involving at least one operator exceeding the legal BAC limit. In 2021 alone, 40 fatalities and 76 serious injuries were reported in analogous traffic crashes. The fatality figure represents an 18.4% decrease from 2020 (49). However, the total number of crashes involving a driver with a BAC of .08 or above increased 13.6%.

Of the fatalities resulting from crashes with at least one intoxicated driver, 34 (82.9%) were themselves drivers with a BAC level of .08 or higher. Among drivers with a BAC of .08 or higher that were also fatalities, 79.4% (27) carried an in-state driver’s license; 11.8% (4) were operating without or under a revoked or suspended license; 79.4% (27) were male; 76.5% (26) were unrestrained, and 26.4% (9) 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	49	57	223	519	848
2021	40	76	318	576	1010
2021 (%)	4.0%	7.5%	31.5%	57.0%	100.0%
All Years (%)	5.7%	10.1%	29.7%	54.4%	100.0%

Figure 7 displays five-year averages for fatalities reported from 2005–2021. Fatalities resulting from these traffic crashes accounted for 27.7% of all fatalities recorded in 2021.



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

Progress: **In Progress**

### Program-Area-Level Report

2022 Performance Goal:

**Goal Statement:** Decrease the speeding related fatalities five-year average to 33.7 or less for 2018-2022

**Current Value (2017-2021):** 36.8

**Current Status:** *Not on track to meet target*

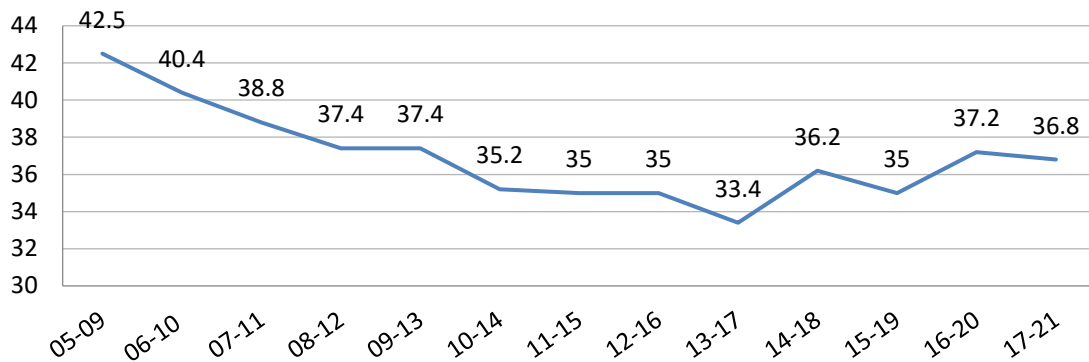
### Key Observations from 2021 Data

- A total of 35 individuals were killed in 2021 as a result of traffic crashes involving at least one speeding driver, a 16.7% decrease from the 42 speeding related fatalities in 2020.
- 100% of speeding-related fatalities in 2021 were sustained by motor vehicle occupants; none of these fatalities were pedestrians.
- 88.5% of speeding-related fatalities in 2021 occurred on rural roadways.

### Recent Data

In 2021, 1,560 traffic crashes occurred that involved at least one speeding driver (8.0% of all reported traffic crashes); a total of 2,485 people were involved. Of these individuals, 35 (1.4%) sustained fatal injuries, 100 (4.0%) suffered serious but non-fatal injuries, and 546 (22.0%) received non-serious injuries. This means that 23.6% percent of South Dakota's traffic crash fatalities were sustained in roadway incidents involving at least one speeding driver. None of the speeding-related fatalities in 2021 were pedestrians and 88.6% (31) occurred on rural roadways. Figure 8 displays the five-year averages for speeding-related fatalities during the 2005–2021 period.

**Figure 8. Five-Year Speeding-Related Fatality Averages: 2005-2021**



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

Progress: **In Progress**

### Program-Area-Level Report

2022 Performance Goal:

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

**Current Value (2017-2021):** 19.0

**Current Status:** *On track to meet target*

### Key Observations from 2021 Data

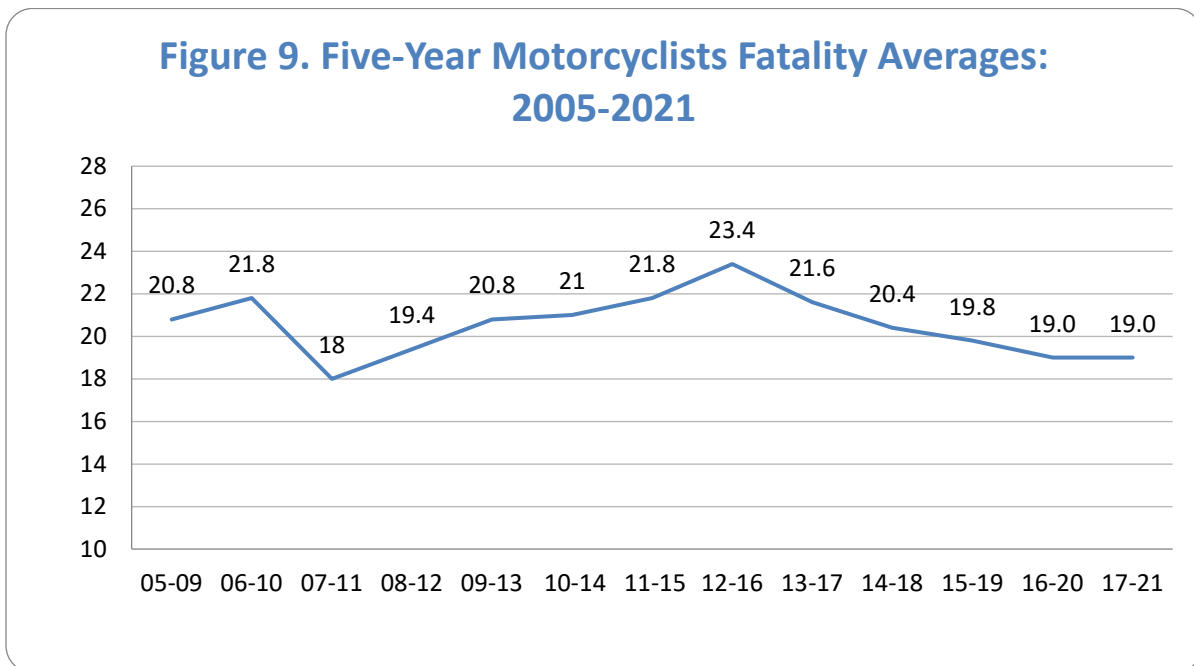
- Motorcycles were involved in only 2.6% of traffic crashes in 2021, however motorcyclists accounted for 22 (14.9%) of all fatalities.
- Of the 22 motorcyclist fatalities sustained in traffic crashes involving motorcycles in 2021, 19 (86.4%) were motorcycle operators.
- Nearly half of the fatalities (45.5%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2021 Sturgis Motorcycle Rally (August 6-15, 2021).

### Recent Data

In 2021, 499 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 22 motorcyclist fatalities, 92.5% (25) were motorcycle operators. Despite only being involved in 2.6% of traffic crashes in 2021, motorcyclists accounted for 14.9% of all fatalities. Figure 9 displays five-year averages for motorcyclist fatalities for 2005-2021.

Of the 22 motorcyclist fatalities in 2021, 16 (72.7%) were age 40 or older and 15 (68.2%) were males. Nearly half of the fatalities (45.5%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2021 Sturgis Motorcycle Rally (August 6-15, 2021). Of the 22 motorcyclists that were killed, 8 (36.4%) were licensed in South Dakota and only one (4.5%) 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**

2022 Performance Goal:

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

**Current Value (2017-2021):** 12.8

**Current Status:** *On track to meet target*

**Key Observations from 2021 Data**

- Of the 22 motorcyclist fatalities in 2021, 17 (77.3%) were sustained by unhelmeted motorcyclists.
- 10 of the 17 unhelmeted motorcyclist fatalities (58.8%) recorded in 2021 were sustained by out-of-state motorcyclists.
- Males accounted for 64.7% (11) of the unhelmeted motorcyclist fatalities recorded in 2021.

### Recent Data

Table 10 presents comparative crash outcomes data for helmeted and unhelmeted motorcyclists from 2017-2021. The percentage of motorcyclist fatalities that were unhelmeted increased slightly from 74.1% in 2020 to 77.4% in 2021. 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 17 unhelmeted fatalities in 2021 included 7 motorcyclists (41.1%) carrying a South Dakota driver's license. Males accounted for 64.7% (11) of the unhelmeted motorcyclist fatalities recorded in 2021, a lower proportion than in previous years.

Unhelmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2017	10	73	156	43	282
2018	11	89	118	51	269
2019	6	70	122	39	237
2020	20	89	173	34	316
2021	17	96	168	49	330
2021 (%)	5.15%	29.09%	50.91%	14.85%	100.00%
All Years (%) 2005-2021	4.10%	28.63%	52.41%	14.85%	100.00%
Helmeted Motorcycle Occupants					
	Fatalities	Serious Injuries	Other Injuries	No Injury	Total
2017	6	59	108	36	209
2018	4	49	101	41	195

2019	6	32	91	36	165
2020	5	40	124	40	209
2021	5	55	137	49	246
2021 (%)	2.03%	22.36%	55.69%	19.92%	100.00%
All Years (%) 2005-2021	2.89%	27.95%	54.89%	15.31%	100.00%
* In cases where the helmet status of the motorcycle was unknown, 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**

2022 Performance Goal:

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

**Current Value (2017-2021): 16.6**

**Current Status:** *On track to meet target.*

**Key Observations from 2021 Data**

- 18 drivers under the age of 21 were involved in a fatal traffic crash in 2021, a 10.0% decrease from the 20 drivers in 2020.
- 21 fatalities resulted from crashes where drivers under the age of 21 were involved. These fatalities include 7 of the drivers under the age of 21 themselves.

**Recent Data**

In 2021, there were 3, 940 crashes that involved at least one driver under the age of 21, 18 of which were fatal. 21 fatalities resulted from these crashes, a slight increase (5.0%) from the 20 fatalities sustained in 2020.

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, 18 drivers under 21 were involved in fatal crashes in 2021, a slight decrease (10.0%) since 2020 (20).

	Drivers Under 21	Annual % Change
2017	10	-50.0%
2018	17	+70.0%
2019	15	-11.7%
2020	20	+33.3%
2021	18	-10.0%

Of the 18 drivers under the age of 21 involved in fatal traffic crashes in 2021, 7 of them (38.9%) suffered fatal injuries; 9 (50.0%) were male; and 3 (16.7%) 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, 13 of the 18 drivers (72.2%) were operating a passenger car, 4 (22.2%) were operating SUVs and 1 (5.6%) was operating a light truck.

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.

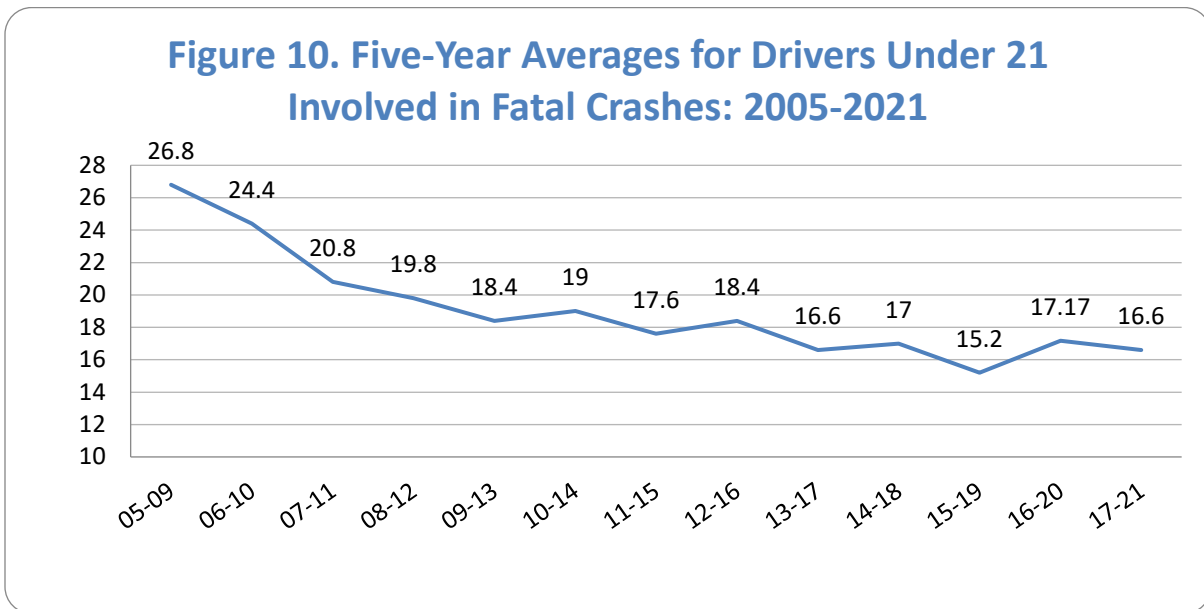


Table 12 presents fatality rates, expressed as fractions of total in-state population counts, for years 2017-2021. The 2021 fatality rate of 2.35 fatalities per 100,000 in population is slightly higher than last year. (It is worth noting though that these population figures do not take into account changes in the proportion of the population that are under 21.)



<b>Table 12. Fatalities per 100,000 In-State Population from Crashes Involving a Driver Under 21: 2017-2021</b>			
	Population Estimate	Fatalities from Crashes Involving a Driver Under 21	Per 100,000 Population
2017	869,666	14	1.61
2018	882,235	21	2.38
2019	884,659	20	2.26
2020	886,667	19	2.14
2021	895,367	21	2.35

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

Progress: **In Progress**

**Program-Area-Level Report**

2022 Performance Goal:

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

**Current Value (2017-2021):** 11

**Current Status:** *Not on track to meet goal*

**Key Observations from 2021 Data**

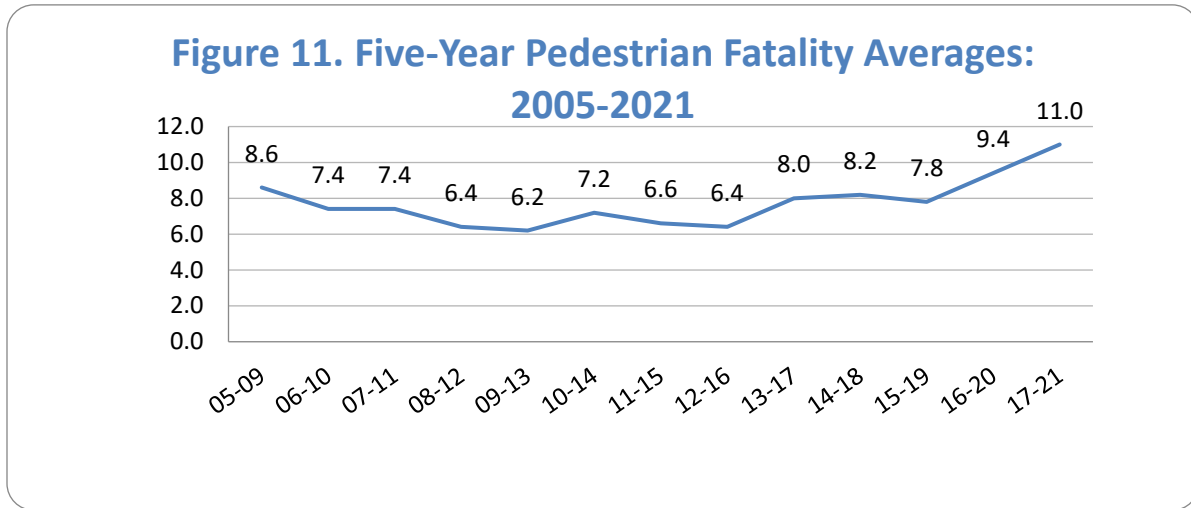
- Since 2005, the number of annual pedestrian fatalities in South Dakota has fluctuated around an average of 6-8 fatalities per year. There were 14 pedestrian fatalities reported in 2021, the same number as 2020.

**Recent Data**

Pedestrian fatalities are highly uncommon in South Dakota. Only 57 pedestrian fatalities were recorded in the state from 2017 through 2021; this includes 14 such fatalities in 2021, the same number as 2020. 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. In 2021, 102 pedestrians were involved in traffic crashes. These crashes resulted in 14 pedestrian fatalities, 31 serious injuries, and 53 other injuries. Seven of the pedestrian fatalities (50.0%) had reported blood alcohol contents of higher than .08 at the time of the crash.

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 2017-2021 at 9.4 pedestrian fatalities.

Figure 11 presents trend data for pedestrian fatalities from 2005–2021, as expressed by five-year averages.



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 1-2 pedestrians per 100,000 in-state population have been killed in motor vehicle crashes each year. The 2021 figure of 1.56 shows a slight decrease from the 2020 figure of 1.58.

	Population Estimate	Pedestrian Fatalities	Per 100,000 Population
2017	869,666	10	1.15
2018	882,235	10	1.13
2019	884,659	7	0.79
2020	886,667	14	1.58
2021	895,367	14	1.56

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

Progress: **In Progress**

**Program-Area-Level Report**

2022 Performance Goal:

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

**Current Value (2017-2021):** 0.2

**Current Status:** On track to meet goal

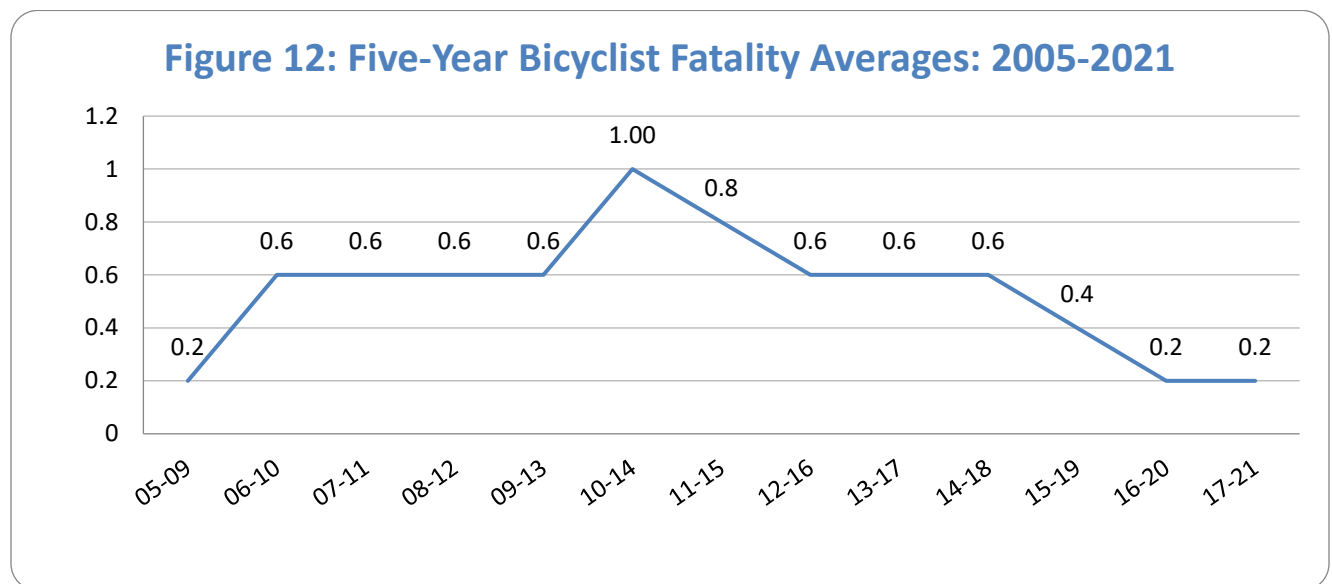
### Key Observations from 2021 Data

- The number of annual bicyclist fatalities in South Dakota is consistently very low. There were no bicyclist fatalities reported in 2021.

### 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 2021. 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 2005–2021, 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 66 total bicyclists involved in crashes in 2021, 4 (6.1%) sustained serious injuries, 48 (72.7%) were male, 36 (54.5%) were over the age of 20, and a majority, 49 (74.3%) 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.

<b>Table 14. Bicycle Fatalities per 100,000 In-State Population: 2017-2021</b>			
	Population Estimate	Bicycle Fatalities	Per 100,000 Population
2017	869,666	0	0.00
2018	882,235	0	0.00
2019	884,659	1	0.11
2020	886,667	0	0.00
2021	895,367	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**

2022 Performance Goal:

**Goal Statement:** Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles to 70.0% by December 31, 2022.

**Current Value:** 86.9%

**Current Status:** *On track to meet target*

### **Recent Data**

In June of 2021, 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 2021 report, *Seatbelt Use in South Dakota, June 2021* 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 30,691 automobile occupants were observed during the week of June 14-20, 2021. After weighing averages to account for VMT, the 2021 statewide estimated safety restraint use on all road types was 86.9%. This represents a sizable increase of 18.7 percentage points from the 2020 statewide weighted estimate of 68.2%. Table 15 exhibits the observed restraint use figures for 2017-2021.

<b>Table 15. Observed Restraint Use by Year 2017-2021</b>	
2017	74.8%
2018	78.9%
2019	75.2%
2020	68.2%
2021	86.9%
% Change 2020-2021	+18.7%

**Performance Measure: Number of distracted driving fatalities (FARS)**

Progress: **In Progress**

**Program-Area-Level Report**

2022 Performance Goal:

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

**Current Value:** 6

**Current Status:** *On track to meet target*

This is our fourth year to assess and report on distracted driving. According to available FARS data for 2020, we had 6 fatal crashes in 2020 that were recorded as the result of a distracted driver. This is an increase from the 3 crashes we had in 2019. Those 6 fatal crashes resulted in 6 fatalities. Table 16 displays the results for these first four 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.

<b>Table 16 Total Fatal Crashes and Fatalities Involving Distracted Drivers*</b>		
	Fatal crashes	Fatalities
2017	7	7
2018	5	6
2019	3	3
2020	6	6
% Change from 2019-2020	+100.0%	+100.0%

\*Data retrieved using a FARS Query

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

Progress: **In Progress**

**Program-Area-Level Report**

2022 Performance Goal:

**Goal Statement:** Increase the number of law enforcement agencies that submit crash reports electronically from 119 to 121 for 2022.

**Current Value:** 121

**Current Status:** *On track to meet target*

Most of the South Dakota reportable crashes are received by the Office of Highway Safety/Accident Records. The goal of the Traffic Records program area is to improve traffic records systems as measured by accuracy, timeliness, completeness, uniformity, accessibility, and integration of traffic records. In 2020 there were 119 out of 132 law enforcement agencies that submitted their crash reports electronically. In 2021, we were able to raise this to 121.

**Performance Plan**

			BASE YEARS				
			2016	2017	2018	2019	2020
<b>C-1</b>	Traffic Fatalities	FARS Annual	116	129	130	102	141
	Reduce total fatalities to 122.7 or less (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	130.8	130.0	129.0	122.2	123.6
			2017	2018	2019	2020	2021
<b>C-2</b>	Serious Injuries in Traffic Crashes	State Annual	649	569	520	548	620
	Reduce serious traffic injuries to 635.9 or less (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	742.8	690.0	646.6	595.6	581.2
			2016	2017	2018	2019	2020
<b>C-3</b>	Fatalities/100M VMT	FARS Annual	1.22	1.34	1.34	1.03	1.45
	Reduce fatalities/100M VMT to 1.20 or less (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	1.42	1.39	1.27	1.28	1.47
			2017	2018	2019	2020	2021
<b>C-4</b>	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State Annual	64	59	38	57	65
	Maintain unrestrained passenger vehicle occupant fatalities, all seat positions at 60.6 or less (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	62	62	55.8	55.4	56.6
<b>C-5</b>	Alcohol-Impaired Driving Fatalities	State Annual	36	46	28	49	40

	Maintain alcohol impaired driving fatalities at 40.3 or less (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	42	43	39.8	40.8	39.8
<b>C-6</b>	Speeding-Related Fatalities	State Annual	31	52	24	42	35
	Reduce speeding-related fatalities to 33.2 (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	33.4	36.2	35.0	37.0	36.8
<b>C-7</b>	Motorcyclist Fatalities	State Annual	16	16	14	27	22
	Reduce motorcyclist fatalities to 18.9 or less (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	21.6	20.4	19.8	19.0	19.0
<b>C-8</b>	Unhelmeted Motorcyclist Fatalities	State Annual	10	11	6	20	17
	Reduce unhelmeted, motorcyclist fatalities to 14.2 or less (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	14.6	13.8	12.8	12.4	12.8
<b>C-9</b>	Drivers Age 20 or Younger involved in Fatal Crashes	State Annual	10	17	15	20	18
	Reduce drivers age 20 and younger involved in fatal crashes to 16.1 (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	16.6	16.8	15.2	16.7	16.0
<b>C-10</b>	Pedestrian Fatalities	State Annual	10	10	7	14	14
	Reduce pedestrian fatalities to 7.0 or less (2019-2023 rolling average) by 2023.	5-Year Rolling Avg.	8.0	8.2	7.8	9.4	11
<b>C-11</b>	Bicyclist Fatalities	State Annual	0	0	1	0	0
	Maintain a bicyclist fatalities five-year average of 1 fatality or less by 2023.	5-Year Rolling Avg.	0.6	0.6	0.4	0.2	0.2
<b>B-1</b>	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Annual	74.8	78.9	75.2	68.2	86.9
	Maintain observed seat belt use for passenger vehicles, front seat outboard occupants at 80% by 2023.	Annual	74.8	78.9	75.2	68.2	86.9
			<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
	Distracted Driving Fatalities	FARS Annual	---	7	6	3	6
	Maintain distracted driving fatalities at 7.5 or less for 2023.	Annual	---	7	6	3	6
			<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
	Number of Law Enforcement Agencies Submitting Crash Reports Electronically	State Annual	---	---	---	119	121
	Increase the number of law enforcement agencies that submit crash reports electronically from 121 to 122 for 2023.	Annual	---	---	---	119	121

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)-2023	Numeric	122.7	5 Year	2019

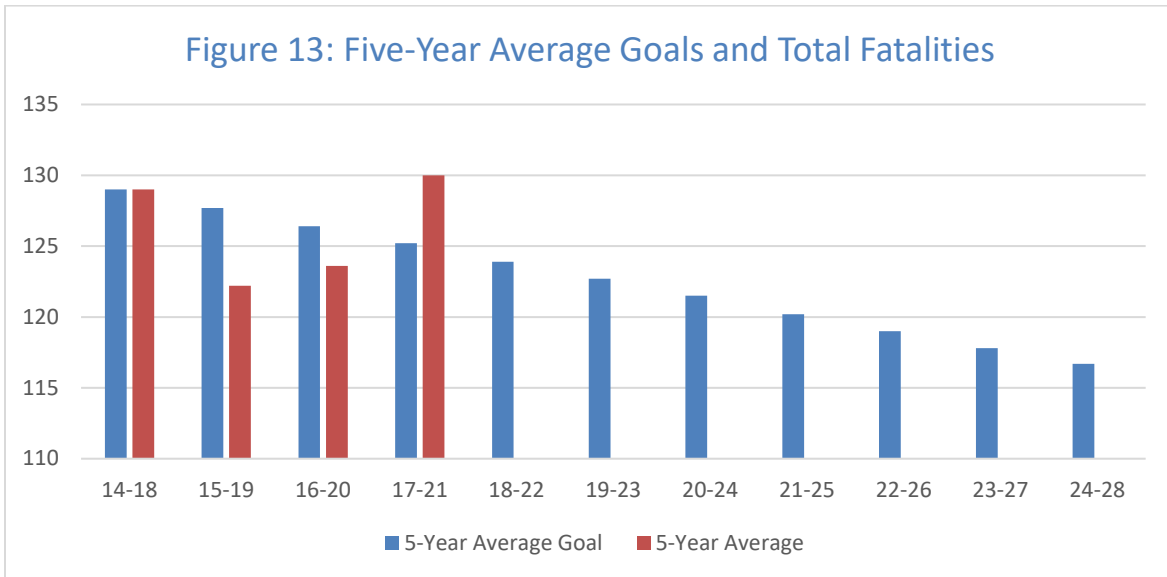
Performance Target Justification:

2023 Performance Goal

- Decrease the traffic fatalities five-year average to 122.7 or less for 2019-2023.

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 and the higher-than-expected fatalities in 2020 and 2021. In order to meet our goal for 2019-2023, we would need to decrease the five-year average for fatalities to 122.7 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
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C-2) Number of serious injuries in traffic crashes (State crash data files)-2023	Numeric	635.9	5 Year	2019
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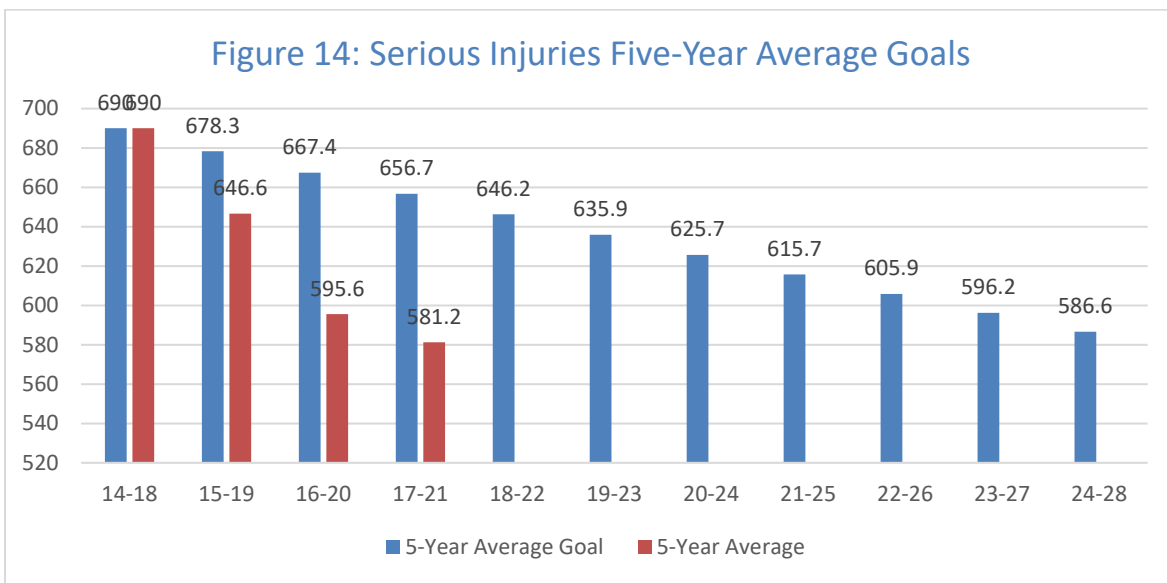
**Performance Target Justification:**

**2023 Performance Goal**

- Maintain the serious traffic injuries five-year average at 635.9 or less for the 2019-2023 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% in this timeframe. 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 2019-2023, we would need to maintain the five-year average for serious injuries to 635.9 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)-2023	Numeric	1.20	5 Year	2019

**Performance Target Justification:**

**2023 Performance Goals**

- Decrease the five-year average fatalities/VMT to an average rate of 1.20 or less for 2019-2023.
- Decrease the five-year average rural fatalities/VMT to an average rate of 1.46 or less for 2019-2023.
- Decrease the five-year average urban fatalities/VMT to an average rate of 0.57 or less for 2019-2023.

**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%. Using this rate to project from 2021, the estimated VMT for calendar year 2023 is 10,222,684,983. If the goal for the five-year average of fatalities of 122.7 or less is reached, the fatalities per VMT will be 1.20 or lower for 2019-2023. 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 2019-2023 time period of 1.46 or lower. The urban fatalities per VMT goal for the 2019-2023 five-year average will be 0.57 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)-2023	Numeric	60.6	5 Year	2019

**Performance Target Justification:**

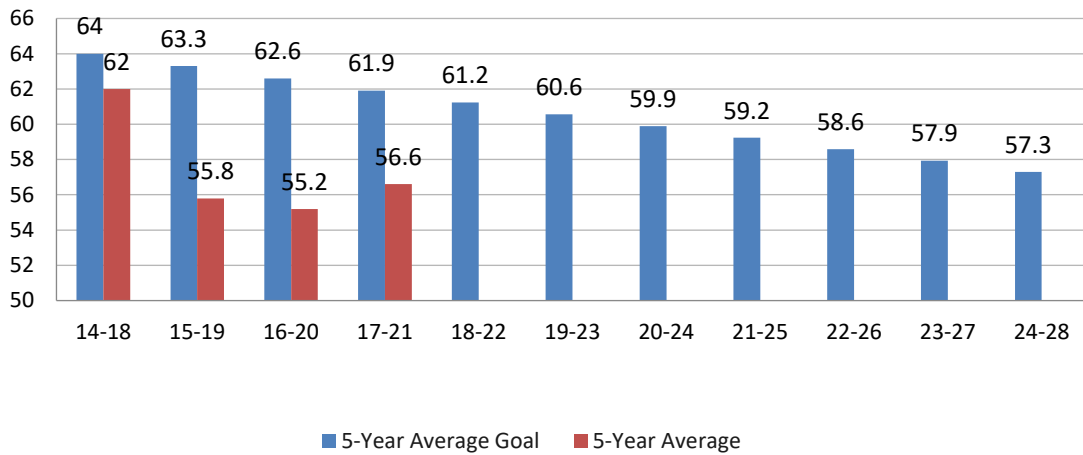
**2023 Performance Goal**

- Maintain the unrestrained passenger vehicle occupant fatalities five-year average at 60.6 or less for 2019-2023.

**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% in this timeframe. 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 2019-2023, we would need to maintain the five-year average for unrestrained passenger vehicle fatalities at 60.6 or less.

Figure 15: Unrestrained Passenger Vehicle Fatalities Five-Year Average Goals



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)-2023	Numeric	40.3	5 Year	2019

**Performance Target Justification:**

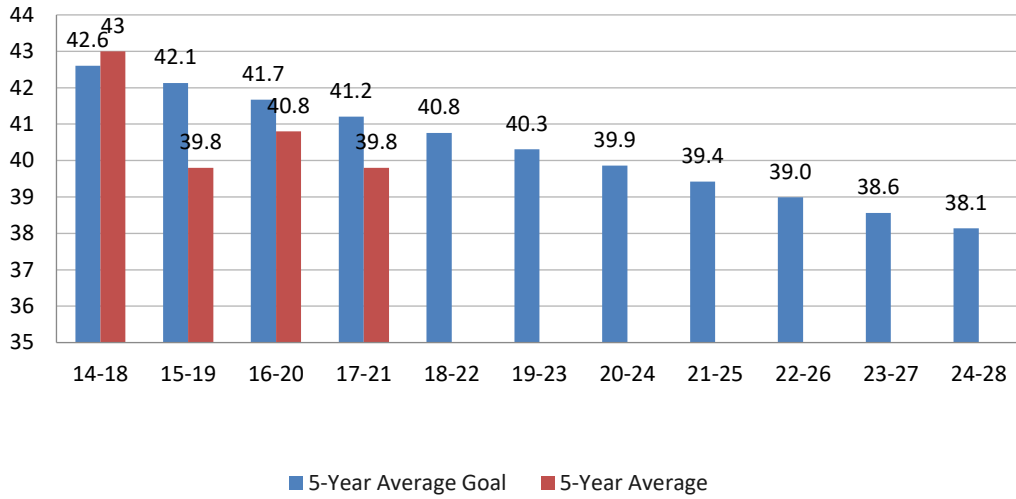
**2023 Performance Goal**

- Maintain the alcohol impaired driving fatalities five-year average at 40.3 or less for 2019-2023.

**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 2019-2023, we would need to maintain the five-year average for BAC related fatalities at 40.3 or less.

Figure 16: BAC Related Fatalities Five-Year Average Goals



## 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)-2023	Numeric	33.2	5 Year	2019

### Performance Target Justification:

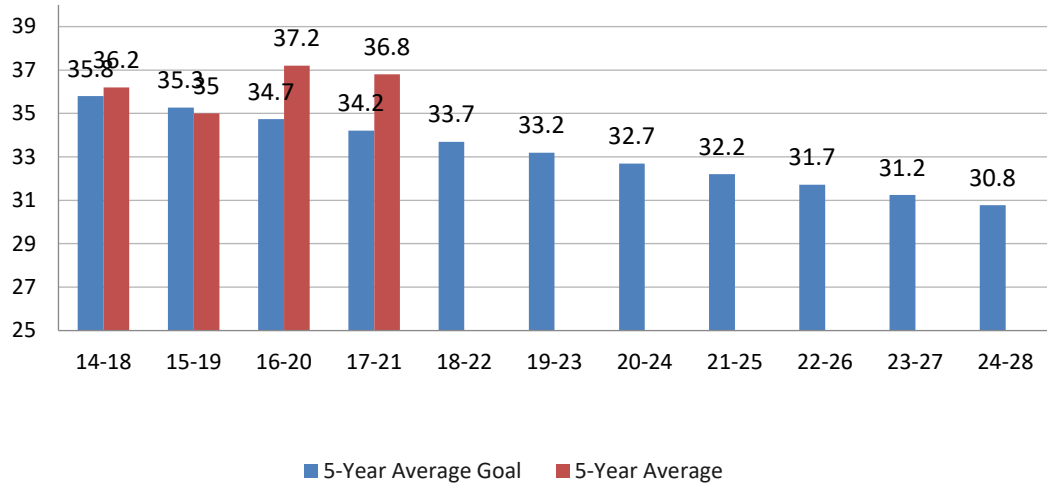
#### 2023 Performance Goal

- Decrease the speeding related fatalities five-year average to 33.2 or less for 2019-2023.

#### 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 achievable given the trend over the previous ten-year cycle and ambitious given the higher-than-expected fatalities in 2020 and 2021. In order to meet our goal for 2019-2023, we would need to decrease the five-year average for speeding related fatalities to 33.2 or less.

Figure 17. Speeding Related Fatalities Five-Year Goals



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)-2023	Numeric	18.9	5 Year	2019

Performance Target Justification:

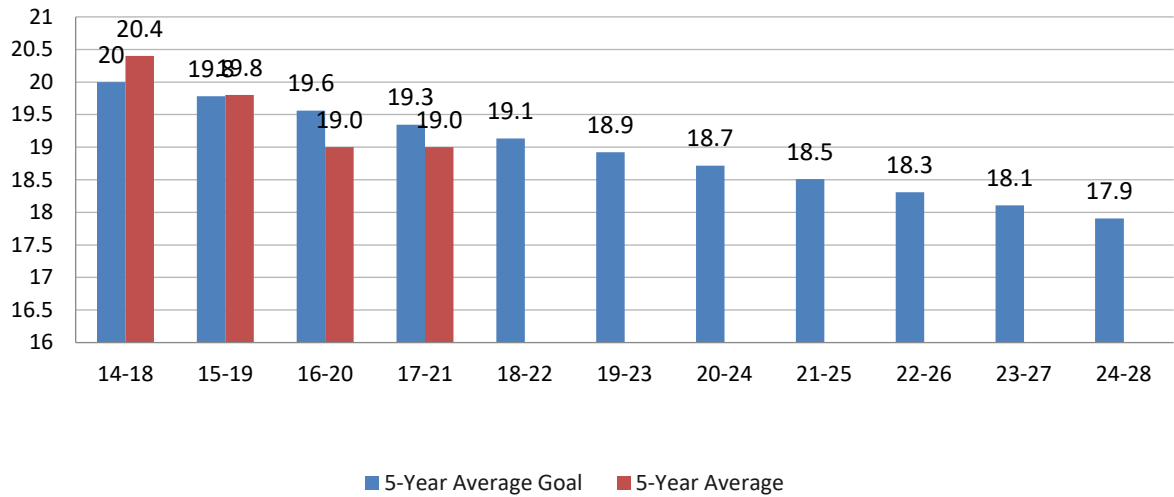
2023 Performance Goal

- Decrease the five-year average for motorcyclist fatalities to 18.9 or less for 2019-2023.

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 2019-2023, we would need to decrease the five-year average for motorcyclist fatalities to 18.9 or less.

Figure 18. Motorcyclist Fatalities Five-Year Average Goals



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)-2023	Numeric	14.2	5 Year	2019

Performance Target Justification:

2023 Performance Goal

- Decrease the unhelmeted motorcyclist fatalities five-year average to 14.2 or less for 2019-2023.

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 2019-2023 time period is 18.9 or less, the corresponding figure for unhelmeted motorcyclist fatalities will be 14.2 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)-2023	Numeric	16.1	5 Year	2019

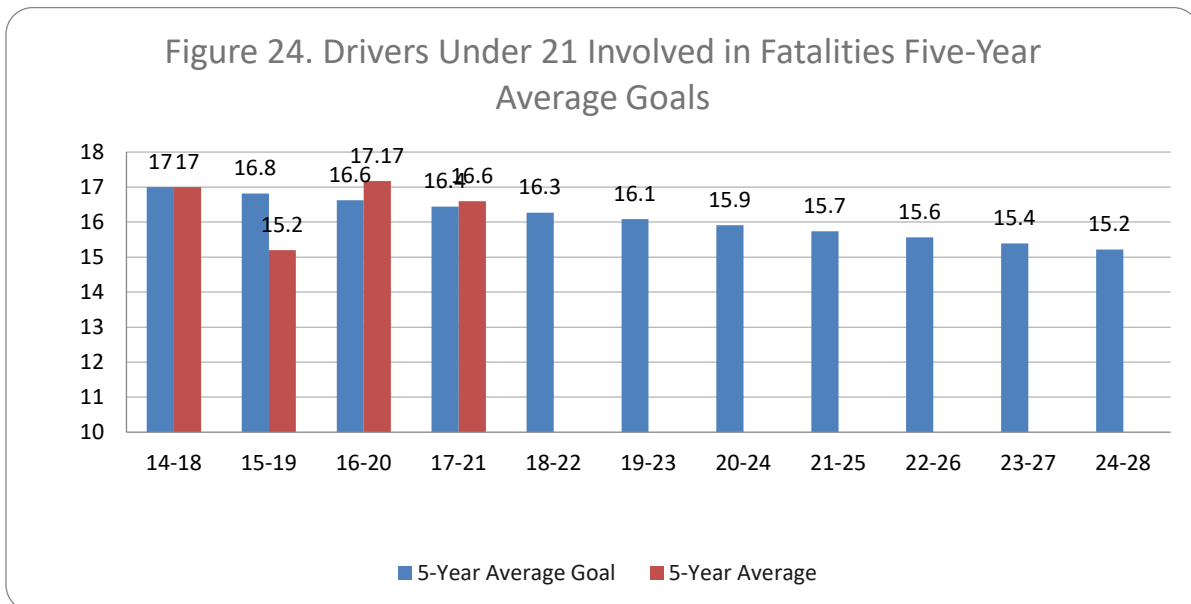
Performance Target Justification:

2023 Performance Goal

- Decrease the drivers age 20 or younger involved in fatal crashes five-year average to 16.1 or less for 2019-2023.

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 2019-2023, we would need to decrease the five-year average for the number of drivers 20 or younger involved in fatal crashes to 16.1 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)-2023	Numeric	7.00	5 Year	2019

### Performance Target Justification:

#### 2023 Performance Goal

- Decrease pedestrian fatalities to a five-year average of 7 fatalities or less for 2019-2023.

#### 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 2019-2023 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)-2023	Numeric	1.00	5 Year	2019

### Performance Target Justification:

#### 2023 Performance Goal:

- Maintain a bicyclist fatalities five-year average of 1 fatality or less for 2019-2023, 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 2019-2023 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)-2023	Percentage	80	Annual	2023

**Performance Target Justification:**

**2023 Performance Goal**

- Maintain statewide observed seat belt use of front seat outboard occupants in passenger vehicles at 80% or above by December 31, 2023.

**State Goal Calculations**

Our current goal for 2023 is based on the sizable increase we saw in seatbelt usage over the past year. We hope to maintain the statewide seatbelt use of front seat outboard occupants in passenger vehicles at 80% or above through 2023. We see this as an aggressive but feasible goal given recent success.

**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)-2023	Numeric	7.50	5 Year	2019

**Performance Target Justification:**

**2023 Performance Goal**

- Maintain the five-year average for distracted driving fatalities to 7.5 or less for 2019-2023.

**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 2019-2023 time period. This is the same as our goal for the previous two periods. As we 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	122	Annual	2023

**Performance Target Justification:**

**2023 Performance Goal**

- Increase the number of law enforcement agencies that submit crash reports electronically from 121 to 122 for 2023.

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: 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 121 of our 132 law enforcement agencies that submit crash reports electronically. The goal is to increase the number of agencies submitting crash reports electronically to 122.

**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: **3,344**

Fiscal Year A-1: **2021**

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

Impaired driving arrests: **488**

Fiscal Year A-2: **2021**

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

Speeding citations: **11,553**

Fiscal Year A-3: **2021**

## 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
2023	C-1) Number of traffic fatalities (FARS)	2023	5 Year	122.7
2023	Number of distracted driving fatalities (FARS)	2023	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

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
2021	FAST Act NHTSA 402	Paid Advertising (FAST)	\$1,000,000.00	\$250,000.00	\$824,850.00

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

### Description of Highway Safety Problems

#### Key Observations from 2021 Data

The number of fatalities arising from crashes involving at least one driver or motorcycle operator with a BAC of .08 or above decreased 18.4% from 49 in 2020 to 40 in 2021.

In 2021, 85% of fatalities (34) 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, 19,461 traffic crashes were reported in 2021, 618 of which involved at least one driver with a BAC reading of .08 or above. In other words, 3.2% of all crashes involved at least one driver with a BAC of .08 or higher. A total of 1,010 individuals were involved in these crashes.

Of the fatalities resulting from crashes with at least one intoxicated driver, 34 (82.9%) were themselves drivers with a BAC level of .08 or higher. Among drivers with a BAC of .08 or higher that were also fatalities, 79.4% (27) carried an in-state driver’s license; 11.8% (4) were operating without or under a revoked or suspended license; 79.4% (27) were male; and 26.4% (9) were 25 years old or younger.

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2023	5 Year	40.3
2023	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2023	5 Year	16.1

#### 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 continuing education, 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**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
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: Student Counseling Center

**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
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$125,739.00	\$31,122.25	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
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$120,000.00	\$30,000.00	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
2020	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	\$154,463.00	\$42,370.75	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 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
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$700,000.00	\$366,502.76	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	Make/Model
In-Car Camera	1	\$5,145.00	\$5,145.00	\$2,800.00	\$2,800.00	Tea Police Department	WatchGuard 4RE
In-Car Camera	10	\$6,000.00	\$60,000.00	\$6,000.00	\$60,000.00	SD Highway Patrol	Panasonic Arbitrator

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.

A full-time Law Enforcement Liaison (LEL) will assist local law enforcement agencies in the Western, North Central, and Southeast parts of the state to improve local highway safety through enforcement and public education. The LEL 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.

**Intended Subrecipients**

Law Enforcement Liaison (FT)

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
2020	164 Alcohol	164 Alcohol	\$76,896.00	\$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 FY24 using statistical analysis of crash data; the plan will include short and long-term goals, a summary of planning projects, and a budget for FY24.

**Intended Subrecipients**

Agate Software

University of South Dakota, Government Research Bureau

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Highway Safety Office Program Management-IMP

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	164 Alcohol	164 Alcohol	\$90,380.00	\$0.00	Not Required

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

Planned activity number: **011**

**Planned Activity Description**

The South Dakota Impaired Driving Task Force is required to continue to review state impaired driving data, identify priorities, monitor project implementation, and review progress in conjunction with 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

<b>Countermeasure Strategy</b>
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
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$31,700.00	\$7,925.00	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 training prosecutors on how to effectively prosecute impaired driving cases 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 training 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.

Continued training and education are necessary in order for prosecutors to effectively prosecute impaired driving cases. Training will provide prosecuting attorneys the most effective methods of investigating and prosecuting impaired drivers.

## Intended Subrecipients

DUI 1st Program

Prosecutor's DUI Conference

## 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
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$158,300.00	\$39,575.00	Not Required
2020	FAST Act 405d 24-7 Sobriety	405d 24-7 Drug and Alcohol Training	\$41,700.00	\$10,425.00	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

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
2020	164 Alcohol	164 Alcohol	\$2,000,000.00	\$0.00	Not Required

## Program Area: Motorcycle Safety

### Description of Highway Safety Problems

#### Key Observations from 2021 Data

Motorcycles were involved in only 2.6% of traffic crashes in 2021, however motorcyclists accounted for 22 (14.9%) of all fatalities. Of the 22 motorcyclist fatalities sustained in traffic crashes involving motorcycles in 2021, 19 (86.4%) were motorcycle operators. 15 (68.2%) of the motorcyclist fatalities recorded in 2021 were incurred by males.

## Recent Data

In 2021, 499 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.). Despite only being involved in 2.6% of traffic crashes in 2021, motorcyclists accounted for 14.9% of all fatalities.

Of the 22 motorcyclist fatalities in 2021, 16 (72.7%) were age 40 or older and 15 (68.2%) were males. Nearly half of the fatalities (45.5%) occurred during the three-week time span including the week prior to, the week of, and the week after the 2021 Sturgis Motorcycle Rally (August 6-15, 2021). Of the 22 motorcyclists that were killed, 8 (36.4%) were licensed in South Dakota and only one (4.5%) 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
2023	C-7) Number of motorcyclist fatalities (FARS)	2023	5 Year	18.9
2023	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2023	5 Year	14.2

## 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
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$700,000.00	\$366,502.76	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**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
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

Non-Alcohol Media

### **Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
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 2021 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 2021, the same number as 2020.

Pedestrian fatalities are highly uncommon in South Dakota. Only 57 pedestrian fatalities were recorded in the state from 2015 through 2021; this includes 14 such fatalities in 2021, the same number as 2020. 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 2021.

#### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-10) Number of pedestrian fatalities (FARS)	2023	5 Year	7.00
2023	C-11) Number of bicyclists fatalities (FARS)	2023	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
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2021	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$62,729.00	\$15,682.25	\$0.00
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**Program Area: Occupant Protection (Adult and Child Passenger Safety)**

**Description of Highway Safety Problems**

**Key Observations from 2021 Data**

A total of 65 unrestrained passenger vehicle occupants were killed in traffic crashes in 2021, a 14.0% increase from 2020 (57). In 2021, 58.2% of unrestrained passenger vehicle occupants involved in a traffic crash sustained an injury, fatal or otherwise. A substantial majority (72.3%) of all unrestrained driver fatalities in passenger vehicles in 2021 were sustained by males.

In 2021, 22,248 passenger vehicle occupants were involved in traffic crashes, 1,234 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 1,989 individuals.) Of these unrestrained occupants whose injury status was known, 65 (5.3%) were killed, 131 (10.6%) sustained a serious injury, and 466 (37.8%) received other injuries. (“Other” injuries include those recorded as having “possible” injuries.) Altogether then, 58.2% of these occupants suffered an injury, fatal or otherwise.

**Associated Performance Measures**

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2023	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2023	5 Year	60.6

**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. Assisting rural and frontier ambulance services in meeting national standards by placing pediatric safety equipment and training will support existing goals and objectives for many of our current health initiatives. Education and awareness components across South Dakota are essential elements for increasing proper use of occupant restraints and supporting the efforts of like-minded safety partners to improve the health and well-being of our child and adult populations.

## 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
2021	FAST Act NHTSA 402	Occupant Protection (FAST)	\$76,491.00	\$19,122.75	\$0.00

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 Oglala Sioux Tribe, Department of Public Safety is requesting to convert from an electric motor for current rollover simulator to a hydraulic motor system. The electric version is no longer feasible due to wear and tear on the unit. The simulator is a vital tool during school and public presentations.

## 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
2021	FAST Act NHTSA 402	Occupant Protection (FAST)	\$610,000.00	\$228,703.75	\$537,512.23

## 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	Make/Model
Radar Trailer	1	\$5,885.00	\$5,885.00	\$3,500.00	\$3,500.00	Milbank Police Department	Kustom Signals SMART 12
Radar Trailer	1	\$20,750.00	\$20,750.00	\$20,750.00	\$20,750.00	SD Highway Patrol	Stalker Message 360 Trailer-MC360
Hydraulic Motor System	1	\$7,247.58	\$7,247.58	\$5,798.06	\$5,798.06	Oglala Sioux Tribe-DPS	Ray's Body Shop

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
2021	FAST Act NHTSA 402	Occupant Protection (FAST)	\$83,400.00	\$20,850.00	\$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

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
2021	FAST Act NHTSA 402	Paid Advertising (FAST)	\$1,000,000.00	\$250,000.00	\$824,850.00

## 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
2020	164 Alcohol	\$1,880,002.65	Not Required	Not Required
2021	FAST Act 405c Data Program	\$274,616.06	\$68,654.02	Not Required
2020	FAST Act 405d Impaired Driving Mid	\$2,151,513.15	\$537,878.29	Not Required

2020	FAST Act 405d 24/7	\$48,062.64	\$12,015.66	Not Required
2021	FAST Act NHTSA 402	\$1,030,084.54	\$257,521.14	\$412,033.82

**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 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
2021	FAST Act NHTSA 402	Planning and Administration (FAST)	\$160,200.00	\$131,709.62	\$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, as well as funding training for law enforcement officers.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2023	C-1) Number of traffic fatalities (FARS)	2023	5 Year	122.7

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
Community Training, Enforcement and Communication-402
Highway Safety Office Program Management-402

Countermeasure Strategy: Community Training, Enforcement and Communication-402

Program Area: **Program Admin and Support**

**Project Safety Impacts**

Law enforcement training contributes directly to better law enforcement activities and reporting.

**Linkage Between Program Area**

Crash reporting and impaired enforcement activities are bolstered by training.

**Rationale**

Roadway fatalities can be reduced through a better understanding of what caused a crash. What caused a crash is identified through accurate crash reporting. Accurate crash reporting is learned from activities such as this.

**Planned activities in countermeasure strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
019	Law Enforcement Training

Planned Activity: Law Enforcement Training

Planned activity number: **019**

**Planned Activity Description**

This planned activity involves the South Dakota Attorney General's Office-Division of Criminal Investigation to provide advanced traffic crash investigative and alcohol related traffic enforcement opportunities to law enforcement officers throughout South Dakota.

**Intended Subrecipients**

Attorney General’s Office - South Dakota Division of Criminal Investigation

## Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Community Training, Enforcement and Communication-402

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Roadway Safety (FAST)	\$15,310.92	\$3,827.73	\$0.00

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 FY2024 using statistical analysis of crash data; the plan will include short- and long-term goals, a summary of planning projects, and a budget for FY2024.

## 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
2021	FAST Act NHTSA 402	Safe Communities (FAST)	\$134,720.00	\$33,680.00	\$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.

A part-time Law Enforcement Liaison (LEL) will assist local law enforcement agencies in the Northeast part of the state to improve local highway safety through enforcement and public education. The LEL 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.

A full-time Law Enforcement Liaison (LEL) will assist local law enforcement agencies in the Western, North Central and Southeast parts of the state to improve local highway safety through enforcement and public education. The LEL 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.

**Intended Subrecipients**

Community Outreach

Law Enforcement Liaison (FT)

Law Enforcement Liaison

**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
2021	FAST Act NHTSA 402	Safe Communities (FAST)	\$158,064.00	\$39,516.00	\$0.00

**Program Area: Speed Management**

**Description of Highway Safety Problems**

**Key Observations from 2021 Data**

A total of 35 individuals were killed in 2021 as a result of traffic crashes involving at least one speeding driver, a 16.7% decrease from the 42 speeding related fatalities in 2020. 100% of speeding-related fatalities in 2021 were sustained by motor vehicle occupants; none of these fatalities were pedestrians. 88.5% of speeding-related fatalities in 2021 occurred on rural roadways.

In 2021, 1,560 traffic crashes occurred that involved at least one speeding driver (8.0% of all reported traffic crashes); a total of 2,485 people were involved. Of these individuals, 35 (1.4%) sustained fatal injuries, 100 (4.0%) suffered serious but non-fatal injuries, and 546 (22.0%) received non-serious injuries. This means that 23.6% percent of South Dakota's traffic crash



fatalities were sustained in roadway incidents involving at least one speeding driver. None of the speeding-related fatalities in 2021 were pedestrians and 88.6% (31) occurred on rural roadways.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2023	C-6) Number of speeding-related fatalities (FARS)	2023	5 Year	33.2

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
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 federal funding for these activities.

**Planned activities in countermeasure strategy**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
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
2021	FAST Act NHTSA 402	Speed Enforcement (FAST)	\$900,000.00	\$231,876.00	\$802,271.08

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

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
2021	FAST Act NHTSA 402	Paid Advertising (FAST)	\$1,000,000.00	\$250,000.00	\$824,850.00

## 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
2023	Traffic Records Timeliness	2023	Annual	122
2023	C-1) Number of traffic fatalities (FARS)	2023	5 Year	122.7

### 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
2021	FAST Act 405c Data program	405c Data Program (FAST Act)	\$36,700.00	\$9,175.00	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
017	Traffic Records Projects
018	Data Systems Improvements

#### Planned Activity: Traffic Records Projects

Planned activity number: **017**

#### Planned Activity Description

The timeliness, accuracy, and uniformity 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 continue to allow law enforcement agencies to electronically submit crash reports and to update and maintain crash report data collection systems.

#### Intended Subrecipients

Affinity Global Solutions (Crash Report Data Collection Systems)

#### 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
2021	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. The goal of this activity will be to research and provide lights and siren use by EMS personnel statewide and compare that to national standards. The EMS Program would then identify use of lights and siren by agency researching the provider impression of to determine overuse of lights and sirens. Following this data analysis, the EMS Program would highlight best practices for use of emergency modes while transporting patients. Furthermore, the EMS Program would work to promote Public Safety messaging via social media for the motoring public on how to safely react to an ambulance encountering an ambulance in an emergency mode.

## Intended Subrecipients

South Dakota Department of Health, Office of Rural Health

## 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
2021	FAST Act 405c Data Program	405c Data Program (FAST Act)	\$29,541.00	\$7,385.25	Not Required

## Program Area: Young Drivers

### Description of Highway Safety Problems

#### Key Observations from 2021 Data

18 drivers under the age of 21 were involved in a fatal traffic crash in 2021, a 10.0% decrease from the 20 drivers in 2020. 21 fatalities resulted from crashes where drivers under the age of 21 were involved. These fatalities include 7 of the drivers under the age of 21 themselves.

Of the 18 drivers under the age of 21 involved in fatal traffic crashes in 2021, 7 of them (38.9%) suffered fatal injuries; 9 (50.0%) were male; and 3 (16.7%) 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, 13 of the 18 drivers (72.2%) were operating a passenger car, 4 (22.2%) were operating SUVs and 1 (5.6%) was operating a light truck.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2023	C-1) Number of traffic fatalities (FARS)	2023	5 Year	122.7
2023	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2023	5 Year	16.1

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
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**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
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**

Driver Education Coordinator

### **Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Driver Education

### **Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2021	FAST Act NHTSA 402	Driver Education (FAST)	\$42,720.00	\$10,680.00	\$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

<b>Countermeasure Strategy</b>
Driver Education

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Driver Education (FAST)	\$20,890.00	\$5,222.50	\$0.00

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, these planned activities plan to provide students and family members across South Dakota with lifesaving information from EMT and first-responders; including the effects of alcohol impairment on driving safety, and the lifesaving benefits of seat belt use. Utilize a LX49C Full Cab Virtual Trainer and Virtual Driving Essentials experience for trainings, education, and simulated driving scenarios. Refers youth who go through teen court for a traffic related offense to complete Alive at 25. Engage current South Dakota SADD chapters and work to add additional chapters while conducting peer-to-peer traffic safety events at a school or community level. Offer educational safe driving events during driver's education classes in Spink County, including Redfield, Doland, Hitchcock-Tulare, and Northwestern schools. Communicate with driver's education instructors and school administration to schedule and plan for a safe driving

event that will include driving simulators, presentations, local law enforcement and/or SD Highway Patrol, safe driving curriculum, and activities.

**Intended Subrecipients**

Community Organized Resources for Educating our Youth (C.O.R.E.)

Lawrence County Teen Court

SADD, Inc.

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
2021	FAST Act NHTSA 402	Safe Communities (FAST)	\$134,000.00	\$33,500.00	\$24,954.05

**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	Make/Model
Virtual Simulator	1	\$16,150.00	\$16,150.00	\$12,920.00	\$12,920.00	C.O.R.E.	Virtual Driver Interactive LX49C

**Program Area: Community Traffic Safety**

**Description of Highway Safety Problems**

**Key Observations from 2021 Data**

Of the 19,461 motor vehicle traffic crashes reported in South Dakota in 2021, 131 (0.67% of total crashes) resulted in at least one fatality. In total, 148 traffic crash fatalities were recorded in South Dakota in 2021, a 5.0% increase from 141 in 2020. As was the case in previous years, the majority of fatalities were vehicle operators; in 2021, 104 fatalities (70.3%) of all traffic crash fatalities, were operators of motor vehicles.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2023	C-1) Number of traffic fatalities (FARS)	2023	5 Year	122.7

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
Community Training, Enforcement, and Communication-CP

Countermeasure Strategy: Community Training, Enforcement, and Communication-CP

Program Area: **Community Traffic Safety**

**Project Safety Impacts**

Good driving habits contribute to a reduction in roadway fatalities and injuries. These programs will assist in training tow and recovery personnel in the dangers of working while on the side of the highway, provide safe driving instruction to at non-English speaking individuals, and provide community outreach events on the importance of safe driving behaviors.

**Linkage Between Program Area**

Community training, enforcement, and communications are well-accepted practices and the continuation of educating both post-crash stakeholders and the citizens of South Dakota on the importance of safe driving behaviors are imperative.

**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**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
012	Communication and Outreach Campaigns
027	Highway Emergency Responder Training

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

Planned activity number: **012**

**Planned Activity Description**

Planned activities include providing community events and community outreach prevention activities on the importance of not driving while impaired, wearing a seat belt and the dangers of

distracted driving. Awareness materials and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. Provide safe driving instruction to non-English speaking individuals. Many non-English speaking individuals living in the Sioux Falls area are driving vehicles without the proper education, testing and licensing due to language barriers. Driver Education classroom curriculum will be translated into five different languages including Spanish, Amharic, Arabic, Russian, and Kunama.

**Intended Subrecipients**

Health Connect of South Dakota

Sioux Falls Multi-Cultural Center

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Community Training, Enforcement, and Communication-CP

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Safe Communities (FAST)	\$75,650.00	\$18,912.50	\$0.00

Planned Activity: [Highway Emergency Responder Training](#)

Planned activity number: **028**

**Planned Activity Description**

Provide training to tow and recovery personnel in South Dakota in Traffic Incident Management and Equipment Proficiency. Through training, the goal is to make those who participate aware of the dangers of working while on the side of the highway. Acknowledging these dangers coupled with gaining proficiency with equipment operation, allows the time exposed to traffic to be minimized by all disciplines that work together during these incidents.

**Intended Subrecipients**

Highway Emergency Responder Training Foundation

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
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Community Training, Enforcement, and Communication-CP

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2021	FAST Act NHTSA 402	Safe Communities (FAST)	\$10,000.00	\$0.00	\$0.00

### 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 on a monthly basis, in our EDGAR system how its enforcement strategies are working to reduce the risk of roadway injury and death. 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: FFY2023 Project-Level Detail

Planned Activity Unique Identifier	Planned Activity Name	Planned Activity Description
001	<a href="#">Alternative Transportation</a>	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	<a href="#">Media Non-Alcohol</a>	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	<a href="#">Impaired Driving High Visibility Enforcement</a>	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.
004	<a href="#">Prevention and Interdiction</a>	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	<a href="#">Judicial Assistance</a>	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. Continued training and education are necessary in order for prosecutors to effectively prosecute impaired driving



		cases. Training will provide prosecuting attorneys the most effective methods of investigating and prosecuting impaired drivers.
007	<a href="#">Media-Alcohol</a>	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	<a href="#">Speeding High Visibility Enforcement</a>	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	<a href="#">Personnel Support-IMP</a>	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. A full-time Law Enforcement Liaison (LEL) will assist local law enforcement agencies in the Western, North Central, and Southeast parts of the state to improve local highway safety through enforcement and public education. The LEL 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.
010	<a href="#">Administrative and Contractual-IMP</a>	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 FY24 using statistical analysis of crash data; the plan will include short and long-term goals, a summary of planning projects, and a budget for FY24.
011	<a href="#">Impaired Driving Task Force (Regulatory Requirement)-IMP</a>	The South Dakota Impaired Driving Task Force is required to continue to review state impaired driving data, identify priorities, monitor project implementation, and review progress in conjunction with 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	<a href="#"><u>Communication and Outreach Campaigns</u></a>	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. Assisting rural and frontier ambulance services in meeting national standards by placing pediatric safety equipment and training will support existing goals and objectives for many of our current health initiatives. Education and awareness components across South Dakota are essential elements for increasing proper use of occupant restraints and supporting the efforts of like-minded safety partners to improve the health and well-being of our child and adult populations. Planned activities include providing community events and community outreach prevention activities on the importance of not driving while impaired, wearing a seat belt and the dangers of distracted driving. Awareness materials and media outreach will be created and disseminated to community, school, and law enforcement stakeholders. Provide safe driving instruction to non-English speaking individuals. Many non-English speaking individuals living in the Sioux Falls area are driving vehicles without the proper education, testing and licensing due to language barriers. Driver Education classroom curriculum will be translated into five different languages including Spanish, Amharic, Arabic, Russian, and Kunama.
013	<a href="#"><u>Seatbelt Survey (Regulatory Requirement)</u></a>	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	<a href="#"><u>Occupant Protection High Visibility Enforcement</u></a>	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 Oglala Sioux Tribe, Department of Public Safety is requesting to convert from an electric motor for current rollover simulator to a hydraulic motor system. The electric version is no longer feasible due to wear and tear on the unit. The simulator is a vital tool during school and public presentations.
015	<a href="#"><u>Communication and Outreach Campaigns-B&amp;P</u></a>	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	<a href="#"><u>TRCC (Regulatory Requirement)</u></a>	To provide support to the South Dakota Office of Highway Safety to aid in coordination and facilitation of the Traffic Records Coordinating Committee.

017	<a href="#">Traffic Records Projects</a>	The timeliness, accuracy, and uniformity 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 continue to allow law enforcement agencies to electronically submit crash reports and to update and maintain crash report data collection systems.
018	<a href="#">Data Systems Improvements</a>	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. The goal of this activity will be to research and provide lights and siren use by EMS personnel statewide and compare that to national standards. The EMS Program would then identify use of lights and siren by agency researching the provider impression of to determine overuse of lights and sirens. Following this data analysis, the EMS Program would highlight best practices for use of emergency modes while transporting patients. Furthermore, the EMS Program would work to promote Public Safety messaging via social media for the motoring public on how to safely react to an ambulance encountering an ambulance in an emergency mode.
019	<a href="#">Law Enforcement Training</a>	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. This planned activity involves the South Dakota Attorney General's Office-Division of Criminal Investigation to provide advanced traffic crash investigative and alcohol related traffic enforcement opportunities to law enforcement officers throughout South Dakota.
020	<a href="#">Administrative and Contractual-402</a>	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 FY2024 using statistical analysis of crash data; the plan will include short- and long-term goals, a summary of planning projects, and a budget for FY2024.
021	<a href="#">Personnel Support-402</a>	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. A part-time Law Enforcement Liaison (LEL) will assist local law enforcement agencies in the Northeast part of the state to improve local highway safety through enforcement and public education. The LEL 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. A full-time Law Enforcement Liaison (LEL) will assist local law enforcement agencies in the

		Western, North Central and Southeast parts of the state to improve local highway safety through enforcement and public education. The LEL 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.
022	<a href="#">Driver Education Coordinator</a>	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	<a href="#">Planning and Administration</a>	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 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	<a href="#">Holding Account</a>	Project Development
025	<a href="#">Driver Education</a>	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	<a href="#">Teen Safety Programs</a>	In order to reach those young drivers, these planned activities plan to provide students and family members across South Dakota with lifesaving information from EMT and first-responders; including the effects of alcohol impairment on driving safety, and the lifesaving benefits of seat belt use. Utilize a LX49C Full Cab Virtual Trainer and Virtual Driving Essentials experience for trainings, education, and simulated driving scenarios. Refers youth who go through teen court for a traffic related offense to complete Alive at 25. Engage current South Dakota SADD chapters and work to add additional chapters while conducting peer-to-peer traffic safety events at a school or community level. Offer educational safe driving events during driver's education classes in Spink County, including Redfield, Doland, Hitchcock-Tulare, and Northwestern schools. Communicate with

		driver's education instructors and school administration to schedule and plan for a safe driving event that will include driving simulators, presentations, local law enforcement and/or SD Highway Patrol, safe driving curriculum, and activities.
027	<a href="#">Highway Emergency Responder Training</a>	Provide training to tow and recovery personnel in South Dakota in Traffic Incident Management and Equipment Proficiency. Through training, the goal is to make those who participate aware of the dangers of working while on the side of the highway. Acknowledging these dangers coupled with gaining proficiency with equipment operation, allows the time exposed to traffic to be minimized by all disciplines that work together during these incidents.

Planned Activity Name:	<b>Alternative Transportation</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$125,739.00	Planned Match Amount:	\$31,122.25
Actual Total:	\$125,739.00	Planned Local Benefit:	N/A
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-02-29	SD School of Mines and Technology	\$13,750.00	405d Impaired Driving Mid (FAST)
2023-02-19	South Dakota State University	\$84,521.00	405d Impaired Driving Mid (FAST)
2023-02-35	University of South Dakota	\$27,468.00	405d Impaired Driving Mid (FAST)
		<b>\$125,739.00</b>	
Planned Activity Name:	<b>Media Non-Alcohol</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$1,000,000.00	Planned Match Amount:	\$250,000.00
Actual Total:	\$824,850.00	Planned Local Benefit:	\$824,850.00
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-11	SD Office of Highway Safety (Lawrence & Schiller)	\$504,450.00	Paid Advertising (FAST)
2023-03-17	SD Office of Highway Safety (Non-Alcohol Media)	\$320,400.00	Paid Advertising (FAST)
	Estimated New or Amended Projects	\$175,150.00	

		<b>\$1,000,000.00</b>	
Planned Activity Name:	<b>Impaired Driving HVE</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$700,000.00	Planned Match Amount:	\$366,502.76
Actual Total:	\$563,254.48	Planned Local Benefit:	N/A
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-00-84	Belle Fourche Police Department	\$6,129.99	405d Impaired Driving Mid (FAST)
2023-00-04	Brookings County Sheriff's Office	\$14,280.00	405d Impaired Driving Mid (FAST)
2023-00-65	Brookings Police Department	\$7,000.00	405d Impaired Driving Mid (FAST)
2023-00-44	Clark Police Department	\$3,260.00	405d Impaired Driving Mid (FAST)
2023-00-70	Day County Sheriff's Office	\$1,500.00	405d Impaired Driving Mid (FAST)
2023-00-82	Hamlin County Sheriff's Office	\$25,109.40	405d Impaired Driving Mid (FAST)
2023-00-86	Kadoka City	\$6,616.00	405d Impaired Driving Mid (FAST)
2023-00-77	Lennox Police Department	\$2,485.03	405d Impaired Driving Mid (FAST)
2023-00-43	Lincoln County Sheriff's Office	\$7,520.00	405d Impaired Driving Mid (FAST)
2023-00-29	Minnehaha County Sheriff's Office	\$7,448.40	405d Impaired Driving Mid (FAST)
2023-00-75	Oglala Sioux Tribe DPS	\$11,000.00	405d Impaired Driving Mid (FAST)
2023-00-80	Pennington County Sheriff's Office	\$7,232.16	405d Impaired Driving Mid (FAST)
2023-00-51	Roberts County Sheriff's Office	\$5,520.00	405d Impaired Driving Mid (FAST)
2023-00-46	SDSU Police Department	\$16,708.50	405d Impaired Driving Mid (FAST)
2023-00-36	Sisseton Police Department	\$8,000.00	405d Impaired Driving Mid (FAST)
2023-00-64	South Dakota Highway Patrol	\$403,225.00	405d Impaired Driving Mid (FAST)
2023-00-30	Summerset Police Department	\$5,088.00	405d Impaired Driving Mid (FAST)
2023-00-11	Tea Police Department	\$6,518.00	405d Impaired Driving Mid (FAST)
2023-00-79	Yankton County Sheriff's Office	\$15,686.00	405d Impaired Driving Mid (FAST)
2023-00-15	Yankton Police Department	\$2,928.00	405d Impaired Driving Mid (FAST)
	Estimated New or Amended Projects	\$136,745.52	

		<b>\$700,000.00</b>	
Planned Activity Name:	<b>Prevention &amp; Interdiction</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$120,000.00	Planned Match Amount:	\$30,000.00
Actual Total:	\$100,077.40	Planned Local Benefit:	N/A
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-00-20	Mitchell Police Department	\$7,092.40	405d Impaired Driving Mid (FAST)
2023-02-15	SD EMS for Children	\$92,985.00	405d Impaired Driving Mid (FAST)
	Estimated New or Amended Projects	\$19,922.60	
		<b>\$120,000.00</b>	
Planned Activity Name:	<b>Judicial Assistance</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$200,000.00	Planned Match Amount:	\$50,000.00
Actual Total:	\$93,400.00	Planned Local Benefit:	N/A
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-18	SD Office of Highway Safety (DUI 1st Program)	\$51,700.00	405d Impaired Driving Mid (FAST)
2023-03-09	Prosecutor's DUI Conference	\$41,700.00	405d 24-7 Drug and Alcohol Training
	Estimated New or Amended Projects	\$106,600.00	
		<b>\$200,000.00</b>	
Planned Activity Name:	<b>Media-Alcohol</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$2,000,000.00	Planned Match Amount:	\$0.00
Actual Total:	\$1,233,350.00	Planned Local Benefit:	N/A



<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-22	SD Office of Highway Safety (Alcohol Media)	\$427,200.00	164 Alcohol
2023-03-12	SD Office of Highway Safety (Lawrence & Schiller)	\$604,450.00	164 Alcohol
2023-03-08	SD Office of Highway Safety (SD Broadcasters)	\$201,700.00	164 Alcohol
	Estimated New or Amended Projects	\$766,650.00	
		<b>\$2,000,000.00</b>	
Planned Activity Name:	<b>Speeding HVE</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$900,000.00	Planned Match Amount:	\$231,876.00
Actual Total:	\$802,271.08	Planned Local Benefit:	\$802,271.08
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-00-16	Aberdeen Police Department	\$9,807.72	Speed Enforcement (FAST)
2023-00-61	Aurora County Sheriff's Office	\$13,167.45	Speed Enforcement (FAST)
2023-00-83	Belle Fourche Police Department	\$14,896.00	Speed Enforcement (FAST)
2023-00-05	Brookings County Sheriff's Office	\$27,188.00	Speed Enforcement (FAST)
2023-00-66	Brookings Police Department	\$11,800.00	Speed Enforcement (FAST)
2023-00-19	Canton Police Department	\$7,299.96	Speed Enforcement (FAST)
2023-00-42	Clark Police Department	\$7,400.00	Speed Enforcement (FAST)
2023-00-69	Day County Sheriff's Office	\$3,000.00	Speed Enforcement (FAST)
2023-00-78	Edmunds County Sheriff's Office	\$19,619.20	Speed Enforcement (FAST)
2023-00-18	Faulk County Sheriff's Office	\$12,557.60	Speed Enforcement (FAST)
2023-00-53	Groton Police Department	\$13,947.20	Speed Enforcement (FAST)
2023-00-52	Hamlin County Sheriff's Office	\$19,596.00	Speed Enforcement (FAST)
2023-00-85	Kadoka City	\$7,632.73	Speed Enforcement (FAST)
2023-00-24	Lake County Sheriff's Office	\$12,800.00	Speed Enforcement (FAST)
2023-00-67	Lennox Police Department	\$11,141.72	Speed Enforcement (FAST)
2023-00-25	Lincoln County Sheriff's Office	\$11,800.00	Speed Enforcement (FAST)



2023-00-21	Madison Police Department	\$6,000.00	Speed Enforcement (FAST)
2023-00-45	McCook County Sheriff's Office	\$48,900.00	Speed Enforcement (FAST)
2023-00-57	Miller Police Department	\$4,567.20	Speed Enforcement (FAST)
2023-00-91	Miner County Sheriff's Office	\$15,188.00	Speed Enforcement (FAST)
2023-00-28	Minnehaha County Sheriff's Office	\$12,780.00	Speed Enforcement (FAST)
2023-00-49	Mitchell Police Department	\$4,000.00	Speed Enforcement (FAST)
2023-00-62	Pennington County Sheriff's Office	\$9,516.00	Speed Enforcement (FAST)
2023-00-35	Pierre Police Department	\$8,293.60	Speed Enforcement (FAST)
2023-00-13	Roberts County Sheriff's Office	\$17,000.00	Speed Enforcement (FAST)
2023-00-47	SDSU Police Department	\$12,328.50	Speed Enforcement (FAST)
2023-00-54	Sioux Falls Police Department	\$406,372.40	Speed Enforcement (FAST)
2023-00-22	Summerset Police Department	\$5,088.00	Speed Enforcement (FAST)
2023-00-50	Tea Police Department	\$5,540.80	Speed Enforcement (FAST)
2023-00-73	Watertown Police Department	\$30,689.00	Speed Enforcement (FAST)
2023-00-88	Whitewood Police Department	\$11,540.00	Speed Enforcement (FAST)
2023-00-48	Yankton Police Department	\$814.00	Speed Enforcement (FAST)
	Estimated New or Amended Projects	\$97,728.92	
		<b>\$900,000.00</b>	
Planned Activity Name:	<b>Personnel Support-IMP</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$76,896.00	Planned Match Amount:	\$0.00
Actual Total:	\$76,896.00	Planned Local Benefit:	N/A
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-21	SD Office of Highway Safety (Community Outreach)	\$38,448.00	164 Alcohol
2023-03-14	SD Office of Highway Safety (Law Enforcement Liaison (FT))	\$38,448.00	164 Alcohol

		<b>\$76,896.00</b>	
Planned Activity Name:	<b>Administrative &amp; Contractual-IMP</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$90,380.00	Planned Match Amount:	\$0.00
Actual Total:	\$90,380.00	Planned Local Benefit:	N/A
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-24	SD Office of Highway Safety (Agate)	\$79,700.00	164 Alcohol
2023-03-04	SD Office of Highway Safety (University of South Dakota-GRB)	\$10,680.00	164 Alcohol
		<b>\$90,380.00</b>	
Planned Activity Name:	<b>Impaired Driving Technical Assistance</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$31,700.00	Planned Match Amount:	\$7,925.00
Actual Total:	\$31,700.00	Planned Local Benefit:	N/A
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-16	SD Office of Highway Safety (Impaired Driving Technical Assistance)	<b>\$31,700.00</b>	405d Impaired Driving Mid (FAST)
Planned Activity Name:	<b>Communication &amp; Outreach Campaigns</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$152,141.00	Planned Match Amount:	\$38,035.25
Actual Total:	\$152,141.00	Planned Local Benefit:	\$0.00
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-02-13	SD EMS for Children	\$76,491.00	Occupant Protection (FAST)
2023-02-25	Health Connect of South Dakota	\$10,000.00	Safe Communities (FAST)
2023-02-31	Sioux Falls Multi-Cultural Center	\$65,650.00	Safe Communities (FAST)

		<b>\$152,141.00</b>	
Planned Activity Name:	<b>Seatbelt Survey</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$83,400.00	Planned Match Amount:	\$20,850.00
Actual Total:	\$83,400.00	Planned Local Benefit:	\$0.00
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-07	SD Office of Highway Safety (Seatbelt Survey)	<b>\$83,400.00</b>	Occupant Protection (FAST)
Planned Activity Name:	<b>Occupant Protection HVE</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$610,000.00	Planned Match Amount:	\$228,703.75
Actual Total:	\$537,512.23	Planned Local Benefit:	\$537,512.23
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-00-89	Butte County Sheriff's Office	\$12,721.92	Occupant Protection (FAST)
2023-00-27	Campbell County Sheriff's Office	\$19,147.12	Occupant Protection (FAST)
2023-00-10	Corson County Sheriff's Office	\$43,439.13	Occupant Protection (FAST)
2023-00-56	Davison County Sheriff's Office	\$19,600.00	Occupant Protection (FAST)
2023-00-59	Deadwood Police Department	\$16,000.00	Occupant Protection (FAST)
2023-00-06	Gettysburg Police Department	\$10,160.00	Occupant Protection (FAST)
2023-00-23	Hughes County Sheriff's Office	\$10,000.00	Occupant Protection (FAST)
2023-00-81	Huron Police Department	\$20,500.00	Occupant Protection (FAST)
2023-00-34	Lead Police Department	\$21,874.40	Occupant Protection (FAST)
2023-00-74	Marshall County Sheriff's Office	\$7,000.00	Occupant Protection (FAST)
2023-00-09	Milbank Police Department	\$9,380.00	Occupant Protection (FAST)
2023-00-87	Oglala Sioux Tribe-DPS	\$7,798.06	Occupant Protection (FAST)
2023-00-63	South Dakota Highway Patrol	\$308,825.00	Occupant Protection (FAST)
2023-00-68	Stanley County Sheriff's Office	\$11,585.60	Occupant Protection (FAST)
2023-00-41	Sturgis Police Department	\$19,481.00	Occupant Protection (FAST)

	Estimated New or Amended Projects	\$72,487.77	
		<b>\$610,000.00</b>	
Planned Activity Name:	<b>Communication &amp; Outreach Campaigns-B&amp;P</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$62,729.00	Planned Match Amount:	\$15,682.25
Actual Total:	\$62,729.00	Planned Local Benefit:	\$0.00
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-02-12	SD EMS for Children-BPD	<b>\$62,729.00</b>	Pedestrian/Bicycle Safety (FAST)
Planned Activity Name:	<b>TRCC</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$36,700.00	Planned Match Amount:	\$9,175.00
Actual Total:	\$36,700.00	Planned Local Benefit:	N/A
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-05	SD Office of Highway Safety (TRCC Coordinator)	<b>\$36,700.00</b>	405c Data Program (FAST Act)
Planned Activity Name:	<b>Traffic Records Projects</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$400,000.00	Planned Match Amount:	\$100,000.00
Actual Total:	\$351,700.00	Planned Local Benefit:	N/A
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-06	SD Office of Highway Safety (Crash Report Data Collection Systems)	\$351,700.00	405c Data Program (FAST Act)
	Estimated New or Amended Projects	\$48,300.00	
		<b>\$400,000.00</b>	

Planned Activity Name:	<b>Data Systems Improvement</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$29,541.00	Planned Match Amount:	\$7,385.25
Actual Total:	\$29,541.00	Planned Local Benefit:	N/A
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-00-33	Office of Rural Health	<b>\$29,541.00</b>	405c Data Program (FAST Act)
Planned Activity Name:	<b>Law Enforcement Training</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$169,773.92	Planned Match Amount:	\$46,198.48
Actual Total:	\$169,773.92	Planned Local Benefit:	\$0.00
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-02-03	Attorney General's Office - DCI	\$15,310.92	Roadway Safety (FAST)
2023-00-60	South Dakota Highway Patrol-DRE	\$154,463.00	405d Mid Drug and Alcohol Training
		<b>\$169,773.92</b>	
Planned Activity Name:	<b>Administrative &amp; Contractual-402</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$134,720.00	Planned Match Amount:	\$33,680.00
Actual Total:	\$134,720.00	Planned Local Benefit:	\$0.00
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-23	SD Office of Highway Safety (Agate)	\$118,700.00	Safe Communities (FAST)
2023-03-03	SD Office of Highway Safety (University of South Dakota-GRB)	\$16,020.00	Safe Communities (FAST)
		<b>\$134,720.00</b>	
Planned Activity Name:	<b>Personnel Support-402</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$158,064.00	Planned Match Amount:	\$39,516.00

Actual Total:	\$158,064.00	Planned Local Benefit:	\$0.00
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-20	SD Office of Highway Safety (Community Outreach)	\$57,672.00	Safe Communities (FAST)
2023-03-13	SD Office of Highway Safety (Law Enforcement Liaison (FT))	\$57,672.00	Safe Communities (FAST)
2023-03-15	SD Office of Highway Safety (Law Enforcement Liaison)	\$42,720.00	Safe Communities (FAST)
		<b>\$158,064.00</b>	
Planned Activity Name:	<b>Driver Education Coordinator</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$42,720.00	Planned Match Amount:	\$10,680.00
Actual Total:	\$42,720.00	Planned Local Benefit:	\$0.00
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-19	SD Office of Highway Safety (Driver Education Coordinator)	<b>\$42,720.00</b>	Driver Education (FAST)
Planned Activity Name:	<b>Planning &amp; Administration</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$160,200.00	Planned Match Amount:	\$131,709.62
Actual Total:	\$160,200.00	Planned Local Benefit:	\$0.00
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-03-10	SD Office of Highway Safety (P&A)	<b>\$160,200.00</b>	Planning and Administration (FAST)
Planned Activity Name:	<b>Holding Accounts</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$5,384,279.04	Planned Match Amount:	\$876,069.10
Actual Total:	\$5,384,279.04	Planned Local Benefit:	\$412,033.82
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>

	405c Holding Account	\$274,616.06	
	402 Holding Account	\$1,030,084.54	
	164 Holding Account	\$1,880,002.65	
	405d-IMP Account	\$2,151,513.15	
	405d-24/7 Account	\$48,062.64	
		\$5,384,279.04	
<b>Planned Activity Name:</b>	<b>Driver Education</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$20,890.00	Planned Match Amount:	\$5,222.50
Actual Total:	\$20,890.00	Planned Local Benefit:	\$0.00
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-02-04	SD Driver Education Association	<b>\$20,890.00</b>	Driver Education (FAST)
<b>Planned Activity Name:</b>	<b>Teen Safety Programs</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$134,000.00	Planned Match Amount:	\$33,500.00
Actual Total:	\$128,148.85	Planned Local Benefit:	\$24,954.05
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-02-23	Community Organized Resources for Educating our Youth	\$61,320.00	Safe Communities (FAST)
2023-02-11	Lawrence County Teen Court	\$1,875.00	Safe Communities (FAST)
2023-02-26	SADD, Inc.	\$39,999.80	Safe Communities (FAST)
2023-02-21	Spink County Coalition	\$24,954.05	Safe Communities (FAST)
	Estimated New or Amended Projects	\$5,851.15	
		<b>\$134,000.00</b>	

<b>Planned Activity Name:</b>	<b>Highway Emergency Responder Training</b>	<a href="#">Click here to go back to the Planned Activities Tab</a>	
Planned Total:	\$10,000.00	Planned Match Amount:	\$0.00
Actual Total:	\$10,000.00	Planned Local Benefit:	\$0.00
<b>Project agreement number</b>	<b>Subrecipients</b>	<b>Amount of Federal funds</b>	<b>Eligible use of funds</b>
2023-02-24	Highway Emergency Responder Training Foundation	<b>\$10,000.00</b>	Safe Communities (FAST)