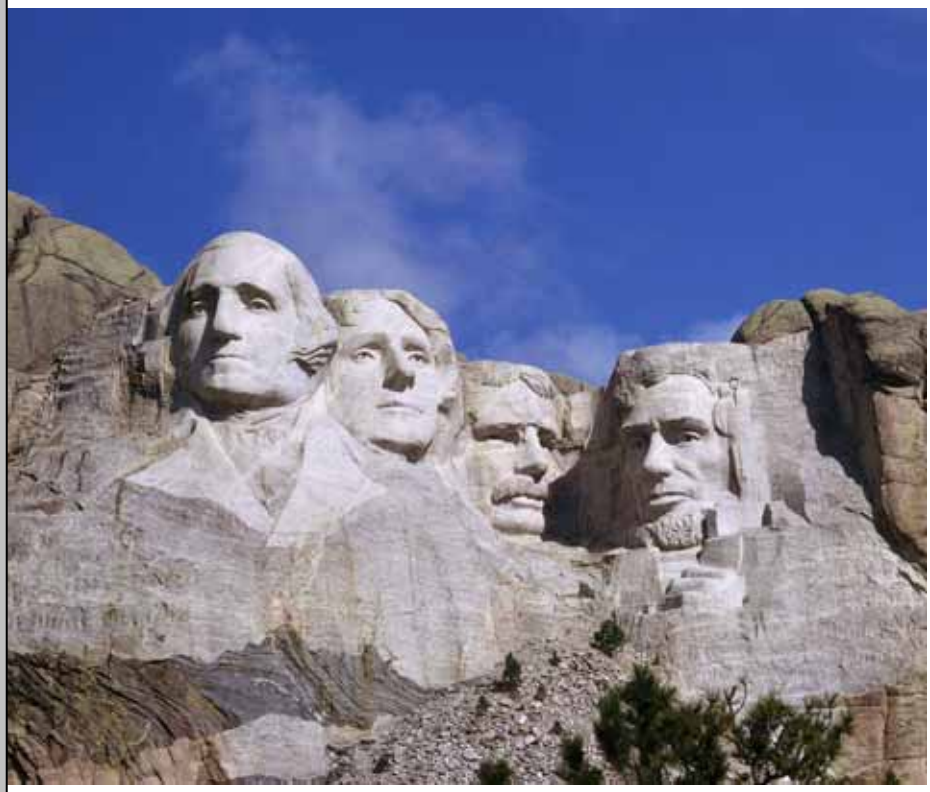
South Dakota Highway Safety Plan

2009



Department of Public Safety
Office of Highway Safety
118 West Capital Avenue
Pierre, SD 57501

Table of Contents

Mission Statement 3

Executive Summary 4

Background 6

Statewide Synopsis 7

2009 Highway Safety Goals 8

Problem Identification Process 9

Highway Safety Priority Areas:
- Occupant Protection 12
- Impaired Driving 18
- Speed (Police Traffic Services) 27
- Motorcycle Safety 31
- Young Drivers 34
- Pedestrian and Bike Safety 37

Additional Areas:
- Traffic Records 39
- Engineering 40
- Roadway Safety Committee 41
- Sioux Empire Driver Education 41
- Growing Up Together 41
- DPS Web Page Development 41
- Emergency Response Services 42
- Safe Communities Program Management 42
- Planning and Administration 42

2009 Budget Summary 44

State Certifications and Assurances and Governor's Representative Signature 47

Emergency Medical Services Justification .....Addendum A
Equipment Justification .....Addendum B
Roadway Safety Advisory Committee Members .....Addendum C
Communications Plan .....Addendum D

Mission Statement

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

Executive Summary

On behalf of the Governor of South Dakota and the Secretary of the Department of Public Safety, the Office of Highway Safety is pleased to present the 2009 Highway Safety Plan (HSP). South Dakota's HSP provides an outline for improving the safety of highway users across our roadway system. The plan lists priority areas, objectives, performance measures, and projects to be undertaken aimed at decreasing the loss of life and injuries resulting from motor vehicle crashes.

The Roadway Safety Committee, an ongoing collaboration of participants, reviewed data provided by the South Dakota Office of Accident Records from 2007. In their analysis, the goal was to identify the most significant problem areas impacting the State's crash statistics. Based on the data analysis, in support of the Roadway Safety Committee's goals, the Office of Highway Safety has identified the following highway safety priority areas for the State of South Dakota for 2009. For reduction of contributing circumstances surrounding injury and fatality crashes:

- Alcohol Impaired Drivers
- Occupant Protection
- Speed (Police traffic services)

Special populations of highway users were also identified by the committee. These groups may require more specific development while the previous areas have a wide scope of contributing circumstances:

- Motorcycles
- Young Drivers (Under age 21)
- Pedestrians and Bicycles

As required by 23 CFR Part 1200, the Highway Safety Plan, the State's application for Section 402 highway safety funding, includes the following:

- Performance Plan
- Highway Safety Plan
- Certification and Assurances
- Program Cost Summary

Additionally, this document incorporates the Highway Safety Plan elements into the Performance Plan section. Beyond detailing the problem identification process and selection of priority areas and accompanying goals for the upcoming year, we have included the 2009 Media Plan as well as a brief description of the process undertaken to select sub-grantees for FY 2009.

FY 2009 brings with it continuity of programming to South Dakota's highways in the form of:

- Sobriety Checkpoints
- Section 408 Strategic Plan implementation
- Paid media opportunities

- Motorcycle Education through the South Dakota Safety Council and A.B.A.T.E.
- National Mobilization Support
    - May Mobilization – Occupant Protection Education and Enforcement
    - Over the Limit. Under Arrest. National Impaired Driving Crackdown
    - National Drunk & Drugged Driving Prevention Month (3D Month)

The Highway Safety Plan is South Dakota's blueprint for improving safety of the State's highways. The Office of Highway Safety and its partners across the state look forward to reducing traffic related crashes and engaging the challenges this document presents.

Background

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

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

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

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

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

Statewide Synopsis

South Dakota is a rural upper Great Plains state comprised of 66 counties and 9 tribal governments. According to the 2000 census, South Dakota's population is 754,844 or 9.9 persons per square mile. South Dakota covers 77,121 square miles, making it the 17th largest of the 50 states. With such a large land mass and small population, there are thousands of acres of wide-open spaces and rural roadways.

Each year South Dakota has an average of 17,000 motor vehicle crashes reported including nearly 200 fatalities and over $80 million in property damage. The 2007 South Dakota Motor Vehicle Traffic Crash Summary describes the most current crash data available. In 2007 there were 16,220 crashes reported including 146 fatalities and $78 million in property damage. This is the lowest number of fatal deaths recorded since 1993. Additionally, from 2002-2006, the average fatality rate per 100 million vehicle miles traveled (VMT) in South Dakota was 2.3, compared to a national rate of 1.5. The 2007 rate of 1.72 represents the largest drop in nearly 50 years. It is also representative of the significant effort South Dakota has dedicated to preserving human life and reducing crashes. While we realize that one year is not a trend, it is important to recognize the overall number of crashes as compared to the increased number of miles traveled, the increased number of registered vehicles and the increased number of licensed drivers in South Dakota has remained fairly steady.

OHS receives funding from two primary sources: the United States Department of Transportation, National Highway Traffic Safety Administration (NHTSA) and the Department of Justice. Multiple funding sources such as 410 alcohol funds, 164 hazard elimination, 2010 motorcycle safety, 408 data enhancement, 402 highway safety, and Department of Justice "EUDL" funds will be utilized to develop and implement the strategies, goals and objective addressed in this strategic plan. These funds provide support to local, state, tribal and other organizations to promote traffic safety on South Dakota's roadways and to combat underage alcohol and drug use. In addition, a $7.00 annual fee on motorcycle registrations is provided to the OHS to help support the South Dakota Safety Council Motorcycle Rider Safety program.

Entities statewide involved in traffic safety continue their struggle to develop strategies to reduce the human and financial hardship placed on our society by highway related fatalities and injuries. To be successful, we must enhance our efforts and be more effective in our method of delivering our safety programs. Part of this enhancement is to insure resources, tools, and training are in place to accomplish these goals.

The 2009 HSP was prepared as a planning document to identify a systematic approach to solving traffic problems identified through the analysis of South Dakota traffic crash data. The HSP reflects objectives for a coordinated effort between national, state, local, tribal and private entities represented on the Roadway Safety Committee. It provides support for a statewide systematic approach to reducing motor vehicle related fatalities and injuries as well as suggesting specific traffic safety countermeasures.

2009 Highway Safety Goals

Overall Goals

- Reduce the fatality rate per 100 million vehicle miles traveled from 1.72 in 2007 to 1.66 in 2009.
- Reduce the number of traffic crash fatalities from 146 in 2007 to 139 in 2009.
- Reduce the number of injuries resulting from traffic crashes from 5,782 in 2007 to 5,493 in 2009.
- Reduce the number of fatality and serious injury rate per 100M VMT from 12.13 in 2007 to 11.53 in 2009.
- Reduce the fatality rate per 100K population from 18.34 in 2007 to 17.44 in 2009.
- Reduce the fatal and serious injury rate per 100K population from 129.24 in 2007 to 122.88 in 2009.

Programmatic Goals

1. **Occupant Protection**
   - Increase seat belt use from 73% in 2007 to 75% in 2009.
2. **Impaired Driving**
   - Reduce the number of alcohol related traffic crash fatalities from 62 in 2007 to 59 in 2009.
   - Reduce the proportion of fatalities that are alcohol-related from 42.5% in 2007 to 39.9% in 2009.
   - Reduce the alcohol-related fatality rate per 100M VMT from .73 in 2007 to .69 in 2009.
3. **Speed (Police Traffic Services)**
   - Increase the number of citations issued by law enforcement agencies by 5% from the 2007 level identified by the State Unified Judicial System (55,158 citations).
4. **Motorcycle Safety**
   - Reduce motorcycle crashes from 3.2 percent of all crashes in 2007 to 3.0 percent in 2009
   - Reduce fatal motorcycle crashes from 19.2 percent of all fatal crashes in 2007 to 15.0 percent in 2009.
5. **Young Drivers**
   - Reduce the percentage of young drivers (25 and under) from 36.7 percent of the drinking drivers in fatal and injury crashes to 32.0 percent of drinking drivers in fatal and injury crashes.
   - Reduce the percentage of young drivers (25 and under) from 49.3 percent of the speeding drivers in fatal and injury crashes in 2007 to 45 percent of the speeding drivers in fatal and injury crashes in 2009.
6. **Pedestrians and Bicycles**
   - Reduce the number of fatal and injury crashes involving pedestrians and bicycles from the 2007 levels of 7 pedestrian fatalities, 113 injuries, 0 bicycle fatalities, and 101 injury crashes involving pedestrians and bicycles to 6 pedestrian fatalities, 100 injuries, maintain 0 fatal bicycle crashes, and reduce injury crashes involving pedestrians and bicycles to 95.

Problem Identification Process

The Office of Highway Safety works with the Roadway Safety Committee each year to identify the areas most problematic to South Dakota. To address the problem identification task, crash data is organized into specific classifications that can be consistently evaluated. Data is analyzed to identify the high priority areas within the State of South Dakota and to further prioritize and define potential highway safety strategies. This problem identification ensures that the highway safety program addresses specific crash problems, provides the appropriate criteria for the designation of priorities, and provides a benchmark for the administration and evaluation of the overall highway safety plan. The OHS and roadway safety committee utilize the NHTSA problem identification process and guidelines outlined in the NHTSA Program Management Training manual.

The goals of the spring 2008 meeting of the Roadway Safety Committee were:

- To elicit priorities for the Roadway Safety Committee, this will be incorporated into the upcoming FFY09 Highway Safety Plan.
- Build a consensus among members regarding highway safety messaging; consistent messaging strengthens our efforts to promote highway safety and save lives.

The South Dakota Office of Accident Records provided a statistical update on crashes in South Dakota for 2007. Traffic crashes are up but fatalities were down 24% in 2007. This huge decrease in fatalities has generated media interest. County crash data for 2007 has recently been added to the www.state.sd.us/dps/ar website. The 2007 Motor Vehicle Traffic Crash Summary will be available online; printed copies will be made in a limited supply.

Problem Areas - The data provided by accident records to the roadway safety committee revealed and suggested areas problematic to South Dakota. Those areas were as follows:

- Alcohol
  - Checkpoints and saturation patrols combine public education and enforcement to increase the impact of the activity.
  - accounts for about 40% of our fatal crashes
  - the state's alcohol and drug program provides prevention education in schools; these efforts are reinforced by programs like Parents Matter
  - young drivers are involved in a large number of alcohol involved crashes
  - Retailers selling alcohol to minors continues to be a problem as well as securing prosecution for these cases
  - About 20% of all DUI cases are reduced; some counties have a standard protocol for reducing 1st offenses, some depend on what the BAC was.

- Young drivers
  - Young drivers are involved in more crashes than other age groups
  - Alcohol, speed, and lack of seatbelt use are problems for young drivers
  - Education and prevention programs need to be long-term and intense to make an impact on youth.

- Driver's Education is left up to local school districts; some members feel support for driver's education is significant because driving skills impact people throughout their lifetime.
- Graduated licensing has reduced accidents among youth.

- Seatbelts/Child Seats
  - 69% of the fatal accidents in 2007 involved unbelted drivers/passengers
  - Primary enforcement of seatbelt use was discussed.
  - Some members felt that parental role modeling was very important to increase seatbelt use.

- Motorcycle crashes
  - Total crashes remain steady, but fatalities have increased from 22 in 2005 and 2006 to 28 deaths in 2007.
  - Some members of the committee felt that helmets use is essential.
  - The group acknowledged that motorcycle and scooter use will increase due to gas prices.

Engineering of roads was discussed. The Department of Transportation gets a lot of calls about road design; they monitor accident locations and routinely investigate areas that show problems. Not many accidents are caused by road design; most accidents involve a single vehicle, run off the road resulting from driver error.

Driver licensing noted that we have 585,000 licensed drivers in South Dakota; about 20,000 are revoked or suspended at any one time. The group discussed providing a list of revoked/suspended drivers to each county on a monthly basis; this would help law enforcement keep these drivers off the road.

Current Efforts – Projects currently underway throughout the state were identified, as well as their relation to the problem areas mentioned above. Some of those efforts are:

- Alcohol

  - Sobriety checkpoints and saturation patrols by all law enforcement have had an impact in the reduction of fatal crashes.
  - Alive at 25 is a new program sponsored by the Office of Highway Safety and the Highway Patrol; classes are scheduled through the SD Safety Council. This program teaches young drivers to make good decisions. The program was recently featured at the state's attorney conference; it is anticipated that the program will be part of the judicial sentencing for many young drivers.
  - The South Dakota mandatory BAC testing law has had a significant positive impact on DUI conviction rates.
  - The 24/7 program which monitors alcohol use for people convicted of DUI is available in all counties as an option for sentencing and is required for 2nd DUI offenses.
  - Law enforcement members noted that an increase in DUI arrests has resulted in decreasing the number of crashes.

- Availability of alternate transportation is important. Examples include three Safe Rides programs for college students supported by the Office of Highway Safety, "Scooters" in Rapid City which takes the person and their vehicle home, AAA in Sioux Falls which provides free rides home on New Year's Eve, and larger cities usually have some form of public transportation (buses or cabs).

- Seatbelts/Child Seats

  - The Office of Highway Safety's primary seatbelt message is "Buckle Up. Every Trip. Every Time." Click It or Ticket is NHTSA's seatbelt message and works best in states with primary seatbelt laws.

- Motorcycle crashes

  - Please remember to advocate the motorcycle safety courses provided by the SD Safety Council, http://www.southdakotasafetycouncil.org/motorcycle; the SD Safety Council trains about 44% of people who have registered motorcycles.
  - Share the Road is a primary message for the ABATE members; this program provides education to motor vehicle drivers to be aware of motorcyclists, look twice, and allow them room on the road.
  - ABATE will put the Black Hills skills map on the internet.

The FFY09 Highway Safety Plan (HSP) is drafted with input from the Roadway Safety Committee and the Traffic Records Coordinating Committee. NHTSA has identified priority areas for Highway Safety Programs which will form the basis of the HSP; state programs can add priority areas to their plan. Some priority areas are contributing factors, some are special populations, and others have a wide scope or are administrative. The priority areas overlap considerably. A summary is provided below.

SD Office of Highway Safety Priority Areas	
Major Fatality & Injury Contributing Factors	Seatbelts/Child Seats
	Alcohol
	Speed
Special Populations	Motorcycles
	Young Drivers
	Pedestrians & Bicycle Riders
Prevention, Education, & Administration	Public Education
	Police Traffic Services
	Emergency Medical Services
	Drivers Education
	Engineering
	Traffic Records
	Planning & Administration

Highway Safety Priority Areas
Performance Goals and Funded Projects

Occupant Protection

Based on the Statewide Observational Seat Belt Use Survey conducted in South Dakota in June 2007, the State's seat belt use rate is 73%, up from 71.3% in 2006. The national average for 2007 is 82%. In 2007, 68.5% of the drivers and occupants killed in motor vehicle crashes on South Dakota's roadways were not wearing seatbelts. Additionally, 52 of the 108 (48.2%) killed occupants were either partially or totally ejected from the vehicle. A number of factors contribute to disproportionately high numbers of deaths and injuries in rural areas, all of which are reasons why programs addressing the importance of seat belt use are so important. The first group of factors that speak to the need for seat belt use programs are environmental, reflecting conditions that are more likely to occur in rural areas. The second group relates to the types of crashes that are most likely to occur in rural areas. The lifesaving benefits of seat belts are real. Increasing use in rural areas, particularly among those less likely to buckle up, can make a difference.

Although traffic and road congestion are minimal in rural communities, data from the National Highway Traffic Safety Administration show that the fatality rate per million vehicle miles traveled for rural crashes is more than twice the fatality rate of urban crashes. One factor contributing to this risk is the significantly higher number of vehicle miles traveled by people who live in rural communities. The relative scarcity of public transportation and the greater distances between destinations both contribute to this risk factor. Two other factors affecting crash risk are: (1) the greater likelihood that rural residents will be traveling on a roadway that has a speed limit of 55 mph or higher, and (2) that they will be traveling on a roadway that is not straight (rural communities have more curved roads than urban communities).

Timely emergency response and treatment are crucial environmental challenges in rural areas. The longer it takes for EMS personnel to arrive at a crash scene, the more likely it is that crash victims will die before they can reach a hospital.

- It takes more than twice as long for EMS personnel to arrive at a crash scene in a rural community, as compared to an urban community—19 minutes versus 7 minutes.
- Overall, the total time from the occurrence of a crash to delivery of the victim to a hospital averages almost an hour in rural areas (53 minutes) in contrast to about one-half hour in urban areas (36 minutes).

This data demonstrates, once again, that failure to wear a seat belt significantly increases the risk of death and serious injury.

The Benefits of Seat Belt Use

In the event of a crash, there are three basic ways to limit injuries and death to vehicle occupants.

1. Vehicles can be modified to provide better protection for drivers and passengers.

2. Emergency medical services (EMS) can be improved to reach victims more quickly and to provide more extensive medical care.

3. People can buckle the seat belts already in their vehicles.

NHTSA data shows that when lap/shoulder seat belts are used properly, they reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light-truck front-seat occupants, seat belts reduce the risk of fatal injury by 60 percent and the risk of moderate-to-critical injury by 65 percent. (Light trucks, weighing less than 10,000 lbs., also include truck-based station wagons.)

Increasing seat belt use is the simplest and least expensive way to reduce deaths and serious injuries on our roads. During 2007, the Nation's seat belt usage increased to a record 82 percent. This means that over 15,000 lives are now being saved through the use of seat belts. Every percentage point increase in seat belt usage yields an additional 270 lives saved each year, and $800 million in costs saved. Seat belt use saves society an estimated $50 billion annually in medical care, lost productivity, and other injury-related costs.[2] Furthermore, the average inpatient costs for crash victims who don't use seat belts are 55 percent higher than for those who use them.[3]

Rural areas tend to have varying degrees of lower seat belt use compared to national, State, and urban/suburban rates. Generally, pickup truck occupants, teens and young adults, and males in all age groups have low use rates; and use rates among these groups are even lower in rural areas. In looking at the 18 percent of the Nation's population who still are not buckling up, among the most evident are: teens/young males age 16 to 24; rural populations/pickup truck occupants; children 8 to 15 years old; and booster-age children 4 to 8 years old.

South Dakota certainly follows the trends previously described. Teens surveyed (14 to 17) in 2007 showed restraint use of 55.6%, comparable to the 56.5% rate in 2006. Our rural landscape also follows the not only the national trend, but that of our neighboring states of Nebraska and Wyoming. The South Dakota Seatbelt Survey was prepared by Cindy Struckman-Johnson, Ph.D. and Carryl L. Baldwin, Ph.D. from the Human Factors Laboratory at the University of South Dakota and George Mason University of Fairfax, Virginia.

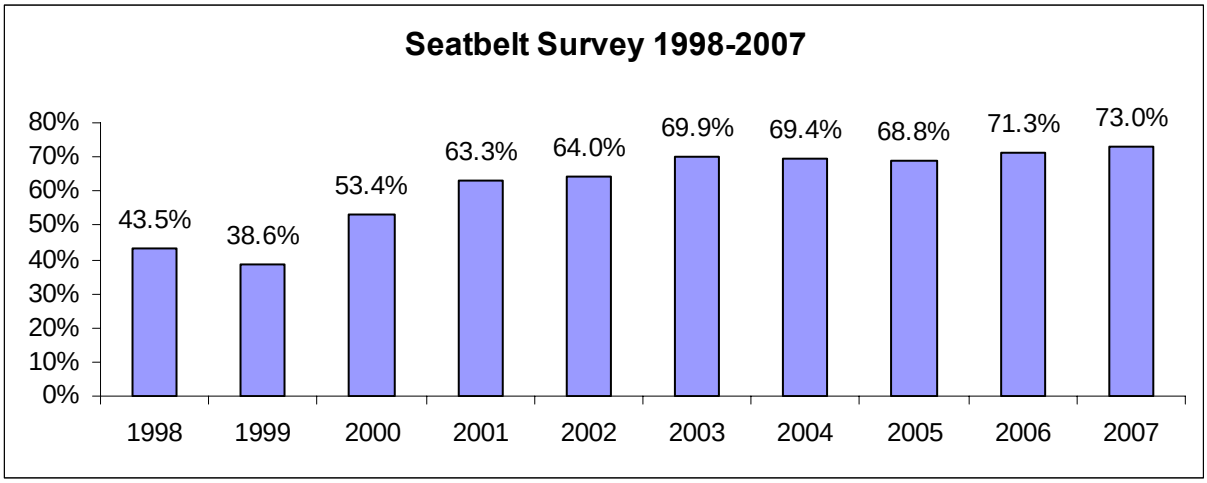
Use rates can also range dramatically from one location and State to the next. Use rates vary depending on a number of factors including whether a State has a primary or secondary seat belt law, how aggressively the law is enforced locally, and social norms of the demographic group or area.

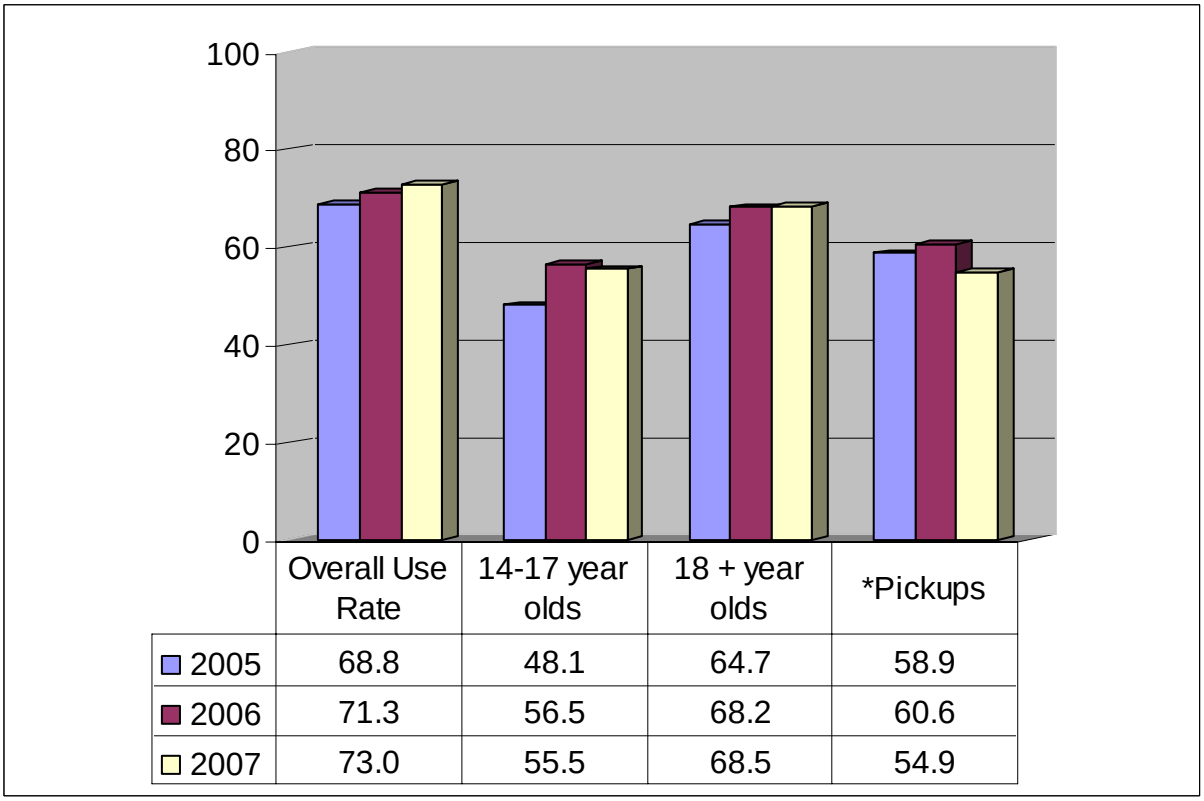
[2] *FY2006 Budget Request Statement*, Dr. Jeff W. Runge, NHTSA Administrator, www.nhtsa.dot.gov/nhtsa/whatis/BB/2006/pages/AdminStmt.htm

[3] *Crash Outcome Data Evaluation System (CODES) Project Seat Belt and Helmet Analysis*, Research Note (Revised), National Center for Statistics and Analysis, NHTSA, February 15, 1996. www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/CODES/codes_rn.pdf

The following graph and chart identify current data trends for South Dakota. highway safety goals, and strategies to achieve those goals.

Seatbelt Survey Data





	Overall Use Rate	14-17 year olds	18 + year olds	*Pickups
2005	68.8	48.1	64.7	58.9
2006	71.3	56.5	68.2	60.6
2007	73.0	55.5	68.5	54.9

Performance Goal

Increase seat belt use from 73% in 2007 to 75% in 2009.

Further increases in the rate of seatbelt use are certainly attainable. The following projects for FFY 2009 will work toward the goal of 75% restraint usage in South Dakota.

Performance Measures

Annual statewide observational seat belt use surveys will continue to be utilized to measure the statewide usage rates for seat belts. The Office of Highway Safety commissioned associates of the Human Factors Laboratory at the University of South Dakota to conduct a probability-based survey of seat belt use in South Dakota in the fall of 1998. This survey was in response to a national initiative by the National Highway Traffic Safety Administration. Seat belt use is surveyed at two hundred and five sites across South Dakota and is based upon federal guidelines established by NHTSA and are in compliance with the "Uniform Criteria for State Observational Surveys of Seat Belt Use" published in the Federal Register on September 1, 1998 (63 FR 463389).

South Dakota will continue monitoring of overall seatbelt use rates in injury and fatality crashes. The Office of Highway Safety will continue to monitor the locations of unrestrained fatal and injury crashes and direct targeted enforcement and education efforts in those areas.

FFY2009 Occupant Protection Projects

South Dakota Highway Patrol

The Highway Patrol will enforce occupant protection laws and provide public education on seatbelts and child safety seats. The Highway Patrol will provide public education by distributing materials on occupant protection, participating in child safety seat clinics as needed, providing rollover simulator demonstrations, and participating in the statewide Buckle Up mobilization in May.

Miss 'Click-It'

Miss Click-It provides educational programs to schools and youth groups. Miss Click-It uses a presentation format developed by the SMILE Association which uses "clowning" to provide a non threatening safety message to young children. Her presentations are primarily requested by schools, but are also delivered at safety events, health fairs, and other youth events.

Project 8

The OHS will continue to partner with the Department of Social Service's (DSS) "Office of Child Services" to coordinate and implement the Project 8 program. Through an established statewide infrastructure DSS is able to provide child safety and parent education. Their efforts remain steadfast in that they will provide a coordinated statewide system of child seat safety education and inspection in South Dakota through Project 8**: "Keeping kids in proper child seats until they're 8 years old."** Child safety seat inspections and seat belt awareness will be available for parents and caregivers of young

children. Certified Technicians will be available in each Community Partner Agency to ensure proper installation and education. South Dakota citizens will be aware of the importance of child passenger safety with an emphasis on booster seat usage.

This project uses a statewide coordinator to oversee the instruction and training of child seat technicians. The grant pays for 1 full time position, 4 part-time regional coordination staff, and 2 part-time services staff to provide technical assistance to the public as well as the technicians in the use and installation of child passenger seats.

In total, the grant pays for 3.3 FTEs on this project. The largest amount of support goes to the Sioux Falls area (1.5 FTE) that does approximately 25% of the state car seat inspections in their region.
The grant also includes costs for the purchase of child seats and educational materials. The services are available statewide to include the identified high risk counties and those at-risk families.

DPS Public Information Officer

The Department of Public Safety Public Information Officer will coordinate highway safety media provided by a contractor, including use of NHTSA developed ad material; develop and distribute public service announcements and press releases; work with the Volunteers of America contractor on local highway safety media and messaging; and provide technical assistance to the Office of Highway Safety as needed.

Paid Media Project (See Addendum D)

To enhance public education, the Office of Highway Safety will retain the services of a professional advertising firm. They will use planner resources available on www.buckleupamerica.org and www.trafficsafetymarketing.gov .

Paid TV and radio ads will be run during the national mobilization 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 demographic.

Seat Belt Survey

An annual observational seat belt survey will be provided by contract agencies, the University of SD and the state Emergency Medical Services Association. The ongoing relationship with these agencies provides experience with the survey. The seat belt survey project will follow guidelines provided by NHTSA.

Volunteers of America

The Office of Highway Safety will work closely with a staff person through Volunteers of America the Dakotas to develop highway safety activity modules that can be used in communities across the state. They will partner will schools and campus staff to engage students in highway safety activities, particularly as it relates to increased seat belt use. Additionally, they will assist the law enforcement liaison in the southeast region of the state with seat belt materials and messaging to distribute to the law enforcement agencies in this area.

Buckle Up Bulldogs

A local community group, including adults and youth, will continue to focus on seatbelt promotion in Madison, SD. This community had a very low seatbelt usage rate several years ago. Through a continuing local effort, seat belt usage rates are slowing increasing.

Public Opinion Survey

A research proposal will be solicited in order to conduct a statewide public opinion survey regarding seat belt use in South Dakota. The awarded contractor will conduct a survey of South Dakota residents as to their perceptions of seat belts, usage throughout the state, and gather information regarding what information the public may find useful in order to increase belt usage in South Dakota. * Exact amount will be determined after RFP solicitation and award.

OCCUPANT PROTECTION		
Agency Funded	**Funding Source**	**Amount**
South Dakota Highway Patrol	402	$50,000
Miss Click It	402	$5,250
Project 8: Child Safety Seats	402	$338,627
DPS Public Information Officer	402	$27,760
Paid Media Project	402/410/2010	$200,000/$200,000/$100,000
Statewide Seat Belt Survey	402	$25,000
Volunteers of America	402	See Young Drivers
Buckle Up Bulldogs	402	$1,860
Public Opinion Survey	408	$75,000*
TOTAL		**$723,497**

Impaired Driving

Based upon statistics from the 2007 South Dakota Motor Vehicle Traffic Crash Summary, alcohol-related fatalities accounted for 62 of the 146 total traffic crash fatalities. (42.5%) This is up slightly from the previous three years. Overall, there were 959 total alcohol-related crashes, the lowest level in the most recent seven years. Alcohol-related crashes consisted of 5.9% of the total crashes, also the lowest percentage in the most recent seven years.

Alcohol-related fatal and injury crashes decreased by 17.1% while non-alcohol related fatal and injury crashes decreased by 1.6% from the 2006 totals. There were 55 alcohol related fatal crashes during 2007, which compares to 67 in 2006. The previous three-year average was 63 for the years of 2004-2006.

Non-alcohol related fatal and injury crashes in 2007 decreased (1.6%) when compared to 2006 and decreased 5.7 percent from the previous three-year average (2004-2006). There were 522 alcohol related fatal and injury crashes during 2007, which compares to 630 in 2006. The previous three-year average was 637 or an 18.1 percent decrease in 2007.

Driver actions are reported to indicate possible factors that may have contributed to the crashes. These factors are referred to as driver contributing circumstances. Drinking was the leading driver contributing circumstance in fatal crashes during 2007. It was indicated that the drinking of 32 or 18.3 percent of the drivers in fatal crashes contributed to the crash.

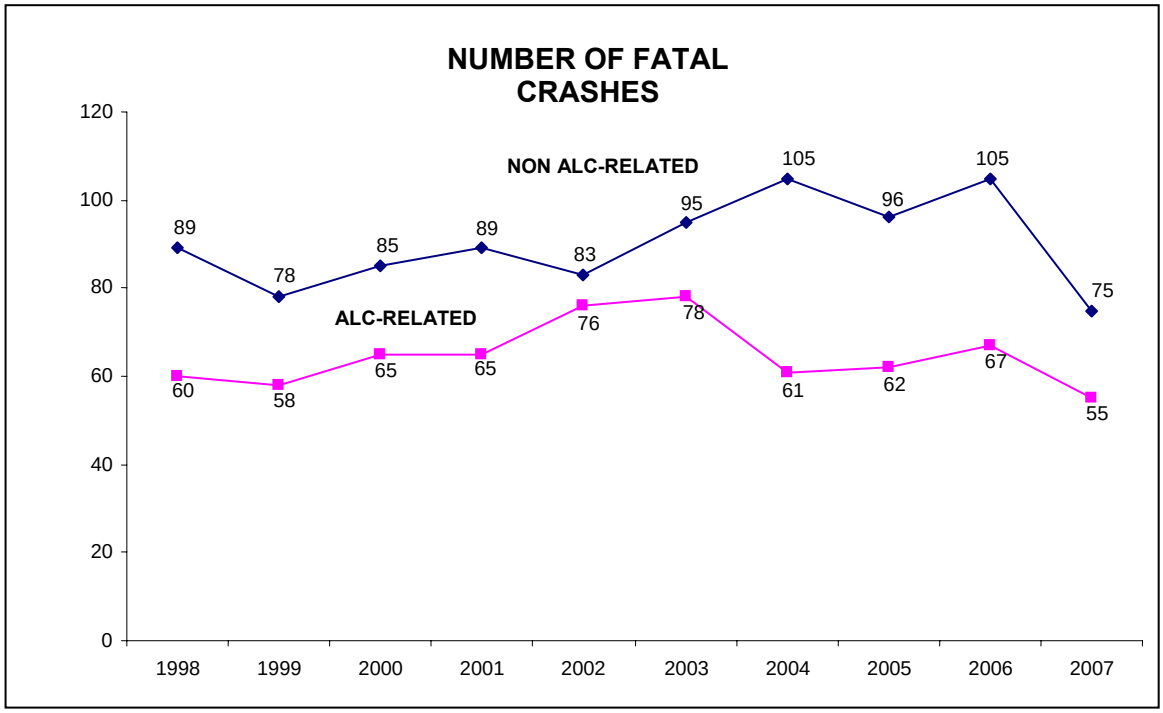
There were 11,756 DWI arrests in fiscal year 2007. This level has gone up 4.2% from the previous three-year average (2004-2006). There were 7,490 DWI convictions in fiscal year 2007. This level has gone up 10.1% from the previous 3-year average (2004-2006).

According to the Section 164 legislation and interim regulations, any state that does not enact and enforce a conforming repeat intoxicated driver law will be subject to a transfer of funds. If a state does not meet the statutory requirements of this program on October 1, 2000, an amount equal to three percent of the funds apportioned to the state on those dates under 23 U.S.C. will be transferred to the state's apportionment under Section 402.

Directives regarding these transfer funds allow for the state to elect to use all or a portion of the transferred funds for hazard elimination activities under 23 U.S.C. 152. The South Dakota Department of Transportation has identified a sufficient number of hazard elimination activities to allow for a portion of the state's Section 164 transfer funds to be used for this purpose. The remaining funds are obligated to the Office of Highway Safety Section 402 to fund projects to reduce fatalities and injuries on South Dakota roadways.

The South Dakota Roadway Safety Committee will provide recommendations to the Office of Highway Safety and the South Dakota Department of Transportation to implement and/or expand countermeasures with a potential to reduce alcohol related crashes, fatalities and injuries in South Dakota.

DOT Hazard Elimination: Funds are transferred to the SD Department of Transportation to be utilized to eliminate data supported traffic hazards.



Performance Goals

Reduce the number of alcohol related traffic crash fatalities from 62 in 2007 to 59 in 2009.

Reduce alcohol-related fatalities from 42.5% in 2007 to 39.9% in 2009.

Reduce the alcohol-related fatality rate per 100M VMT from .73 in 2007 to .69 in 2009.

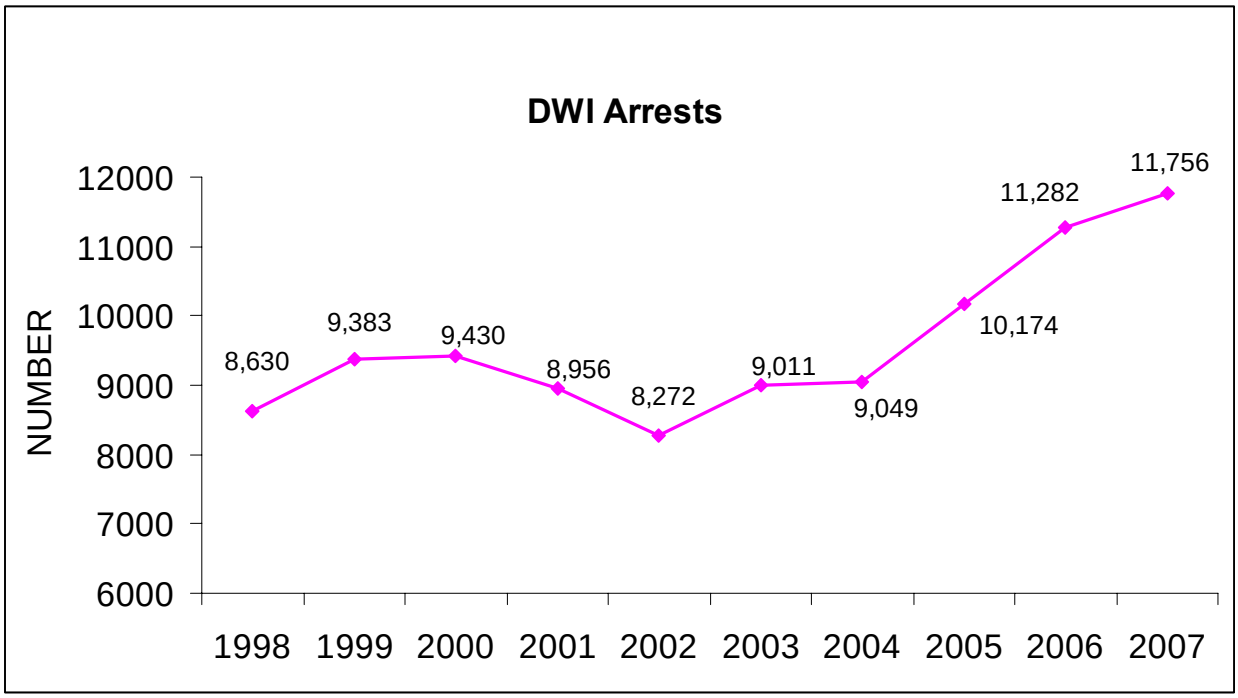
Performance Measures

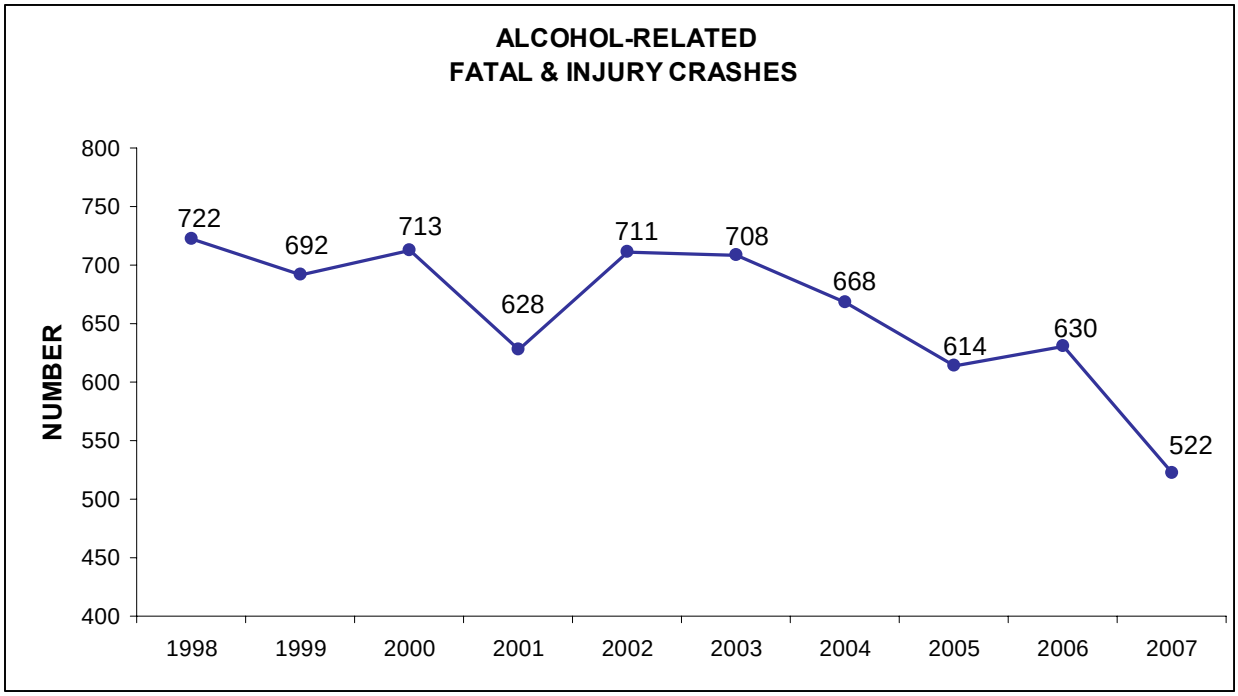
South Dakota will use our analysis of state traffic crash data to measure progress toward the desired goal. Particular attention will be placed upon all crashes which involve alcohol.

The implementation and continued development of TraCS within the law enforcement community will allow for more comprehensive data collection with regard to all traffic crashes, including alcohol-related crashes.

Monitoring and special emphasis upon identification and apprehension of the drinking driver will be encouraged. Local participation in sobriety checkpoints and saturation patrols is encouraged beyond the required participation under Section 410 funds.

A Department of Public Safety media push of additional messaging is planned for FFY2009 (See Media Plan).


DWI Arrests
NUMBER
12000
11000
10000
9000
8000
7000
6000
8,630
9,383
9,430
8,956
8,272
9,011
9,049
10,174
11,282
11,756
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007


ALCOHOL-RELATED
FATAL & INJURY CRASHES
NUMBER
800
750
700
650
600
550
500
450
400
722
692
713
628
711
708
668
614
630
522
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007

FFY2009 Impaired Driving Projects

South Dakota Highway Patrol

The South Dakota Highway Patrol conducts sobriety checkpoints and saturation patrols throughout the state on designated roads based upon captured traffic related violations and crashes. The Patrol continues to coordinate high visibility enforcement campaign with local law enforcement agencies in support of national campaigns as well as sustained enforcement efforts. Highway Patrol will utilize funding for safety training, public education, travel, and incentives to reinforce enforcement strategies in addition to the following methods of operation; Sobriety Checkpoints, NHTSA Mobilizations, Saturation Patrols, and Paid Media

Fatal Accident Crash Team (FACT)

The establishment of a FACT in Pennington County is intended to enhance the investigation and aid in the successful prosecution of drivers who are under the influence of alcohol and/or drugs who cause serious injury or fatal traffic crashes (vehicular battery and vehicular homicide cases). Pennington County is one of the highest alcohol related crash counties in South Dakota. The team concept will eliminate cases being reduced or dismissed due to investigative errors on the part of inexperienced officers. This will be accomplished by organizing and training a focused group of technically specific investigators that will respond to and assist with the investigation of fatal and injury crashes in Pennington County. Participating agencies are: Pennington County Sheriff's Office, Pennington County State's Attorney Office, Rapid City Police Department, South Dakota Highway Patrol, the Traffic Safety Resource Prosecutor, the law enforcement liaison for this area, and the OHS. This grant pays for law enforcement overtime, training for team members, and major equipment to be identified.

Law Enforcement Training

Provides specialized training for South Dakota law enforcement officers in traffic enforcement strategies and investigations. This year, the training academy has selected the following areas of need for the State's law enforcement:

- DUI/SFST Instructor Certification
- Advanced Standardized Field Sobriety Testing

DPS Public Information Officer

The Department of Public Safety Public Information Officer will coordinate highway safety media provided by a contractor, including use of NHTSA developed ad material; develop and distribute public service announcements and press releases; work with the Volunteers of America contractor on local highway safety media and messaging; and provide technical assistance to the Office of Highway Safety as needed.

Volunteers of America (Also Noted in Other Sections)

As described above, an agreement between the Office of Highway Safety and Volunteers of America (VOA) will provide a staff person who will provide turn-key campaign kits and technical assistance to enhance local highway safety efforts including the six state universities.

Assistance provided by VOA will include occupant protection, impaired driving, and pedestrian and bike safety. The campaign kits will closely follow NHTSA's communications calendar. Additionally, the contractor will assist the law enforcement liaison in the southeast region of the state with public education by providing materials, including impaired driving messaging, to law enforcement agencies in this area.

Department of Health (Lab)

The repeal of the implied consent law in 2006, and the introduction of Drug Recognition Experts (DRE) in the state have increased the demands placed upon the Department of Health as they examine samples of suspect drivers. New chemical compounds and substances known to law enforcement but unable to be identified by the lab proves to be voids that impaired drivers slip through. New equipment and an additional FTE hired by the DOH will greatly impact our identification of impaired drivers, and aid in the prosecution of those individuals.

This grant will pay for that portion of an FTE dedicated to the analysis of chemical tests specifically related to traffic stops of suspected impaired drivers and associated equipment.

Rapid City PD – DUI

Rapid City has a significant number of alcohol related fatal crashes. In 2005, crash records show that Rapid City had 3.75 alcohol related traffic fatalities per 100,000 population. A February 2007 checkpoint in Rapid City yielded one DUI arrest every 7.5 minutes. To reduce alcohol related fatalities and injuries in Rapid City; the Office of Highway Safety will support two full-time officers who will be dedicated to enforcing impaired driving. The Rapid City DUI officers will work with county and state law enforcement; they will embark on a high profile enforcement campaign on TV, radio, and billboards. The project will work with community organizations such as prevention educators, retailers, schools, and MADD.

Traffic Safety Resource Prosecutor (TSRP)

The Traffic Safety Resource Prosecutor (TSRP) will provide critical support and instruction statewide to enhance the capabilities of South Dakota's prosecutors to effectively prosecute traffic safety violations. The TSRP is a contracted resource through the Office of the Attorney General. The TRSP acts as a liaison between the Office of Highway Safety, the Attorney General, and the judicial system. The TRSP provided judicial training on DUI enforcement techniques, sentencing, and intervention strategies. In addition, the TRSP provides support for DUI prosecution.

Parent's Matter (2)

Parents Matter started in 2006 as a pilot project in SE South Dakota in response to 13 area youth killed in alcohol related traffic crashes in the spring of 2006. Prairie View Prevention involved community groups in 15 counties in the SE area of the state into a regional coalition whose theme was "Parents Matter"; parents can make a difference by talking to their kids about alcohol and drugs, and the influence of each as it relates to operating a motor vehicle. The group has expanded to central South Dakota, starting a chapter in the Pierre area as well.

Parents Matter will utilize media, public education, town hall meetings, educational material and innovative resources to enhance public awareness and give parents the tools needed to reduce underage drug and alcohol use. The Governors Office, Attorney Generals Office, Department of Human Services, and the Department of Public Safety have partnered to promote Parents Matter. For example, the Parents Matter website is a link on the state's main webpage as well as on many department web pages.

Higher Education Based Alcohol and 'Safe Ride' Projects

University of South Dakota
South Dakota State University
School of Mines and Technology

There are over 32,000 young people enrolled in South Dakota's public colleges and universities. Research has shown the "binge drinking" rate highest among 18-24 year olds is shockingly high with anywhere from 40-60% of college students admitting to binge drinking. Safe Ride programs are in place to insure students have an alternate means of transportation to get safely home if they have consumed alcohol or any other substance that would impair their ability to safely operate a motor vehicle. The three listed colleges are the recipients of the funds, yet additional post secondary education students in these college based communities are afforded similar options. Specifically, Rapid City is home to Western Dakota Technical Institute, National American University and Oglala Lakota College. These three institutions in addition to the School of Mines and Technology is served by the one program.

This grant pays for two part-time coordinators at the three state universities as well as transportation (operational expenses of the buses, and cab fares) of impaired students, educational materials and activities.

Mountain Plains Evaluation

Nationally, approximately 1/3 of DUI first offenders will have a second offense. The South Dakota Public Safety DUI Program was designed as an effort to reduce the recidivism rate of first time DUI offenders. The program includes a standardized 12 hour curriculum developed specifically for South Dakota through collaboration between the Council of Substance Abuse Directors and the Change Company. Thirteen core substance abuse treatment agencies distributed across the state implemented the curriculum and continue to offer it today. As of December of 2007, approximately 4,000 first offense DUI offenders have participated in the program. This program through its intense follow up has demonstrated that a 'control' group in South Dakota will likely re-offend 16% of the time, the 'cases' under control of the program showed a 10.7% recidivism rate.

This grant pays for Mountain Plains Evaluation to analyze the alcohol prevention system currently implemented in South Dakota and to track DUI first offense violations.

DHS School Based Prevention

The DHS School Based Prevention Program is consistent with NHTSA Uniform Guideline 8 in that it works to alter social norms, change risky or dangerous behaviors, and

create safer environments. This prevention program will promote communication strategies that educate the schools and students on the effects of alcohol, limit the availability of alcohol, and discourage those impaired by alcohol from driving. This school-based prevention program, in elementary schools and continuing through high school/trade school (Grades 2 through 12); play a critical role in preventing underage drinking and impaired driving. These programs are developmentally appropriate and culturally relevant.

Evidence based curricula, specifically Life Skills, Project Northland and Class Action, will be used in tandem with OHS approved alcohol traffic safety education materials. School based prevention specialists, will be trained in youth alcohol impaired driving countermeasures and will complement the classroom education with experiential activities such as "Ghost Out", use of Fatal Vision goggles, mock alcohol impaired crash re-enactments, peer interaction role playing exercises, etc. This program reaches approximately 45,000 students in four large school districts; Sioux Falls, Aberdeen, Rapid City, and Lead/Deadwood/Spearfish. These school districts are located in the more populous areas of the state. Additionally, two of the districts are identified as counties in the top ten alcohol involved crash locations.

The ongoing funding for this program is due to the positive impact described through the Youth Rick Behavior Survey from 2005 to 2007, notably a decrease in the percentage of students reporting either riding in a car with an alcohol impaired driver or driving a car after consuming alcohol. As a specific example, underage alcohol use violations reported to the Sioux Falls School District have shown a decrease.

Funds for this program reimburse classroom instruction and related alcohol impaired driving activities only.

Local Law Enforcement

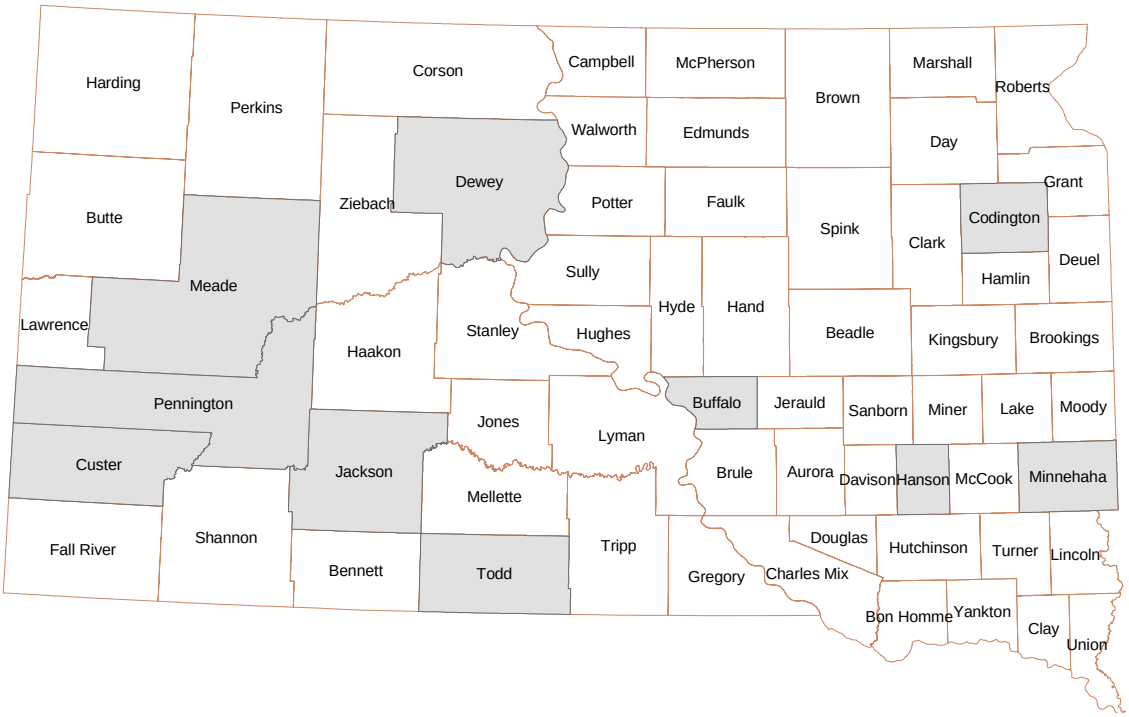
South Dakota law enforcement will continue to focus enforcement efforts on the drinking driver in an effort to remove impaired drivers from the highway. The funding will assist South Dakota to implement a balanced strategic plan to provide essential equipment to law enforcement agencies to enhance and enforce South Dakota laws, weekend alcohol checkpoints, public education, community projects, school based events, activities promoting alcohol related judicial training and alcohol intervention projects. Funding will also assist with technical assistance and support for anti-drinking/drug organizations (such as MADD, SADD) and projects to facilitate community support for the enforcement of South Dakota's traffic laws. South Dakota law enforcement will utilize crash data to target communities that have high crash rates involving alcohol.

Law enforcement agencies participating in enforcement of impaired driving will use overtime to enhance enforcement (saturation patrols and checkpoints) to arrest violators of the state's DUI laws. Agencies will be directed to conduct enforcement at locations where alcohol-related crashes and arrests have occurred.

Law Enforcement Agencies Participating FFY09

South Dakota Highway Patrol	Lead PD
Aberdeen PD	Lemmon PD
Bennett Co SO	Lincoln Co SO
Bon Homme Co SO	Madison PD
Box Elder PD	Marshall Co SO
Brandon PD	Mellette Co SO
Brookings Co SO	Miller PD
Brookings PD	Minnehaha Co SO
Brown Co SO	Mitchell PD
Brule Co SO	Mobridge PD
Butte Co SO	Moody Co SO
Campbell Co SO	Parkston PD
Canton PD	Pennington Co SO – OT/Equip
Centerville PD	Pennington Co SO – STEP
Charles Mix Co SO	Pierre PD Overtime
Cheyenne River Sioux Tribe	Pierre PD Equipment
Codington Co SO	Pine Ridge/Oglala PD
Corsica PD	Rapid City PD – OT and Equipment
Custer Co SO	Rapid City PD – DUI
Davison Co SO	SDSU PD
Day Co SO	Sioux Falls PD – OT and Equipment
Dewey Co SO	Sioux Falls PD – Smart Rides
Edmunds Co SO	Sisseton PD
Elk Point PD	Spearfish PD
Estelline PD	Tripp PD
Faith PD	Turner Co SO
Faulk Co SO	USD PD
Flandreau PD	Union Co SO
Ft. Meade VA PD	Vermillion PD
Groton PD	Wagner PD
Hamlin Co SO	Watertown PD – Special Accident Officer
Hermosa PD	Watertown PD – DUI
Hughes Co SO	Webster PD
Kingsbury Co SO	Worthing PD
Lake Co SO	Yankton Co SO
Lawrence Co SO	

South Dakota Counties with Highest Alcohol Traffic Fatalities 2007



Impaired Driving		
Agency Awarded	**Funding Source**	**Amount Awarded**
South Dakota Highway Patrol	410	$198,500
Fatal Accident Crash Team	410	$75,000
Law Enforcement Training	410	$16,078
DPS Public Information Officer	402	$27,760
Paid Media Project	410	$200,000
Volunteers of America	402	See Young Drivers
SFST Training	EUDL	EUDL
Department of Health (Lab)	410	$100,000
Rapid City PD – DUI	410	$120,000
Traffic Safety Resource Pros.	164	$114,950
Parent's Matter	164	$132,388
Parent's Matter Central SD	164	$16,290
University of South Dakota	164	$24,828
South Dakota State University	164	$48,468
School of Mines & Technology	164	$49,805
Mt. Plains Evaluation	164	$123,333
DHS School Based Prevention	164	$500,000
Local Law Enforcement (Cameras, etc.)	410	$453,306
TOTAL		**$2,200,706**

Police Traffic Services (Speed Enforcement)

Driver actions are reported to indicate possible factors that may have contributed to the crashes. These factors are referred to as driver contributing circumstances. Exceeding the speed limit, driving too fast for conditions, and running off road were other leading driver contributing circumstances in fatal crashes. Failing to yield to another vehicle was the leading contributing circumstance in injury crashes.

Actions described above are influenced through public information messaging and education. The most visible deterrence to these driver actions is the presence of law enforcement. While South Dakota is a sparsely populated state, its wide open spaces and long stretches of seemingly endless roads are patrolled by a finite number of law enforcement. South Dakota has approximately 165 law enforcement agencies statewide. Those agencies employ roughly 1,600 sworn officers to cover the 77, 121 square miles of South Dakota. The State of South Dakota has 83,375 miles of highways road and streets.

The OHS includes in the police traffic services section the following link to the International Association of Chiefs of Police model pursuit policy. For those agencies without a pursuit policy, this is offered as model language and use in development of such policies.

http://iacp.org/documents/pdfs/Publications/VehicularPursuitPolicy.pdf

Performance Goal

Increase the number of citations issued by law enforcement agencies by 5% from the 2007 level identified by the State Unified Judicial System (55,158 citations).

Performance Measures

Performance will be measured by the number of law enforcement citations issued for speeding on municipal, state, interstate, and other roads as summarized in the Unified Judicial System annual report on page 46. http://www.sdjudicial.com/downloads/ar/fy2006/crcd.pdf

FFY2009 Police Traffic Services Projects

A special emphasis will be placed on high visibility enforcement in the high risk counties identified in the 2007 South Dakota Motor Vehicle Traffic Crash Summary as being one of the top 10 high priority counties for alcohol involved fatalities as highlighted on the map above. Funds will be provided to ensure that agencies in the high risk counties have the equipment and overtime required to enhance alcohol and/or speed enforcement efforts in keeping with the rules that govern the funding source. (See page 25 for listing of law enforcement agencies)

South Dakota Highway Patrol

The Highway Patrol will provide statewide enforcement of traffic safety laws; provide public education and safety training. Training will include Drug Recognition Expert, Driving under the

Influence, Standard Field Sobriety Testing, and Child Passenger Safety/Car seat technician training. The Highway Patrol will assist with public education efforts such as Alive @ 25 and Parents Matter and will provide incentives to reinforce enforcement strategies. Support will include overtime, equipment, travel, and other direct costs.

Traffic Enforcement Training

Through a partnership agreement with the South Dakota Law Enforcement Training Academy, South Dakota will provide training in the following:

- DWI Instruction by October 31, 2008
- Advanced Standardized Field Sobriety Testing to officers by December 31, 2008
- Pedestrian/Bicycle Crash Investigation by May 31, 2009
- Investigation of Motorcycle Crashes by July 31, 2009

Law Enforcement Liaison Program

Three part-time Law Enforcement Liaisons will assist local law enforcement agencies to enhance highway safety through enforcement and public education. These efforts will be enhanced through development of an additional LEL in order to better serve the law enforcement needs. The LELs will encourage participation and collaboration with national mobilizations. Their discussion will describe the benefits of traffic safety as a mean to mitigate overall crime in the described community or county.

Dewey County Traffic Enforcement

Dewey County will continue to implement a traffic safety program to provide enforcement to reduce crashes, injuries, and fatalities on Dewey County roadways. Dewey County lies between 2 reservations (Cheyenne River Sioux Reservation and Standing Rock Sioux Reservation), is very rural with very limited resources. The county's population (5,972) is under 1 percent of the State's total, yet represents 4.1% of the fatalities recorded and were disproportionately high compared to the rest of South Dakota. Of the 49 crashes that occurred in the county, 4 were fatal, resulting in 6 fatalities. This program will reimburse the cost of increasing law enforcement time dedicated to operating a patrol vehicle with high visibility emphasis and to conduct additional traffic enforcement versus equipment or overtime.

Pennington County Traffic Enforcement (STEP)

Pennington County is one of the top 10 high risk alcohol fatality counties, and has been identified as such for some time. The Pennington County Sheriffs Office will utilize funds to provide two additional officers, 40 hours per week to do high visibility traffic enforcement in areas or corridors that have been identified through crash and/or traffic citation data as high risk for traffic violation or crashes. These positions were added to the full complement of personnel authorized by the county commissioners. These officers are employed and utilized above and beyond the normal course of duty performed by the remaining workforce.

Cheyenne River Sioux Tribe Law Enforcement

Partnering with tribal law enforcement agencies has long been a goal of the Office of Highway Safety. The Cheyenne River Reservation encompasses both Dewey and Ziebach Counties in South Dakota.

2007 State statistics indicate there were a total of 76 crashes reported with 7 fatalities and 9 of the 76crashes were alcohol related. Other tribal and state crash statistics do not match making it imperative for the Cheyenne River Sioux Tribal Law Enforcement Agency and the State of South Dakota to share and compare information for this grant, to insure accuracy.

The Cheyenne River Sioux Tribe Law Enforcement Agency will deploy department strategies such as high visibility traffic enforcement during special events such as the Labor Day Celebration and during nights and weekends when traffic and traffic violations are at their peak. Cheyenne River Sioux Tribe Law Enforcement Agency has agreed to participate in a minimum of 5 interagency checkpoints during the grant period. They will also conduct a minimum of 4 saturation patrols/checkpoints during national mobilizations as well as a minimum of 4 high visibility events during the remainder of the year. Their goal will be to increase the overall number of DUI/Alcohol arrests by 3 % based on the agency's 3 year average annual arrests of 614.

Oglala Sioux Tribe Department of Public Safety

The Pine Ridge Reservation encompasses both Shannon County and half of Jackson County in South Dakota. Like Cheyenne River, fatal crashes are significantly disproportionate to the rest of the State of South Dakota. In 2006, Shannon County recorded 14 fatal crashes claiming 19 lives. While the numbers of fatal crashes decreased in 2007, statistically, the number of motor vehicle crashes with fatalities and injuries has not stabilized on the Pine Ridge Reservation. Visible police presence coupled with an active law enforcement force aimed at deterring drinking and driving alcohol involvement is a predominant factor in reducing alcohol involved crashes. This project is directed at not only apprehending the drinking driver, but successfully prosecuting that individual as well.

Watertown Police Department – Special Accident Reduction Officer

Watertown, located in northeast South Dakota is growing community experiencing an increase in reportable traffic crashes. The city police department has been an active highway safety agency for years. This project is aimed at areas of 'high risk' as identified through statistics. Use of data by the police department and the South Dakota Office of Accident Records has pinpointed 3 specific locations; US Highway 212 from 21st Street SE east to the junction of I-29, US Highway 81 from 14th Avenue North to 20th Avenue South, and US Highway 20 from 10th Avenue North south to the junction of US Highway 212. The Watertown Police Department have committed to this crash reduction effort for a two year period of time. They will target the identified locations during the times of high collision frequency.

Law Enforcement Equipment (Radar and In-car Cameras)

Equipment for law enforcement agencies will be reimbursed on an 80/20 basis to address traffic enforcement objectives. Based on data from the 2007 South Dakota Motor Vehicle Traffic Crash Summary of the majority of our effort is geared toward the top 10 high priority counties, those with the highest alcohol-related fatalities and injuries. The 71 projects that have been identified utilize the equipment to conduct and/or participate in sobriety checkpoints, and or saturation patrols during the identified national campaigns in FFY 2009.

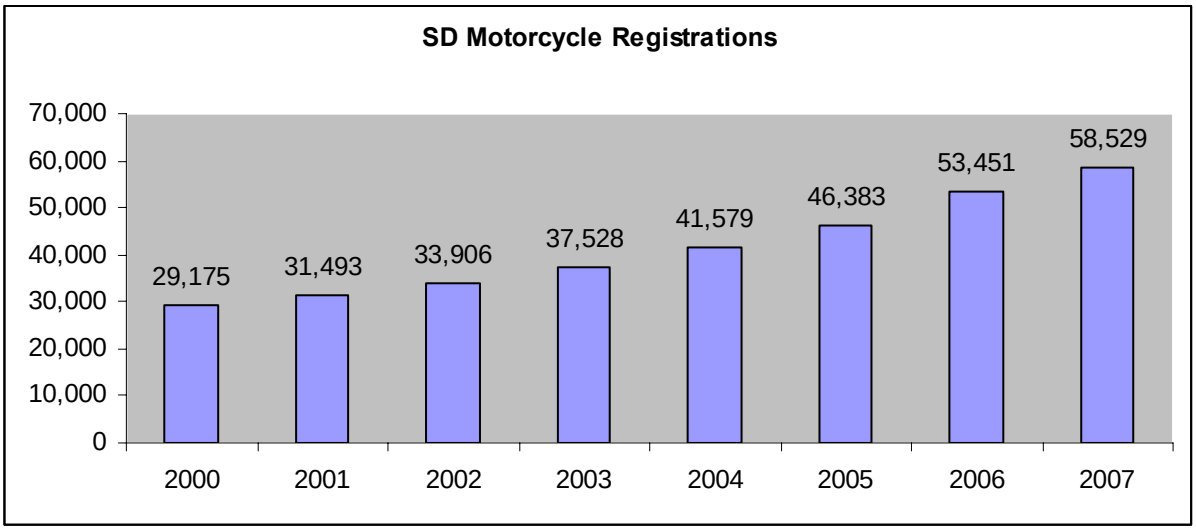
Law Enforcement Overtime

Law enforcement agencies will be reimbursed for overtime when participating in the national mobilizations, checkpoints and/or saturation patrols. Agencies receiving 410 funds will be required to conduct and/or participate in a minimum of four high visibility enforcement activities that consist of either a sobriety checkpoint or saturation patrol.

Police Traffic Services		
Agency Awarded	**Funding Source**	**Amount Awarded**
South Dakota Highway Patrol	402	$210,000
Law Enforcement Training	402/410	See Impaired Driving, Pedestrian and Motorcycle Sections
Law Enforcement Liaisons	402	$57,937
Dewey County Traffic Enf.	402	$12,393
Pennington County STEP	402/410	$58,770/$58,770
SFST Training	EUDL	EUDL
Cheyenne River Sioux Tribe	402/410	$21,787/31,815
Oglala Sioux Tribe DPS	402/410	$19,747/47,895
Watertown PD – SARO	402	$49,840
Local LE Equipment – Radar	402	$135,479
Local LE Equipment – Cameras	410	See Impaired Driving
Local LE Overtime	402	$368,080
TOTAL		$1,096,053

Motorcycle Safety

Motorcycle registrations for South Dakota have increased significantly over the past years. As evidenced by the chart below, an ever increasing amount of registered motorcycles are appearing on the State's highways.



In 2007, 28 motorcyclists were killed and 554 were injured on South Dakota roadways. The number of motorcycle fatalities, 28 in 2007, is a 27% increase from 22 fatalities in 2006.

The Sturgis Motorcycle Rally challenges South Dakota not only to address education and awareness, but to develop strategies to enhance the safety of hundreds of thousands of visiting motorcycle enthusiasts that visit South Dakota to participate in the rally.

Performance Goals:

- Reduce motorcycle crashes from 3.2 percent of all crashes in 2007 to 3.0 percent in 2009
- Reduce fatal motorcycle crashes from 19.2 percent of all fatal crashes in 2007 to 15.0 percent in 2009.

Performance Measures:

- Support and promote motorcycle safety training for all motorcycle licensees.
    1. Promote the Basic Rider Courses for novice riders.
    2. Promote the Experienced Rider Course for experienced riders.
- Collaborate with ABATE (A Brotherhood for Awareness, Training, and Education) and the AMA (American Motorcyclist Association) on public education activities.
- Provide public education to motorists through "Share the Road" media campaigns
- Work with the Department of Transportation to provide early identification of road hazards.

- Enhance motorcyclist awareness of safety equipment such as protective clothing, helmets, etc.

FFY09 Motorcycle Safety Projects

South Dakota ABATE

ABATE will provide public education to motorists through paid and earned media; promote motorcycle training; maintain active membership in the Roadway Safety Committee; and produce and distribute a map of roads in the Black Hills indicating skill rating for motorcyclists.

Ft Meade Rally Support

Ft Meade is located on the edge of Sturgis the Home of the South Dakota Black Hills Motorcycle Rally. The Rally brings in approximately 500,000 motorcyclists during the first two weeks of August annually. This influx of motorcycles overwhelms the traffic control capabilities causing multiple crashes annually in and around the Ft. Meade area. Funds will be utilized to install temporary traffic signals to help reduce the traffic congestion, thus reducing motorcycle involved crashes and injuries.

Traffic Enforcement Training

Through a partnership agreement with the South Dakota Law Enforcement Training Academy, South Dakota will provide training in the following:

- Investigation of Motorcycle Crashes by July 31, 2009

South Dakota Safety Council

Motorcycle training courses are funded by a state motorcycle education fee. The South Dakota Safety Council offers basic and experienced rider courses across the state. Please see http://www.southdakotasafetycouncil.org/motorcycle for more information. Training provided by the Safety Council is not funded with NHTSA grants funds; rather it is funded through State fees collected at the time of motorcycle registration. As of this writing, the 2008 motorcycle training has seen a 21% increase over last year's training courses.

Paid Media

The media contractor will develop and place social norming safety messaging in FFY09. This message will encourage training and use of safety equipment.

Sturgis Rally Enforcement

Sturgis the home of the South Dakota Black Hills Motorcycle Rally held annually each August. The Rally brings in approximately 500,000 motorcyclists during the first two weeks of August. This influx of motorcycles, coupled with a huge outdoor party atmosphere creates a notable highway safety concern. Traffic, at times can overwhelm the traffic control capabilities causing multiple crashes annually in and around congested areas. The geographic layout of the Black Hills creates challenges for novice riders trying to negotiate the winding roads.

Below are the 2008 Sturgis Rally Highway Patrol Final Statistics (9 days of activity).

Item	Sturgis	Rapid City	Southern Hills	Badlands	District Total	Last Year to Date
DUI Arrests	199	36	10	8	253	251
Misd Drug Arrests	162	18	0	11	191	215
Felony Drug Arrests	27	7	0	1	35	44
Other Felony Arrests	2	2	0	2	6	7
Total Citations	984	308	151	176	1619	1176
Total Warnings	2846	706	318	411	4281	2807
Non Injury Accidents	16	7	4	1	28	19
Injury Accidents	33	9	15	3	60	57
Fatal Accidents	1	1	0	0	2	4
# of Fatalities	1	2	0	0	3	5

In consideration that the annual event has now grown to involve the entire Black Hills region, law enforcement is stretched very thin. The rally enforcement proposes to hire additional personnel (off-duty, out of state Troopers) to augment the current level of South Dakota Troopers working this event. Every additional person hired for the 9 day event provides an extra patrol unit available for visibility, deterrence, enforcement, traffic control, and crash investigation; all highway safety related issues.

Motorcycle Information and Education		
Agency Awarded	**Funding Source**	**Amount Awarded**
ABATE	402/2010	$92,550
Ft. Meade Rally Support	402	$6,400
Law Enforcement Training	402	$11,520
SD Public Information Officer	402	$13,880
South Dakota Safety Council	State Funded	$314,200
Paid Media Project	402	$100,000
Sturgis Rally Enforcement	410	$100,000
TOTAL		**$638,550**

Young Drivers

Young drivers are involved in more crashes than any other age group. Of the reported crashes in 2007, 30.4 percent of the drivers were under 25 years of age and 48.1 percent are under 35. Respectively, drivers under age 25 make up just 18.8 percent and drivers 35 and under account for 34.5 percent of South Dakota licensed drivers.

The age of drivers involved in fatal and injury crashes follows the pattern of drivers in all crashes. Those drivers under 25 represent 25.1 percent of the drivers involved in fatal crashes and 33 percent of the drivers in injury crashes. Drivers under the age of 35 make up 39.4 percent of the drivers in fatal crashes and 50.5 percent of the drivers in injury crashes.

Forty-five (25.7%) of the drivers in fatal crashes were 21-34 years of age (see table below).

AGE OF DRIVERS IN CRASHES
2007

	Drivers In All Crashes		Drivers In Fatal Crashes		Drivers In Injury Crashes		Drivers In PDO Crashes	
Age	No.	%	No.	%	No.	%	No.	%
6 - 13	16	0.1	0	0.0	10	0.2	6	0.0
14 - 15	642	2.8	3	1.7	211	3.2	428	2.6
16 - 17	1,659	7.1	8	4.6	534	8.0	1,117	6.8
18	892	3.8	7	4.0	291	4.4	594	3.6
19	780	3.4	5	2.9	239	3.6	536	3.3
20	665	2.9	1	0.6	189	2.8	475	2.9
21 - 24	2,416	10.4	20	11.4	722	10.9	1,674	10.2
25 - 34	4,120	17.7	25	14.3	1,162	17.5	2,933	17.8
35 - 44	3,659	15.7	31	17.7	995	15.0	2,633	16.0
45 - 54	3,644	15.7	31	17.7	999	15.0	2,614	15.9
55 - 64	2,446	10.5	18	10.3	665	10.0	1,763	10.7
65 - Over	2,167	9.3	26	14.9	595	8.9	1,546	9.4
Unknown	167	0.7	0	0.0	42	0.6	125	0.8
				100				
Total	**23,273**	**100**	**175**		**6,654**	**100**	**16,444**	**100**

Source: SD Department of Public Safety – Office of Accident Records

Performance Goal

To decrease the percentage of young drivers involved in injury and fatal crashes by 2 percent a year over the next 5 years. This goal should be close to being an equitable percentage of total license drivers of the same age when compared to the age of those involved in reported crashes.

Performance Measures

- Reduce the percentage of young drivers (25 and under) from 36.7 percent of the drinking drivers in fatal and injury crashes to 32.0 percent of drinking drivers in fatal and injury crashes.

- Reduce the percentage of young drivers (25 and under) from 49.3 percent of the speeding drivers in fatal and injury crashes in 2007 to 45 percent of the speeding drivers in fatal and injury crashes in 2009.

FFY09 Young Driver Projects

Highway Patrol – Alive at 25

This young driver intervention program zeroes in on drivers between the ages of 16 and 24 - the group most likely to be involved in fatal collisions. This highly interactive four-hour program teaches young drivers how to take control of situations by taking responsibility for their own driving behavior.
Alive at 25 teaches young adults that:

- People in their age group are more likely to be hurt or killed in a vehicle crash.
- Inexperience, distractions, and peer pressure cause unique driving hazards.
- Speeding, alcohol, and "party drugs" greatly increase their risk of injury or death.
- As a driver or passenger, they can greatly reduce their risk by taking control.
- Committing to changing their driving behavior makes personal, legal and financial sense.

Sioux Falls Police Department – Smart Ride Project

This activity will incorporate the use of a small two person motorized vehicle (two person side-by-side ATV) equipped with lap and shoulder restraints going through an obstacle course constructed of safety cones. The vehicle would be equipped with safety devices to include a speed governor (to set the maximum speed), a second brake and an ignition shut off switch. These safety devices would be installed to afford the instructor the ability to stop the vehicle if needed. This type of vehicle would give the project the real life feel that is important in this type of demonstration which will give the analogy of an impaired driver rather than a modified vehicle. The students, 14 years old and up, along with an instructor would drive the course without impairment and then again through the course with impairment using Fatal Vision Goggles. Fatal Vision Goggles are training tools used to demonstrate the concept of impairment

and the dangers of impaired driving. During the exercise, the instructor would be discussing the issues of drinking and driving and not wearing seat belts.

DHS Community Based Prevention

The Department of Human Services (DHS) provides safety and prevention resources to communities through Community Prevention Specialists. Specifically, the Office of Highway Safety will collaborate with DHS programs to inject alcohol impaired driving education and injury prevention into their community prevention projects, media campaigns, and outreach efforts. The community prevention specialists are contractually required to participate in four alcohol impaired driving campaigns throughout the contract year, such Thanksgiving impaired driving, Super Bowl, graduations, and the 2 national crackdown periods of Labor Day and 3-D month (December). Their efforts are targeted at the high risk age groups of 18 to 34 year olds. Alcohol impaired driving resource materials will be retained on file with the OHS for consistency in application.

The prevention networks specialists reach all 10 of the identified top ten alcohol impaired crash counties within the state.

VOA (Discussed in Additional Program Areas)

Volunteers of America, Dakotas will develop highway safety activity modules that can be used in communities across the state and coordinate highway safety prevention efforts in the SE area of the state. The following objectives will be addressed through this project:

- Develop highway safety program that can be duplicated in a wide variety of communities throughout the year.
- Provide resource materials and technical assistance to schools and communities through the network of VOA, The Dakotas offices.
- Provide resource materials and technical assistance to safe community coordinators and safety coalitions targeting youth, parents, schools, and community organizations.
- Provide technical assistance to schools and community groups in the SE region of the state to establish highway safety programming.
- Coordinate traffic safety activities in the Sioux Falls and surrounding area communities.

Young Driver		
Agency Awarded	**Funding Source**	**Amount Awarded**
Highway Patrol - Alive at 25!	402	See Police Traffic Services
Sioux Falls PD Smart Ride	402	$16,499
DHS Comm. Based Prevention	164	$125,000
Volunteers of America, Dakotas	402	$71,596*
		*Total VOA Award
TOTAL		**$213,095**

Pedestrian and Bicycle Safety

There were no bicyclists killed in 2007. There were 101 bicycle drivers injured in reported motor vehicle crashes during 2007 The leading factor in bicycle-involved crashes was improper crossing which was reported for 24.8 percent of the injured bicycle drivers. Sixty of the bicycle drivers in crashes had no contributing circumstances. The yearly 1987-2007 trend of bicycle fatalities and injuries is provided below.

BICYCLE FATALITIES AND INJURIES
1987 - 2007

Year	Fatalities	Injuries
1987	1	157
1988	2	137
1989	2	144
1990	3	135
1991	4	147
1992	1	161
1993	0	179
1994	0	156
1995	1	122
1996	2	139
1997	1	115
1998	2	133
1999	0	102
2000	1	120
2001	1	105
2002	1	87
2003	1	109
2004	1	77
2005	0	99
2006	1	92
2007	**0**	**101**

There were 7 pedestrian deaths and 110 injuries in motor vehicle crashes during 2007. The youngest pedestrian killed was eighteen years old, while the oldest was 84. Of the injured pedestrians, 14.5 percent were between the ages of 5-13. Cities accounted for 88.2 percent of the pedestrian injuries, while 100 percent of the fatalities were rural. Of the 7 pedestrians killed, 5 were male and 2 female. Of the 110 injured, 63 were male and 47 female.

Officers reported that 4 of the 7 pedestrians killed had been drinking alcohol.

Performance Goal

To maintain a zero fatal bicycle year for FFY 2009, and to decrease the number of pedestrian fatal and injury incidents by 10 percent. While the numbers of pedestrian and bicycle injuries

and fatalities is less than 5 percent of the state total, the numbers reported for 2007 are fairly consistent over the past few years.

Performance Measures

The Office of Highway Safety will continue ongoing analysis of pedestrian and bicycle crash data, including the age of victims, crash location, and alcohol involvement. We will direct enforcement and education campaigns to targeted locations and audiences to achieve the identified performance goal.

FFY09 Pedestrian and Bicycle Projects

EMSC/Don't Thump Your Melon Bike Safety

South Dakota Emergency Medical Services for Children (SDEMSC) will facilitate the planning and implementation of the injury prevention/safety tent at the Sioux Empire Fair in August 2009. More than 20 partners will work to provide 5,000 individuals with bike safety, seat belt and child seat information, and impaired driving educational demonstration. More than 475 volunteer hours will be provided during the event to provide injury prevention and safety activities. More than $6,500 in educational materials and volunteer hours are donated annually by partnering agencies to support this effort.

Additional resources are direct toward EMSC in the upcoming year to further enhance a statewide approach to public information and education. While the EMSC emphasis is on bicycle safety, information on pedestrian activity is also referenced.

Traffic Enforcement Training

Through a partnership agreement with the South Dakota Law Enforcement Training Academy, South Dakota will provide training in the following:

- Pedestrian/Bicycle Crash Investigation by May 31, 2009

Safe Routes to School Program

The Office of Highway Safety will collaborate with the Department of Transportation's Safe Routes to School Program on mutual pedestrian and bike safety projects. The Safe Routes coordinator is a member of the Roadway Safety Committee.

Pedestrian and Bicycle Safety		
Agency Awarded	**Funding Source**	**Amount Awarded**
EMSC	402	$22,113
LET Training	402	$12,020
TOTAL		**$34,133**

Additional Areas

Traffic Records

In FFY09, the Office of Highway Safety will continue to support and coordinate a multi-agency, statewide Traffic Records Coordinating Committee (TRCC) which is committed to improving the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data for highway safety purposes at the local, state, and national levels. Traffic records data provides the basis for defining, managing, and evaluating traffic safety activities and performance.

Administrative Performance Goal:

- Improve the coordination and improvement of the Traffic Records System in South Dakota.

Performance Measures:

- Quarterly TRCC meetings.
- Enhance and support a statewide crash database that will interface data sources and provide user-friendly reports.
- Support development of a statewide trauma registry system.

Traffic and Criminal Software (TRaCS)

The timeliness of the crash reporting system will be improved with electronic crash reporting. Using electronic reporting decreases the time it takes an officer to complete a crash report. Electronic reporting will be implemented incrementally: the State Highway Patrol implemented TraCS electronic reporting in late fall 2007.

Local law enforcement will implement electronic reporting as interface software, equipment, and training becomes available.

The objective of electronic reporting is to reduce the average number of days for entering crash reporting into the SDARS from an average of 14 days to 4 days by 6/15/09.

TraCS is a customizable data collection system that can be used by local and state law enforcement and motor vehicle agencies. Funding to support this project will consist of equipment to gather and enter the data such as laptop computers, portable scanners to read bar codes, portable printers and GPS equipment. Funds will also be utilized to update our current SDARS and local computer systems to allow for interface to send and receive data between systems. A combination of 408 and 402 funds will be utilized to complete this project.

911 Rural Addressing

South Dakota continues to improve the accuracy of the roadway file by minimizing the number of "unknown" road names in the file. Rural addressing creates a physical address for each local road. Forty-seven counties have completed rural addressing; this data has been imported into the

state's roadway file. An additional 2-3 counties each year will have rural addressing completed until all 66 counties in the state are completed by 2011. Approximate grant award per county is $40,000.

Funds will be used throughout 4 counties identifying 911 addresses which will enhance the ability of emergency responders and location data for traffic crashes. This project is being funded by both local resources and 408 funds.

National Emergency Medical Services Information System (NEMSIS)

In FFY09, the Office of Highway Safety will provide support for maintenance of the South Dakota NEMSIS database system. The NEMSIS project started in FFY08; in FFY09, training and maintenance of the new system will be needed. NEMSIS will contain data from EMS services, pre-hospital, and trauma data in one system. States will be able to use the NEMSIS data to evaluate patient care, develop treatment protocols, and analyze performance of EMS agencies.

Data & Technology/Traffic Records		
TraCS	408	$200,000
Turner County 911	408	$12,984
Mellette County 911	408	$40,000
Jones County 911	408	$16,933
Hyde County 911	408	$6,120
NEMSIS	408	$50,000
TOTAL		**$326,037**

Engineering

Engineering is a key component of traffic safety. The Office of Highway Safety works closely with the Department of Transportation on traffic safety projects. One of those projects, supported through the Department of Transportation, is an ongoing study which looks at South Dakota and surrounding states to compare crash factors and prevention strategies to identify best practices. Data from Roadway Safety Audits and Roadway Safety Audit Reviews will identify crash patterns related to roadway design and/or signage problems. Additional engineering projects that improve traffic safety include traffic signal maintenance and management; improvements in pavement markings and traffic control signs, and using software to identify dangers in work zones.

DOT Traffic Engineer

The majority of local governments do not have the expertise on their staff to deal with signing, to identify the hazardous locations, to conduct safety studies, or to develop effective countermeasures. To meet these needs, the office of Highway Safety provides support to utilize a safety engineer from the Department of Transportation to provide traffic engineering services to local jurisdictions. Signing improvement projects have reduces crashes from 5-15% over the past 3 years.

Performance Measures:

- Assess the traffic engineering needs of 8 to 12 local jurisdictions in FFY 2009.
- Provide professional traffic engineering services to approximately 25 local jurisdictions during FFY 2009 in accordance with current national standards.
- Support 911 rural addressing projects by providing engineering guidance and Distance Measuring Instruments.
- Conduct safety studies to determine an effective countermeasure for hazardous locations.

Roadway Safety Committee

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

Sioux Empire Driver Education

The Sioux Empire Safety Village works with the Multi-Cultural Center in Sioux Falls, SD to provide driver education to refugees and immigrants. Part of the driver education program uses driving simulators which are used to practice driving skills before the student gets behind the wheel in real traffic. In FFY09, support will be provided for interpreters, maintenance of the simulators, an additional monitor for a driving simulator, and a stipend for a driving education coordinator.

Growing Up Together

Growing Up Together is a community based coalition that actively promotes traffic safety issues including impaired driving by youth and promotion of child safety seats. Growing Up Together will sponsor a "Think and Drive-Stay Alive" presentation at the Pierre High School and sponsor Kids Safe Saturday which features a car seat and seatbelt clinic. Growing Up Together will also provide public education to the Pierre community through radio ads and other resource materials.

DPS Web Page Development

Highway Safety and Traffic Safety are priorities in South Dakota. To encourage interaction, provide information to the public, and to foster improved awareness safety-related topics, the development of an informational web document is crucial in today's age of instant information. Development of communications materials available to the public as well as to law enforcement and educators will be paramount. This would include web design, web content recommendations and web development involving aesthetic and usability of information in a particular medium for the South Dakota Department of Public Safety.

Emergency Response Services

Annually, approximately 7,000 ambulance calls are in response to motor vehicle, motorcycle, pedestrian, all terrain vehicle, or bicycle injuries. In FFY 2009, the Office of Emergency Medical Services will train new ambulance personnel, re-certify first responder personnel, provide defensive driving courses for responders, provide basic trauma and pre-hospital trauma life support courses as well as recertify EMT-Basic's. South Dakota's training follows the guidelines of the 1994 DOT-EMT-Basic and DOT 40 hour First Responder curriculum.

Funds will be provided for travel to enhance the knowledge and training of EMS staff through attendance and participation in annual conferences and training seminars such as National Council of State EMS Directors, National Council of State EMS Training Coordinators and Lifesavers.

FFY09 ERS Performance Measures

1. Train 500 newly trained EMT-Bs
2. Train 50 newly trained EMT-Intermediate/85s
3. Train 50 newly trained EMT-Paramedics
4. Conduct 25 defensive driving courses for responders
5. Conduct 12 Basic Trauma Life Support or Pre-hospital Trauma Life Support Courses.
6. Support refresher training to 3,000 EMTs and recertify 1,300 EMTs.

Note: Addendum 'A' attached to justify Highway Safety's budget apportionment.

Safe Community Program Management

In South Dakota, many communities and safety advocates collaborate to promote safety and injury prevention. The Office of Highway Safety will provide staff to collaborate with existing programs to inject highway safety education and injury prevention into their prevention projects, media campaigns, and outreach efforts.

Funds will be obligated to assist communities develop, implement and coordinate education materials, safety projects, program evaluation, problem identification /data collection, training, travel expenses, and media to enhance community awareness of highway safety and drug/alcohol prevention strategies.

Travel expenses will support staff and safety partners for training opportunities for community coordinators to attend in and out of state training to develop the skills and knowledge to implement data supported evidence based programs that address highway safety and drug/alcohol problems in SD communities.

Planning and Administration

This project provides the necessary staff time and expenses incurred by the Office of Highway Safety that are directly related to the planning, development, coordination, monitoring, auditing, public information and evaluation of projects within the program area including the development of the FFY 2008 South Dakota Highway Safety Plan. Staff and percentage of time devoted directly to the Office of Highway Safety Program include: the Director of Highway Safety 100%

and Fiscal Manager 80%. Funding is provided to support program staff salaries, benefits, travel to highway safety related trainings, and office expenses.

The Secretary of the SD Department of Public Safety, the Governor's Representative for Highway Safety, has the overall responsibility for the coordination of South Dakota's Traffic Safety Program and the development of the Highway Safety Plan. 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.

The Director of the Office of Highway Safety has the overall responsibility for meeting program requirements and supervises fiscal and program staff. The Management Analyst is responsible for coordination of community programs. The Fiscal Manager is responsible for the accounting and financial reports required for reimbursement. The Public Information Officer coordinates media and educational resource activities.

U.S. DOT policy requires that federal participation in Planning and Administration (P&A) activities shall not exceed 50% of the total cost of such activities or the applicable sliding scale rate (54.88% for South Dakota) in accordance with 23 USC 120. 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.

Performance Measures

- The Office of Highway Safety will review the highway safety strategies and obligated funds to insure funds are obligated proportionately to the severity of injury factors based on South Dakota data analysis.
- Administer and disperse highway safety funds to reduce death and injury from motor vehicle crashes and underage drug and alcohol use in South Dakota.
- Document problem identification to support justification of the FFY 2009 HSP projects.
- Develop, coordinate, monitor and administratively evaluate highway safety projects identified in the FFY 2009 HSP.
- Solicit involvement of partners including the TRCC and Roadway Safety Committee in highway safety projects.

Additional Areas		
Agency Awarded	**Funding Source**	**Amount Awarded**
SD DOT Traffic Engineer	164HE	$114,104
Growing Up Together	402	$2,400
DPS Web Page	402	$50,000
EMS Training	402	$225,880
Roadway Safety	402	$15,000
Sioux Empire Driver Education	402	$31,445
Safe Community Program Management	402	$75,000
Planning and Administration	402	$91,000
TOTAL		**$604,829**

2009 HSP FINANCIAL BUDGET

PROJECT #	PROJECT NAME	402 Funds	408 Funds	410 Funds	2010 Funds	164 Funds
OCCUPANT PROTECTION						
21-01	SD Highway Patrol	$50,000				
22-02	Miss Click-it	$5,250				
22-01	Project 8	$338,627				
28-05	DPS Public Information Office	$27,760				
28-01	Paid Media Campaign	$200,000				
26-02	Seat Belt Survey	$25,000	$75,000			
22-03/04	Madison Buckle Up Bulldogs	$1,860				
IMPAIRED DRIVING						
21-04	SD Highway Patrol			$198,500		
20-10	Fatal Accident Crash Team			$75,000		
21-05	Law Enforcement Training			$16,078		
28-05	DPS PIO			$27,760		
28-04	Paid Media Campaign			$200,000		
24-01	Volunteers of America		See	Young	Driver	
20-08	DOH BAC Equipment			$100,000		
21-12	Rapid City DUI Program			$120,000		
20-04	Resource Prosecutor					$114,950
20-01/02	Parents Matter-Prairie View					$132,388
20-03	Parents Matter-Central SD					$16,290
20-06	USD Alcohol Program					$24,828
20-05	SDSU Alcohol Program					$48,468
20-07	School of Mines Alcohol Prog					$49,805
26-01	Mountain Plains Evaluation					$123,333
32-02	DHS School Based Program					$500,000
28-08/09/10	Local Law Enforcement			$453,306		
POLICE TRAFFIC SERVICES (Speed Enforcement)						
21-01/02/03	SD Highway Patrol	$210,000				
21-06	Law Enforcement Liaisons	$57,937				
21-13	Dewey County Traffic Enforce	$12,393				
21-11	Pennington County STEP	$58,770		$58,770		
21-12	Rapid City DUI		See	Impaired	Driving	
21-16	Cheyenne River Sioux Tribe	$21,787		$31,815		
21-15	Oglala Sioux Tribe	$19,747		$47,895		
21-14	Watertown PD - SARO	$49,840				
21-07	Law Enforcement Equip-Radar	$135,479				
21-08	Law Enforce Equip-Cameras		See	Impaired	Driving	
21-09/10	Law Enforcement Overtime	$368,080				

Project#	Project Name	402 Funds	408 Funds	410 Funds	2010 Funds	164 Funds
MOTORCYCLE SAFETY						
25-01/02	ABATE				$92,550	
25-03	Ft. Meade Rally Support	$6,400				
21-04	Law Enforcement Training	$11,520				
28-05	DPS PIO	$13,880				
N/A	South Dakota Safety Council			**STATE**	**FUNDS**	**$314,200**
28-04	Paid Media Campaign	$100,000				
25-04	Rally Enforcement			$100,000		
YOUNG DRIVERS						
21-01	SDHP – Alive at 25!		See	Police	Traffic	Services
20-09	SFPD Smart Ride	$16,449				
24-02	DHS Prevention Program					$125,000
24-01	Volunteers of America	$71,596				
PEDESTRIAN & BICYCLE SAFETY						
24-05	SDEMSC	$22,113				
21-04	Law Enforcement Training	$12,020				
TRAFFIC RECORDS						
26-03	TraCS		$200,000			
26-05	Turner County 911		$12,984			
26-06	MelletteCounty 911		$40,000			
26-07	Jones County 911		$16,933			
26-08	Hyde County 911		$6,120			
26-04	NEMSIS		$50,000			
ENGINEERING						
27-01	DOT Traffic Safety Engineer					$114,104
ADDITIONAL AREAS						
24-03/04	Growing Up Together	$2,400				
24-07	DPS Web Development	$50,000				
23-01	EMS Training	$225,880				
30-01	Roadway Safety Committee	$15,000				
29-01	Sioux Empire Driver Ed	$31,445				
24-06	Safe Communities Prog Mgt	$75,000				
31-01	P&A	$91,000				
32-01	DOT Hazard Elimination					$4,000,000
	TOTALS	**$2,327,233**	**$401,037**	**$1,429,124**	**$92,550**	**$5,249,166**

Highway Safety Programs Funded with State or EUDL Funding			
Project No.	**Project Name**	**Fund**	**Amount**
	Aberdeen Court Services	EUDL	$10,545
	Aberdeen Simmons Middle School	EUDL	$27,880
	Aberdeen YAPA	EUDL	$9,500
	DHS Diversion	EUDL	$115,000
	Planning and Administration of EUDL Program	EUDL	$8,000
	SFST Alcohol Training and PBTs	EUDL	$50,000
	South Central Alcohol Task Force	EUDL	$16,450
	Teen Court Association	EUDL	$105,000
	SD Safety Council	State	TBD

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;

49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations;

23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs;

NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs; and

Highway Safety Grant Funding Policy for Field-Administered Grants.

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,

- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash draw downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient

records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
b. Establishing a drug-free awareness program to inform employees about:
    1. The dangers of drug abuse in the workplace.
    2. The grantee's policy of maintaining a drug-free workplace.
    3. Any available drug counseling, rehabilitation, and employee assistance programs.
    4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    1. Abide by the terms of the statement.
    2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –
    1. Taking appropriate personnel action against such an employee, up to and including termination.
    2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by Federal, State, or local health, law enforcement, or other appropriate agency.
g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification:

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge

and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that is it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

_____

Governor's Representative for Highway Safety

_____

Date

Addendum A

Emergency Medical Services

The Office of EMS provides mandatory refresher training for 3500 currently certified EMS Personnel and initial EMT-Basic training for approximately 400 people in the State of South Dakota yearly. Training provided is as follows:

1. EMT's = 3000 at a mandatory 15 hours per year = 45,000 hours of training

2. ALS (Advanced Life Support) = 500 at a mandatory 30 hours per year = 15,000 hours of training

3. Initial EMT-Basic Course = 400 at 120 hours per person = 48,000 hours of training.

To determine the value of volunteer training hours, the EMS Program used data from the following: http://www.tgci.com/magazine/01fall/volunteertime4.asp . The 2000 rate was used, inclusive of fringe benefits which is $15.39 per hour (wage + fringe benefits; both allowable cost factors).

$1,622,120	Volunteer Hours (108,000 x $15.39)
497,970	Training Budget (80% of EMS Program Budget of $622,463)
$2,160,090	
x 13.4%	Proportionate share (percent of EMS responses for traffic crashes)
$298,092	
$225,880	**Request for assistance from Highway Safety FFY09**

The following table shows how proportionate share was determined. At this time, the lack of reported data is estimated at 4 to 8% regarding the percentage of traffic crash related calls. When fully operational, NEMSIS will provide improved data including EMS response rates for traffic crashes. As shown below, EMS responses to traffic crashes average 13.4% over time.

	2000	2001	2004	2005
Total number of EMS Response for Services (only calls responded to, not total 911 calls received)	49,012	47,515	38,619	36,399
Total motor vehicle collision responses	7,262	6,634	4,740	4,563
Percent of motor vehicle responses compared to total number of response for services	14.8%	14.0%	12.3%	12.5%
Average Motor Vehicle Collision Responses	13.4% of EMS Response Calls			

Addendum B

Equipment Requested

Speed Board (s)

(1) The town of Mobridge, SD has a speed related problem they would like to address with the assistance of a trailer mounted speed board which will be used in concert with overtime for speed enforcement and radar equipment.

The Mobridge Police Department consists of 7 full time sworn Officers and 1 part time sworn Officer as well as 4 patrol vehicles and 2 bicycle units. The City of Mobridge, population approximately 3,500 grows dramatically through out the year due to several events and promotions of the community which make Mobridge a very popular tourism attraction. Some of the events are fishing tournaments, basketball and baseball tournaments, live bands within our community as well as neighboring communities. Mobridge borders the Standing Rock Indian Reservation along the Missouri River with Highway 12 going through the heart of Mobridge. The following will show Mobridge traffic statistics for the last 3 year period:

	2005	2006	2007	3 year AVG.
DUI	32	39	37	36
Speed Arrest	41	56	88	45
Speed Warning	43	79	83	68
Seat Belt Arrest	21	6	10	12
Seat Belt Warning	10	0	60	23
Drugs	0	12	5	5

In 2006 Mobridge had 36 motor vehicle crashes with 10 resulting in injury and 0 fatalities and in 2007 there were 31 motor vehicle crashes with 14 resulting in injury and 0 fatalities.

The City of Mobridge has 3 Public and 2 Private Schools. The Mobridge Police Department is unable to provide adequate protection and enforcement throughout the school zones because of the number of schools in our city and our lack of funding for adequate staffing. The Mobridge Police Department currently has one patrol vehicle that is not equipped with radar equipment to enforce speed limits in school zones and other target areas of the City of Mobridge such as US Hwy 12 where a majority of motor vehicle accidents occur. The motor vehicle traffic around our public/private schools before and after school each day creates a hazard for both motorists and pedestrians. The Mobridge Police Department currently has 7 full time sworn officers and usually only 1 officer available during school hours. In 2009, the Mobridge School District student population is also going to be increasing due to the consolidation with the Pollock School District.

The Mobridge Police Department will increase speeding citations from a 3 year average of 45 from 2005-2007 to 50 in federal fiscal year 2009. We hope to accomplish this goal with the use of high visibility presence through bike patrol, foot patrol, patrol vehicles, and the speed board. Through the use of the speed board's data collection device and a hand-held radar gun, we hope to show a reduction in school zone traffic violations. The Mobridge Police Department will also add an additional radar unit to an unequipped patrol vehicle to increase our enforcement efforts

in the target areas. We also hope to show more police presence through the use of the requested equipment which will improve traffic safety. The Mobridge Police Department will also produce a minimum of 4 P.S.A.'s through out the school year to educate the public about the stepped up efforts in and around our public and private schools in the City of Mobridge.

The Mobridge Police Department will participate in the National Mobilizations and do a minimum of 4 check points or saturation patrols during this grant period. The Mobridge Police Department will also work closely with the Sheriffs Department and other City Police Departments in the county making the speed board with data collection available to them upon request.

Although traffic citations issued by the bike patrol unit and patrol vehicle may show an increase in traffic tickets initially, it is hoped that with the continued efforts it will show a decrease over time. The traffic speed of motor vehicles in school zones will also be measured through the data collection capability of the speed board. We will also be able to evaluate our traffic enforcement efforts by comparing motor vehicle crash statistics from 2009 with crashes that occurred in past years.

The Mobridge Police Department will continue to report on the Highway Safety website and also to the office of Accident records to continue to track our efforts.

1. Trailer mounted speed board with data collection - $8,100.00
2. Hand-held battery operated radar unit - $1,100.00
3. Patrol vehicle radar unit - $1,577.00

TOTAL - $10,777.40
Federal Request @ 80% = $8,622
Local Match @ 20% = $2,155.40

The Mobridge Police Department has agreed to share this equipment with both the Dewey County Sheriff's Department and the Walworth County Sheriff's Office.

(2) Custer County Sheriff's Office is requesting to purchase a speed trailer for use in reduction of speeding violations as well as education of local residents and tourists alike. In fiscal year 2006 they issued 220 citations for speeding and for fiscal year 2007, issued 375 citations for speeding. This trailer would be utilized year round in Custer State Park, the County of Custer, and shared with the cities of Custer, Hermosa, Fairburn, and Buffalo Gap. Wind Cave as well as Jewell Cave National Park would be able to utilize the speed trailer as well.

There is high traffic throughout the year with such events as the 4th of July celebration both in Custer and Iron Mountain US/HWY 16A for the Mount Rushmore fireworks; the Pine-Ridge Indian Reservation annual Pow-Wow; the State of South Dakota Buffalo Round-Up/Sale and Arts in the Park. The speed trailer will also be utilized for education and subsequent enforcement in and around School Zones.

A detailed annual plan for advertising the use of this speed board, the educational component and the enforcement follow up will be contained in the project file.

TOTAL - $11,308.00
Federal Request @ 80% = $9,046.40
Local Match @ 20% = $2,216.00

ATV and Trailer

Sioux Falls Police Department – Smart Ride program is aimed at early age drivers (14 and above) to combat crashes involving drivers between 14 and 18 years of age. The 2007 statistics show there were 14 young drivers between the ages of 14 and 18 years killed in crashes with 1017 individuals injured in the same age group. During 2006, in the Sioux Falls area, we lost 7 young people alone! (SD Department of Public Safety-Accident Records Section)

This is not just a state or local problem. The National Youth Risk Behavior Surveillance—United States, 2007 (YRBS) gives us much of the same information. Nationwide, 11.1% of students had rarely or never worn a seat belt when riding in a car driven by someone else. During the 30 days preceding the survey, 29.1% of students nationwide had ridden one or more times in a car or other vehicle driven by someone who had been drinking alcohol and during the same time, 10.5% of students nationwide had driven a car or other vehicle one or more times when they had been drinking alcohol.

The Sioux Falls PF activity will incorporate the use of a small two person motorized vehicle(two person side-by-side ATV) equipped with lap and shoulder restraints going through an obstacle course constructed of safety cones. They have explored other options, but believe the ATV style of vehicle would fit their needs due to its substantial construction. Many of the other model vehicles limited load capacity to around 350 pounds. With a target student age range being 14 years and up, this capacity would not meet their needs. The vehicle would be equipped with safety devices to include a speed governor (to set the maximum speed), a second brake and an ignition shut off switch. These safety devices would be installed to afford the instructor the ability to stop the vehicle if needed. This type of vehicle would give the project the real life feel that is important in this type of demonstration. The intention is to give the analogy of an impaired driver rather than a modified vehicle. The students, 14 years old and up, along with an instructor would drive the course without impairment and then again through the course with impairment using Fatal Vision Goggles. Fatal Vision Goggles are training tools used to demonstrate the concept of impairment and the dangers of impaired driving. During the exercise, the instructor will be discussing the issues of drinking and driving and not wearing seat belts. The activity would put reality into the student's Health Class regarding the use of alcohol and drugs. During the summer months, the police department intends to bring the activity to the Sioux Empire Fair in partnership with the Sioux Empire Safety Village and the other 15 agencies that are part of the large group that promotes safety during the fair.

The important part of this activity is the motorized vehicle and an enclosed trailer to transport the vehicle and equipment for the activity. The plan uses a side by side (two person) all terrain vehicle equipped with lap and shoulder belts. This vehicle is easier to handle than a full size vehicle (less power and smaller in size) and would not need as much area to set up an obstacle course. Their activity sites are limited in size making it necessary to use a smaller vehicle. The ATV would also be equipped with a street legal kit. Cost for the vehicle would be approximately $13,799 dollars. The trailer to transport all of the needed equipment for our activity would cost approximately $5000.00 dollars. The total project request is as follows:

TOTAL - $31,843.00
Federal Request = $16,499.00
Local Match = $15,344.00

With consideration given to population growth within the city of Sioux Falls, the goal of the project is to reduce the number of fatal/injury accidents involving youth drivers by 3% per year for five years, ultimately reducing this number by a total of 15% or more over the life of the five year project. With the success of this project, their hope is to also reduce accidents involving youth by approximately 100 accidents per year. After the five years, the program would be re-evaluated, any necessary changes will be made and we they will continue the project if it is found to be beneficial. They will evaluate the project every year, but believe that it will take at least five years to show if the "Smart Ride" project has made an impact.

Addendum C

Roadway Safety Advisory Committee Members

The 2009 Highway Safety Plan is submitted in cooperation and with the assistance of some of following member agencies.

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

Addendum D

South Dakota Office of Highway Safety
Public Education Communications Plan

Priority areas for the SD Office of Highway Safety are shown below in two categories: Major Fatality & Injury Contributing Factors and Special Populations. Public Education will be used to benefit highway safety in each priority area.

The Office of Highway Safety uses recommendations provided by NHTSA's Office of Communications and Consumer Information including the guidance, NHTSA National Communications Plan. The Office of Highway Safety will use NHTSA developed ads, which have national brand status, and will develop public education ads and resource materials specific to South Dakota.

South Dakota will focus on three national mobilizations (May – Occupant Protection; Memorial Day - Impaired Driving; and Labor Day - Impaired Driving) and provide sustained impaired driving and occupant protection messaging, including motorcycle safety, throughout the year in keeping with NHTSA's Communication Calendar.

Efforts to reach the public with information during national mobilizations will include earned media (PSAs, letters to the editor, etc.) and paid TV, radio, print, and billboard advertisements. Local efforts may include earned and paid media, presentations, youth group activities, and other activities.

A media agency on contract with the Office of Highway Safety will provide recommendations for ad placement, implement ad placement for paid media, and develop public education materials as needed under the direction of the Office of Highway Safety and the Department of Public Safety Public Information Officer.

Major Fatality & Injury Contributing Factors

1. Impaired Driving Public Education

   State level

   To enhance impaired driving public education, the Office of Highway Safety will use planner resources available on www.stopimpaireddriving.org and www.trafficsafetymarketing.gov .

   Paid TV, radio, and billboard ads will run during the 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 demographic and whether to use an enforcement or public education message.

   The Department of Public Safety, Public Information Officer (PIO) generates earned media by providing public service announcements (PSAs) and press releases in the region where the activity is planned before to enhance the effect of upcoming checkpoints provided by the state Highway Patrol. Paid radio ads are used to supplement earned media to ensure the public is informed about

upcoming checkpoints. PSAs and/or press releases are used to inform the public about the results of the checkpoints after special events such as holidays.

Templates of radio and public service announcements will be provided by the PIO to local law enforcement agencies to promote prevention of impaired driving during impaired driving mobilizations or other events.

The PIO assists the Safe Communities coordinator with development of toolkits provided to the SD Prevention Network. The toolkits contain public education materials and other resources for 8-10 highway safety campaigns that coordinate with NHTSA's communications calendar; several toolkits focus on impaired driving.

One statewide project, Parents Matter, is provided through a contractor. Parents Matter uses a media contractor to develop materials directed at parents, encouraging them to talk to their kids about drinking and driving. Parents Matter has developed a video on DVD to distribute on disk to parents and runs ads on TV and radio as paid advertisement and as public service announcements. This campaign focuses on prom/graduation in the spring and homecoming festivities in the fall.

The state Highway Patrol awarded a "Saved by the Belt" award during the May mobilization to someone whose life was saved by wearing a seatbelt; this award event story is offered as a news release to the newspaper network and TV stations.

In addition, the PIO will provide news releases on crash statistics involving impaired drivers in an annual summary, after impaired driving mobilizations, holidays, and upon request.

The Office of Highway Safety provides written materials (rack cards) to provide public education on drinking and driving to the state Highway Patrol, local law enforcement agencies, and others upon request.

Local level

All grantees are required to provide public education relative to their project objectives. Grantees may provide public education through paid media, development or purchase and distribution of resource material, public service announcements, presentations, or other means.

All funded local law enforcement agencies are encouraged to provide public education, earned or paid, which may include public service announcements to local print or radio stations regarding upcoming checkpoints, compliance checks, mobilization activities, or as a prevention message. Agencies may request assistance from the PIO as needed.

The PIO assists the Safe Communities coordinator with development of toolkits provided to the SD Prevention Network; several toolkits will focus on impaired driving. The toolkits contain public education materials and other resources for several impaired driving campaigns that coordinate with NHTSA's communications calendar and are designed for community based groups to adopt and use.

Sustained messaging on impaired driving will be provided through local projects such as restroom poster ads, advertisement for safe rides programs, and other local efforts.

A strong educational message about the dangers of impaired driving and the positive social norm of not driving with impaired is focused on youth through project agreements with programs that work in schools, youth correction programs, Teen Court, and other youth organizations. These messages to youth are provided through TV and radio ads, school curricula, and other youth activities.

2. Occupant Protection

State Level

To enhance occupant protection public education, the Office of Highway Safety will use planner resources available on www.buckleupamerica.org and www.trafficsafetymarketing.gov .

Paid TV and radio ads will be run during the national occupant protection mobilization 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 demographic.

South Dakota does not have a primary seatbelt law; the Office of Highway Safety will use the Buckle Up. Every Trip. Every Time. campaign theme developed by NHTSA for state developed ads and resource materials. To remind people to buckle up, a sustained seatbelt message is provided through "Buckle Up" incentives provided to local groups, law enforcement agencies, and others upon request.

The Office of Highway Safety is receiving assistance from the Region 8 media contractor for Native American occupant protection resource materials including TV, radio, and print public education ads.

The PIO assists the Safe Communities coordinator with development of toolkits provided to the SD Prevention Network; several toolkits will focus on occupant protection. The toolkits contain public education materials and other resources for 8-10 highway safety campaigns that coordinate with NHTSA's communications calendar.

Through a project agreement with the Office of Highway Safety, the statewide Project 8 Governors Highway Safety Seat Program provides child safety seat education to parents and provides car seats to low-income families. Project 8 distributes posters and runs print ads to advertise child seat clinics and checkpoints. Project 8 has developed a brochure on child safety seats; the brochure is distributed widely through state agencies and child seat partners.

Local Level

All grantees are required to provide public education relative to their project objectives. Grantees may provide public education through paid media, development or purchase and distribution of resource material, public service announcements, presentations, or other means.

Buckle Up. Every Trip. Every Time. is promoted during the national mobilization each year by 12-15 local groups through a shoulder tap/air freshener campaign manned by local youth. Many local youth groups do seatbelt checks in May.

3. Speed

State Level

There are no national campaigns on speed. The Office of Highway Safety provides written materials (rack cards) to provide public education on speed to the state Highway Patrol, local law enforcement agencies, and others upon request.

Most public education on speed is provided at the local level; the PIO will assist local agencies to develop speed related public education materials such as PSAs.

Local Level

Since all grantees are required to provide public education relative to their project objectives, some grantees may provide information on the hazards and effects of speed. Generally, public education on speed is provided by local law enforcement agencies in combination with enforcement efforts such as speed boards and targeted patrols.

Special Populations

4. Motorcycles

Motorcycle safety involves two groups: motorcycle riders and other motorists. Communication with both groups is essential to impart safety information.

State Level

The Office of Highway Safety provides safety education to motorcyclists through public education messaging via paid ads developed by a media contractor or NHTSA and motorcycle training courses provided by the SD Safety Council. Paid ads that promote safety equipment and cautious riding include TV, radio, and billboards. The motorcycle training courses provide information on safety equipment as well as knowledge and skills needed to safely operate a motorcycle. Paid media will be focused in the top ten counties for motorcycle crashes.

Other motorists are provided with safety messaging through paid advertising using media developed by a contractor or by using NHTSA's Share the Road ads to educate other motorists regarding safety for motorcyclists. These ads have been supported through a grant provided to ABATE or coordinated by the PIO and placed by the media contractor before and during the spring national motorcycle safety campaign.

Motorcycle safety information is included in all drivers' license manuals, encouraging safety equipment usage to motorcyclists and encouraging motorist to watch for motorcyclists.

Local Level

With support from the Office of Highway Safety, South Dakota ABATE has developed and distributed an annual road skills map brochure for the Black Hills in anticipation of the annual Sturgis Motorcycle Rally; over 40,000 maps are distributed annually.

The Office of Highway Safety works in conjunction with the SD Safety Council to promote the training courses through local motorcycle associations, such as ABATE chapters, and motorcycle dealers.

5. Young Drivers

State Level

Young drivers are one of the primary focus group for drinking & driving public education messaging through the Parents Matter campaign described above.

Statewide earned media has been generated through TV and radio via press release to promote *Alive at 25* which is a defensive driving course offered statewide by the South Dakota Department of Public Safety and the South Dakota Safety Council. *Alive at 25* is a proven program designed to increase safe driving behavior in young adults aged 14-24.

Local Level

Young drivers are the primary focus group for public education messaging through the Safe Communities/SD Prevention Network toolkits described above. The toolkits follow the NHTSA communications calendar; several campaigns are on drinking & driving and seatbelts.

6. Pedestrian and Bicycle Riders

State Level

The Office of Highway Safety provides bike safety information through a statewide contract with Emergency Medical Services for Children (EMSC). EMSC provides bike safety information through written materials with a Don't Thump Your Melon campaign theme. EMSC provides helmets, promotional items, and bike safety presentations at bike rodeos, county fairs, law enforcement agencies, and others upon request.

Local Level

Bike and pedestrian safety information is provided to local communities through the Safe Communities/SD Prevention Network toolkits described above. The toolkits follow the NHTSA communications calendar; several campaigns are on drinking & driving and seatbelts.

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;

49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations;

23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs;

NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs; and

Highway Safety Grant Funding Policy for Field-Administered Grants.

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,

- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash draw downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient

records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
b. Establishing a drug-free awareness program to inform employees about:
    1. The dangers of drug abuse in the workplace.
    2. The grantee's policy of maintaining a drug-free workplace.
    3. Any available drug counseling, rehabilitation, and employee assistance programs.
    4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    1. Abide by the terms of the statement.
    2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –
    1. Taking appropriate personnel action against such an employee, up to and including termination.
    2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by Federal, State, or local health, law enforcement, or other appropriate agency.
g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification:

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge

and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to whom this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that is it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Tom Drawland

Governor's Representative for Highway Safety

9/17/08

Date