SOUTH DAKOTA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2024 ANNUAL REPORT

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23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 407 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

South Dakota's HSIP is used in support of the state's Strategic Highway Safety Plan.

On August 19, 2024, the Secretary of the South Dakota Department of Transportation signed the 2024 update of the South Dakota Strategic Highway Safety Plan.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

HSIP is managed by the Highway Safety Engineer within the Planning and Engineering Division. A portion of the funds are set aside for a countywide signing project, systemic improvements, and spot locations with improvements ranked by benefit/cost.

Where is HSIP staff located within the State DOT?

Other-Planning and Engineering

Planning and Safety Squad Engineering Supervisor - Pierre

Highway Safety Engineer - Pierre

Highway Safety Planning Engineer - Pierre

Highway Rail Safety Engineer - Philip/Pierre

How are HSIP funds allocated in a State?

- Other-Central Office using SHSP Emphasis Area Data

Describe how local and tribal roads are addressed as part of HSIP.

The SDDOT administers a County wide signing program which conducts approximately four County wide signing projects each year. Counties are prioritized by crash rate based on serious injury and fatal crashes per million vehicle miles traveled.

SPFTool is utilized to perform a network screening on all public South Dakota roadways.

Routes are also identified for improvements by conducting both Road Safety Reviews and Road Safety Audits and by screen overrepresentations of crash clusters and higher than average crash rates. Routes are also identified to deploy systemic improvements.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Districts/Regions
- Local Aid Programs Office/Division
- Maintenance
- Operations
- Planning
- Traffic Engineering/Safety

Describe coordination with internal partners.

The Strategic Highway Safety Plan is used along with crash record analysis and mapping to hold meetings with operation and maintenance personal to identify locations to apply safety improvements.

During the planning and design process of a project, the Highway Safety Manual and Interactive Highway Safety Design Module (IHSDM) software is used to compare options to increase safety.

Identify which external partners are involved with HSIP planning.

- FHWA
- Governors Highway Safety Office
- Law Enforcement Agency
- Local Government Agency
- Local Technical Assistance Program
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)
- Tribal Agency

Describe coordination with external partners.

Coordination with the FHWA Division Office takes place throughout the year. HSIP staff take part in an annual Tribal Transportation Safety Summit which brings together several tribal agencies, engineering consultants, universities, city, county, township representatives. Coordination with the Highway Safety Office also takes place throughout the year.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

No

SDDOT has not chosen to develop an HSIP manual as it believes its other policies and manuals are sufficient to develop an effective process. SDDOT uses the Strategic Highway Safety Plan as its plan to determine what types of countermeasures it will be utilizing and programming into the Statewide Transportation Improvement Program (STIP) over the next five years. The Road Design Manual has a number of chapters that include safety including Chapter 2 (Scope Process and Project Management) that identifies projects, which ultimately goes through a process that will identify any safety countermeasures needed in that project, which may ultimately turn into a larger safety project. The Project Development safety engineers also use various tools to identify standalone safety projects through network screening, systemic approaches, and through Road Safety Audits. During the STIP process, there are standalone safety projects for Proven Safety Countermeasures programmed into the eight-year plan with an estimated dollar amount where locations will be scoped at a later

time. Ultimately, SDDOT has a very high emphasis on safety, and unlike many states, transfers significant funds into the HSIP nearly every year. Because of this, if a safety need is identified, SDDOT tries to get it done as soon as practical. With this type of flexibility and the standards and methods in place, SDDOT has not found it beneficial to develop a form HSIP manual.

Select the programs that are administered under the HSIP.

- Bicycle Safety
- Horizontal Curve
- Intersection
- Left Turn Crash
- Local Safety
- Low-Cost Spot Improvements
- Median Barrier
- Pedestrian Safety
- Right Angle Crash
- Roadway Departure
- Rural State Highways
- Segments
- Shoulder Improvement
- Sign Replacement And Improvement
- Skid Hazard
- Vulnerable Road Users
- Wrong Way Driving

Program: Bicycle Safety

Date of Program Methodology:11/15/2023

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-Other BC

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

SDDOT's Vulnerable Road User Safety Assessment was signed on 11/15/2023.

Program: Horizontal Curve

Date of Program Methodology:6/1/2013

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-B/C ratio

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1
Available funding:4
Ranking based on net benefit:2
Cost Effectiveness:2

Program: Intersection

Date of Program Methodology:6/1/2024

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Other-Intersection Type

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Excess expected crash frequency using SPFs

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

When ADT is available and intersects with State road.

How are projects under this program advanced for implementation?

- Other-B/C ratio

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1
Incremental B/C:4
Ranking based on net benefit:2
Cost Effectiveness:2

SDDOT's usage of the SPFTool allows us to analyze intersections throughout the state (State and Local) in a depth that we never have before. The intersection portion of the SPFTool became partially functional in mid 2024 and will become fully functional later this year.

Program: Left Turn Crash

Date of Program Methodology:10/3/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-BC

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1

Program: Local Safety

Date of Program Methodology:6/1/2024

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Traffic • Volume	

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

No

Describe the methodology used to identify local road projects as part of this program.

While generally local roads are identified with mostly the same methodology as state highways, we have certain projects such as County Signing Projects that only exist on local roads. Also, one in-house software for network screening only screens state highways, while all other tools work for both local and state.

How are projects under this program advanced for implementation?

- Other-SDDOT Project Development Personnel

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1
Available funding:4
Ranking based on net benefit:2
Cost Effectiveness:2

SDDOT's usage of the SPFTool allows us to analyze intersections throughout the state (State and Local) in a depth that we never have before. The intersection portion of the SPFTool became partially functional in mid 2024 and will become fully functional later this year.

Program: Low-Cost Spot Improvements

Date of Program Methodology:5/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Traffic • Volume	

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-B/C ratio

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1
Available funding:4
Ranking based on net benefit:2
Cost Effectiveness:2

Program: Median Barrier

Date of Program Methodology:11/9/2021

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Traffic • Volume	• Median width

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Expected crash frequency with EB adjustment

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Other BC

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Program: Pedestrian Safety

Date of Program Methodology:11/15/2023

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1

The State's Vulnerable Road User Safety Assessment was signed on 11/15/2023.

Program: Right Angle Crash

Date of Program Methodology:10/3/2022

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Traffic • Volume	

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment

- Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-BC

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1

Program: Roadway Departure

Date of Program Methodology:4/1/2024

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification
- Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Equivalent property damage only (EPDO Crash frequency)
- Excess expected crash frequency using SPFs

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-B/C ratio

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1
Available funding:4
Ranking based on net benefit:2
Cost Effectiveness:2

SDDOT reduced the threshold for centerline rumble strips to 500 ADT in Spring of 2024.

Program: Rural State Highways

Date of Program Methodology:4/1/2024

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-BC

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

SDDOT reduced the threshold for centerline rumble strips to 500 ADT in Spring of 2024.

Program: Segments

Date of Program Methodology:4/1/2024

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes

- All crashes

Exposure

- Traffic
- Volume

Roadway

- Horizontal curvature
- Functional classification

What project identification methodology was used for this program?

- Crash frequency
- Crash rate
- Expected crash frequency with EB adjustment
- Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-BC

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1
Cost Effectiveness:2

SDDOT reduced the threshold for centerline rumble strips to 500 ADT in Spring of 2024.

Program: Shoulder Improvement

Date of Program Methodology:5/1/2014

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Traffic • Volume	

What project identification methodology was used for this program?

- Crash frequency
- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-B/C ratio

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:4
Available funding:1
Ranking based on net benefit:2
Cost Effectiveness:2

Program: Sign Replacement And Improvement

Date of Program Methodology:5/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Traffic • Volume	

What project identification methodology was used for this program?

- Crash rate

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-B/C ratio

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:4
Available funding:1
Ranking based on net benefit:2
Cost Effectiveness:2

Program: Skid Hazard

Date of Program Methodology:7/1/2017

What is the justification for this program?

- Addresses SHSP priority or emphasis area

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Traffic • Volume	

What project identification methodology was used for this program?

- Crash frequency

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-B/C ratio

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1
Available funding:4
Ranking based on net benefit:2
Cost Effectiveness:2

SDDOT began programming High Friction Surface Treatment projects to prevent winter road condition crashes on curves, bridges, and intersection beginning in 2017.

Program: Vulnerable Road Users

Date of Program Methodology:11/15/2023

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes		

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Other-BC

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization.

Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on B/C:1

SDDOT's Vulnerable Road User Safety Assessment was signed on 11/15/2023.

Program: Wrong Way Driving

Date of Program Methodology:4/1/2023

What is the justification for this program?

- FHWA focused approach to safety

What is the funding approach for this program?

Competes with all projects

What data types were used in the program methodology?

Crashes	Exposure	Roadway
• All crashes	• Traffic • Volume	

What project identification methodology was used for this program?

- Crash frequency
- Expected crash frequency with EB adjustment
- Probability of specific crash types

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-BC

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

SDDOT began utilizing additional pavement markings and signing on interchanges deemed vulnerable to Wrong Way Drivers in 2023.

What percentage of HSIP funds address systemic improvements?

50

HSIP funds are used to address which of the following systemic improvements?

- Cable Median Barriers
- Clear Zone Improvements
- High friction surface treatment
- Horizontal curve signs
- Install/Improve Lighting
- Install/Improve Pavement Marking and/or Delineation
- Install/Improve Signing
- Pavement/Shoulder Widening
- Rumble Strips
- Wrong way driving treatments

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input

Does the State HSIP consider connected vehicles and ITS technologies?

Yes

Describe how the State HSIP considers connected vehicles and ITS technologies.

ITS technologies such as variable speed limits, radar speed feedback signs, adaptive signal controls, and intersection conflict warning systems are installed within the HSIP program.

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The HSM was used in the development of in-house software which is used to identify locations and improvement types for rural 2 lane segments and intersections. The HSM is also used during corridor planning studies to compare different design alternatives.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

State Fiscal Year

State Fiscal Year 2024 (July 1, 2023 to June 30, 2024)

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$65,354,000	$65,253,201	99.85%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$0	$0	0%
VRU Safety Special Rule (23 U.S.C. 148(g)(3))	$0	$0	0%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$4,746,000	$5,297,382	111.62%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$70,100,000	$70,550,583	100.64%

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

$10,124,200

How much funding is obligated to local or tribal safety projects?

$9,916,594

How much funding is programmed to non-infrastructure safety projects?

$200,000

How much funding is obligated to non-infrastructure safety projects?

$180,000

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

$6,870,942

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

$0

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

The way projects are reported is based on the amount obligated when the first 292 is submitted for the project. In a lot of cases that amount is not the total project cost so that funding amount is tough to compare to the programmed amount. Although a project is only programmed within one study period it could be obligated over multiple study periods. A multi-million dollar project could be let within this study period but only a couple hundred thousand dollars is obligated during the same study period.

Typical project obstacles such as estimating project costs to be programmed, projects time line slipping due to environmental impacts, right-of-way impacts, can all be expected on any type of project.

Ways to overcome these obstacles is to do a better job of estimating projects and when scheduling projects allow for the proper time to accomplish environmental and ROW activities.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
04HP	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$1746319	$2053937	Penalty Funds (23 U.S.C. 164)	Rural	Local Road or Street	0	0	County Highway Agency		Roadway Departure	
04LA	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$1760894	$2289369	Penalty Funds (23 U.S.C. 164)	Rural	Local Road or Street	0	0	County Highway Agency		Roadway Departure	
04K9	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$1790169	$2259381	Penalty Funds (23 U.S.C. 164)	Rural	Local Road or Street	0	0	County Highway Agency		Roadway Departure	
04KD	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$1540248	$1540248	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency		Roadway Departure	
04L9	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$1571287	$1571287	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency		Roadway Departure	
05GE	Roadway signs and traffic control	Roadway signs (including post) - new or updated			$9948	$9948	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency		Intersections	
07X1	Roadway delineation	Longitudinal pavement markings - remarking	0		$1000289	$1000289	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency		Lane Departure	
07X2	Roadway delineation	Longitudinal pavement markings - remarking	0		$29288	$29288	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency		Lane Departure	
07X3	Roadway delineation	Longitudinal pavement markings - remarking	0		$221867	$221867	HSIP (23 U.S.C. 148)	Rural	Local Road or Street	0	0	County Highway Agency		Lane Departure	
06U3	Roadway	Pavement surface – high friction surface	21	Curves	$2462855	$2462855	HSIP (23 U.S.C. 148)	Multiple/Varies	Multiple/Varies	0	0	State City and County Agencies		Roadway Departure	
04JF	Alignment	Horizontal and vertical alignment	15.5	Miles	$11055251	$31114099	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,916	65	State Highway Agency		Roadway Departure	
04KU	Alignment	Horizontal and vertical alignment	6.3	Miles	$3136143	$7775130	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	944	65	State Highway Agency		Roadway Departure	

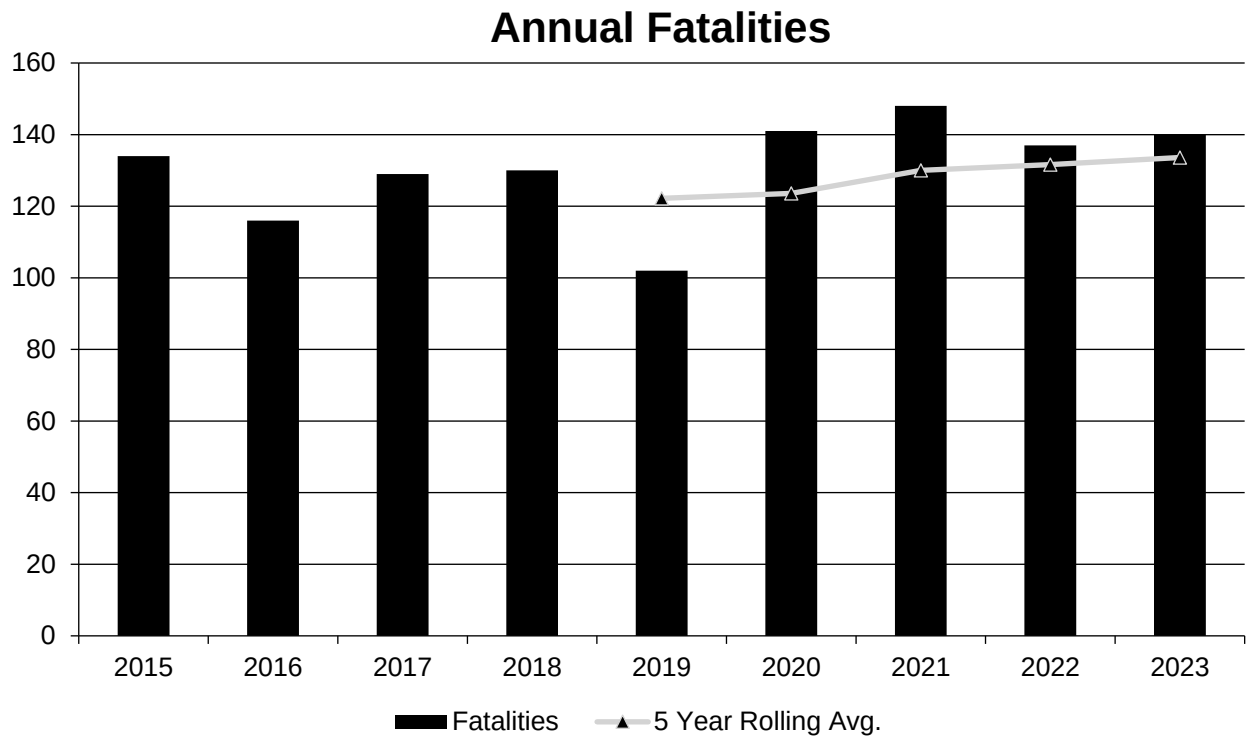
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED OR SPEED RANGE	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
04XC	Intersection geometry	Intersection geometry - other	32.868	Miles	$14275443	$14275443	HSIP (23 U.S.C. 148)	Rural	Minor Arterial	1,354	65	State Highway Agency		Intersections	
05ET	Shoulder treatments	Widen shoulder – paved or other (includes add shoulder)	4.626	Miles	$13283220	$13283220	HSIP (23 U.S.C. 148)	Rural	Major Collector	1,535	65	State Highway Agency		Roadway Departure	
05G9	Roadway delineation	Longitudinal pavement markings - remarking	44.386	Miles	$195234	$195234	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other	1,510	65	State Highway Agency		Lane Departure	
05GC	Roadway delineation	Longitudinal pavement markings - remarking	41.306	Miles	$361068	$361068	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	26,490	65	State Highway Agency		Lane Departure	
05GF	Miscellaneous	Transportation safety planning			$180000	$180000	HSIP (23 U.S.C. 148)	N/A	N/A	0	0	State Highway Agency		All Emphasis Areas	
05GG	Roadside	Barrier- metal	2	Locations	$170113	$170113	HSIP (23 U.S.C. 148)	Rural	Principal Arterial-Other Freeways & Expressways	6,953	70	State Highway Agency		Lane Departure	
06JF	Intersection geometry	Intersection geometry - other	5	Intersections	$5108201	$5108201	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	65	State Highway Agency		Intersections	
06K4	Intersection geometry	Intersection geometry - other	4	Intersections	$3436806	$3436806	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	65	State Highway Agency		Intersections	
06K5	Intersection geometry	Intersection geometry - other	6	Intersections	$6417030	$6417030	HSIP (23 U.S.C. 148)	Rural	Multiple/Varies	0	0	State Highway Agency		Intersections	
06TQ	Roadway	Pavement surface – high friction surface	2	Curves	$798910	$798910	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Interstate	16,100	65	State Highway Agency		Roadway Departure	

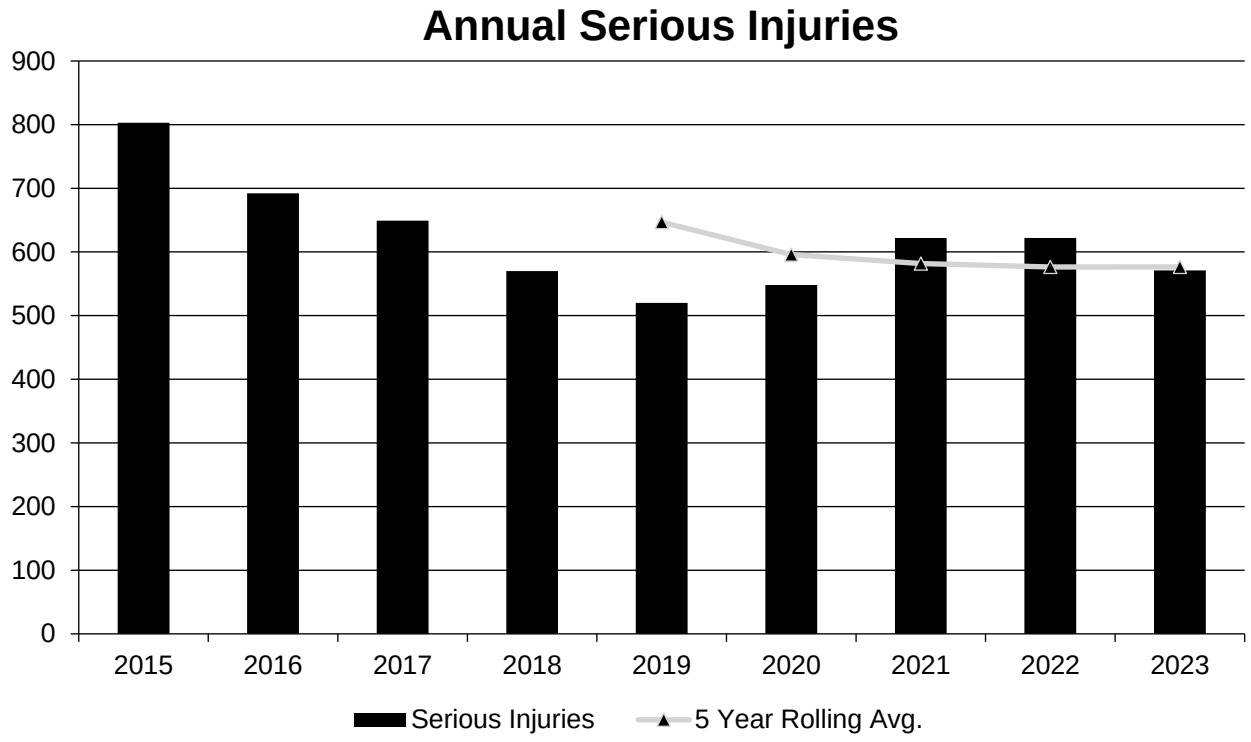
Safety Performance

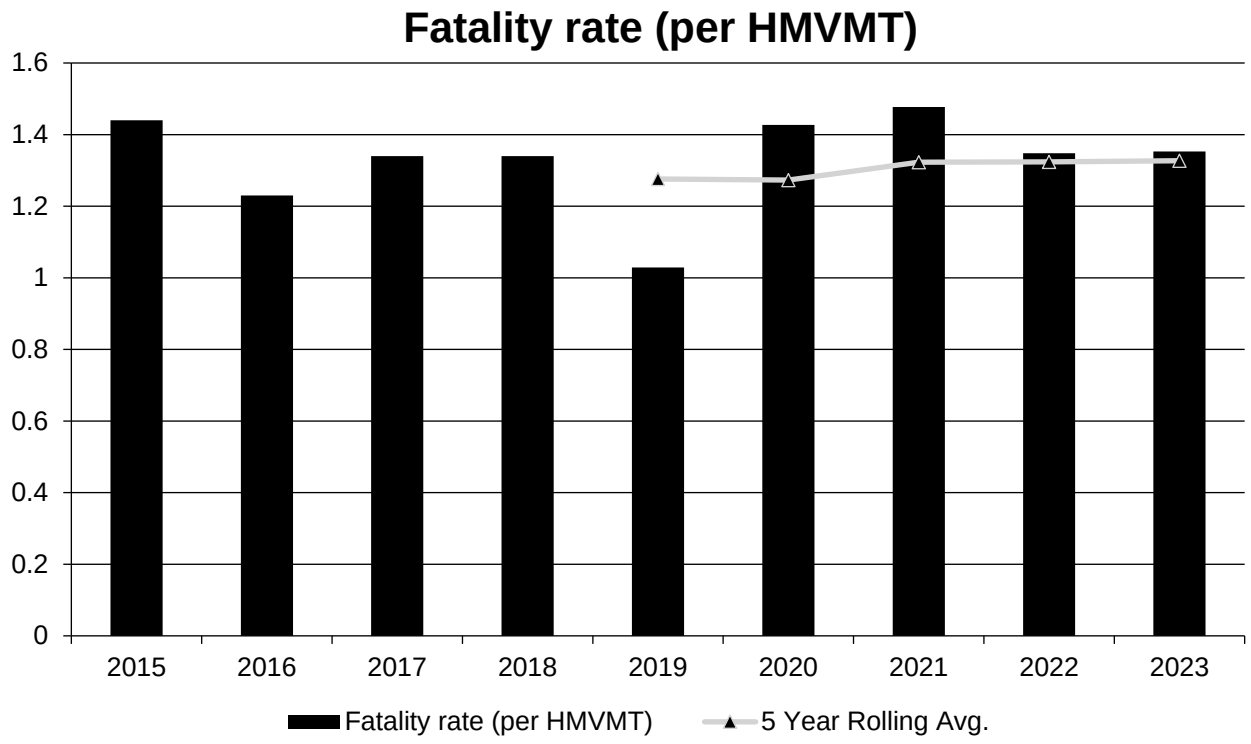
General Highway Safety Trends

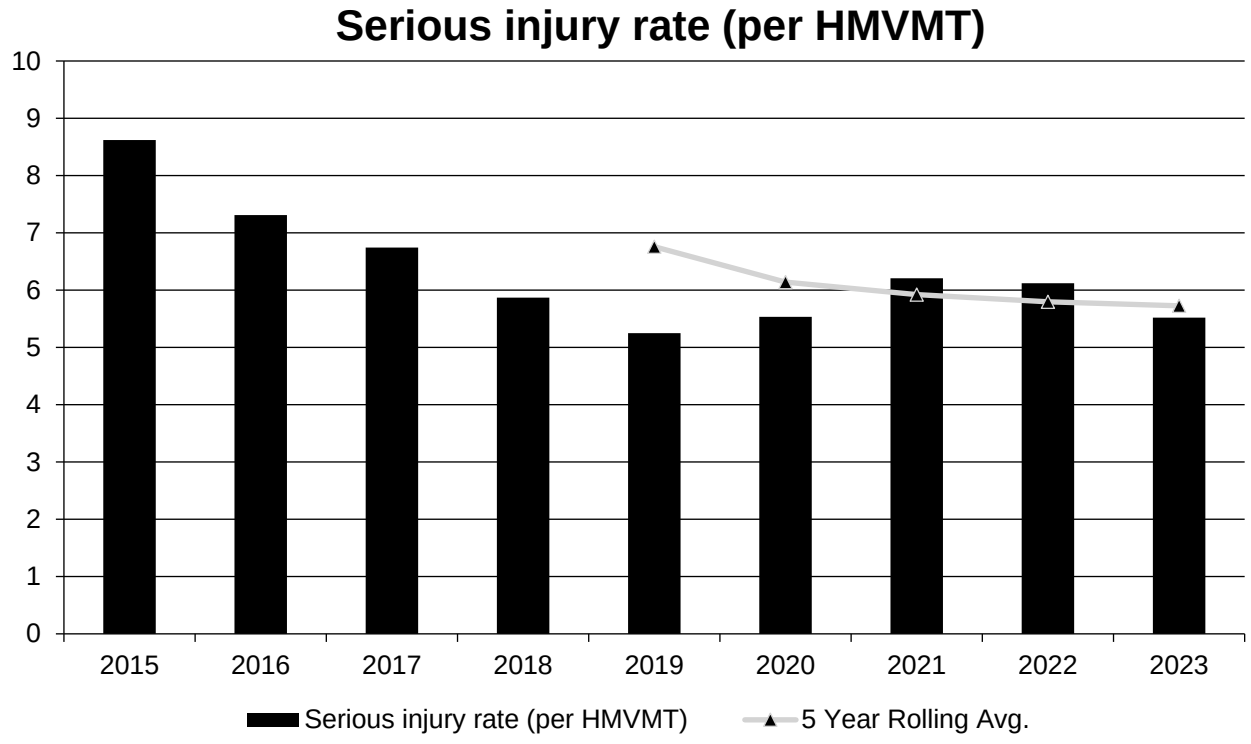
Present data showing the general highway safety trends in the State for the past five years.

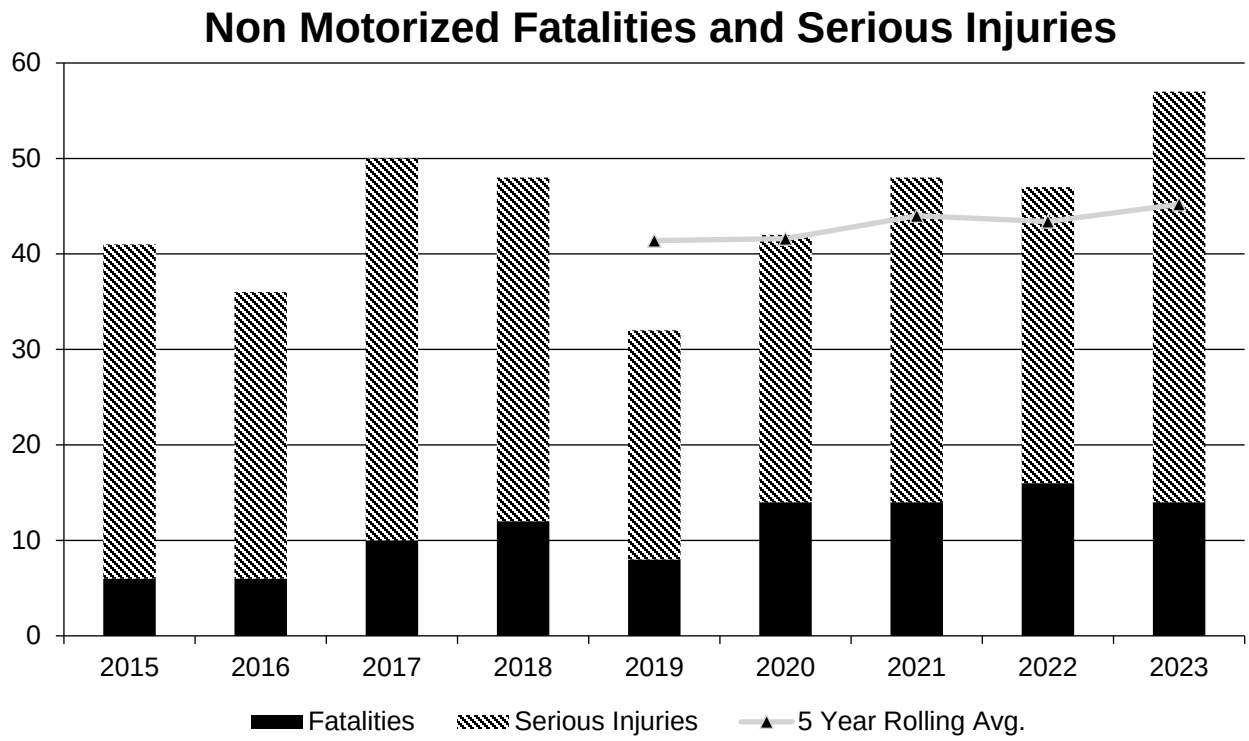
PERFORMANCE MEASURES	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatalities	134	116	129	130	102	141	148	137	140
Serious Injuries	803	692	649	570	520	548	622	622	571
Fatality rate (per HMVMT)	1.440	1.230	1.340	1.340	1.029	1.427	1.477	1.348	1.353
Serious injury rate (per HMVMT)	8.620	7.310	6.744	5.870	5.248	5.535	6.207	6.121	5.520
Number non-motorized fatalities	6	6	10	12	8	14	14	16	14
Number of non-motorized serious injuries	35	30	40	36	24	28	34	31	43


Annual Fatalities
160
140
120
100
80
60
40
20
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
900
800
700
600
500
400
300
200
100
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
10
9
8
7
6
5
4
3
2
1
0
2015
2016
2017
2018
2019
2020
2021
2022
2023
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Describe fatality data source.

Other

If Other Please describe

FARS & South Dakota Accident Records System

To the maximum extent possible, present this data by functional classification and ownership.

Year 2023

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	14.8	58.8	0.65	2.59
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	31.2	106.2	1.65	5.62
Rural Minor Arterial	21	62.8	2.01	6.01
Rural Minor Collector	4.2	14.6	2.8	9.72
Rural Major Collector	24	90.8	2.14	8.1
Rural Local Road or Street	11.4	58.2	2.51	12.82
Urban Principal Arterial (UPA) - Interstate	4.6	25.8	0.55	3.06
Urban Principal Arterial (UPA) - Other Freeways and Expressways				
Urban Principal Arterial (UPA) - Other	7.6	43.6	1.59	8.96
Urban Minor Arterial	7.2	58	0.73	5.88
Urban Minor Collector				
Urban Major Collector	2.4	22.6	0.89	8.4
Urban Local Road or Street	5.2	34.8	1.86	12.5

Year 2021

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency				
County Highway Agency				
Town or Township Highway Agency				
City or Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority	0	0	0	0
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

Safety Performance Targets

Safety Performance Targets

Calendar Year 2025 Targets *

Number of Fatalities:115.0

Describe the basis for established target, including how it supports SHSP goals.

- Reduce total fatalities by 5.4% to 123 from a current safety level of 130 by December 31, 2026. To meet this target, South Dakota will need to reduce annual fatalities from 148 in 2021 to 120 in 2024, 115 in 2025, and 110 in 2026.

Number of Serious Injuries:515.0

Describe the basis for established target, including how it supports SHSP goals.

- Reduce serious traffic injuries by 7.1% to 540.0 from the current safety level of 581.2 by December 31, 2026. To meet this target, South Dakota will need to reduce annual serious injuries from 620 in 2021 to 540 in 2024, 515 in 2025, and 505 in 2026.

Fatality Rate:1.100

Describe the basis for established target, including how it supports SHSP goals.

- Reduce fatality rate by 12.0% to 1.17 from a current safety level of 1.33 by December 31, 2026. To achieve the five-year average VMT of 1.17, it would be 1.16 in 2024, 1.10 in 2025, and 1.04 in 2026.

Serious Injury Rate:5.260

Describe the basis for established target, including how it supports SHSP goals.

Serious Injuries per 100 million VMT: Maintain a serious injuries per 100 million VMT rate five-year average at 5.26 or less for 2021-2025.

Total Number of Non-Motorized Fatalities and Serious Injuries:42.0

Describe the basis for established target, including how it supports SHSP goals.

Non-motorized fatalities: Maintain the non-motorized fatalities five-year average at 12 or fewer per year for 2021-2025.

Non-motorized serious injuries: Decrease the non-motorized serious injuries five-year average to 30 or fewer per year for 2021-2025.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

A one day work shop was conducted on April 4th, 2017 with SDDOT, SD Office of Highway Safety, FHWA SD Division Office, Rapid City MPO, Sioux City MPO, and Sioux Falls MPO representatives in attendance. The work shop went through the 5 performance measures in detail and the reporting requirements. There was a lot of discussion on current crash trends and external factors such as VMT, laws, and investments. Everyone involved agreed that the targets shall be data driven, realistic and attainable. SDDOT's MPO Coordinator coordinates updated Performance Measures with MPOs annually. As part of the 2024 Strategic Highway Safety Plan update, the Highway Safety Engineer plans to meet with each MPO to discuss the updated plan and current/future safety targets in late 2024 to early 2025.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2023 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

PERFORMANCE MEASURES	TARGETS	ACTUALS
Number of Fatalities	122.7	133.6
Number of Serious Injuries	635.9	576.6
Fatality Rate	1.200	1.327
Serious Injury Rate	6.220	5.726
Non-Motorized Fatalities and Serious Injuries	40.0	45.2

Based on the numbers inputted at reporting time the safety targets for Number of Serious Injuries and Serious Injury Rate were met. The Number of Fatalities, Fatality Rate, and Non-Motorized Fatalities and Serious Injuries were not met. There was a significant increase in impaired and speed related crashes in 2020 and 2021. There was a 67.9% increase in alcohol related Fatality Crashes in 2020 compared to 2019 an a 57.7% increase in speed related Fatality Crashes. 2021 had similar numbers to 2020. These numbers came back down in 2022 and 2023, though the total fatal crashes has not come back down as significantly as the speed-related and alcohol related crashes.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

No

5 year fatality rate on HRRR was 2.23 in 2021 and 2.30 in 2023.

Does the VRU Safety Special Rule apply to the State for this reporting period?

No

VRUs were 10.7% of the total fatalities in South Dakota

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2017	2018	2019	2020	2021	2022	2023
Number of Older Driver and Pedestrian Fatalities	20	23	11	25	21	22	28
Number of Older Driver and Pedestrian Serious Injuries	53	55	44	54	67	82	69

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Change in fatalities and serious injuries
- Lives saved

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

The goal of the 2019 SHSP is to reduce traffic fatalities to 100 and serious injuries to 400 by 2024. There were 140 traffic fatalities and 571 serious injuries in 2023. Although based on the 2020 and 2021 numbers they were trending the in the wrong direction, 2022 and 2023 had fewer fatalities despite continually increasing VMT. The measures taken with the HSIP program are showing positive results when looking at a 5 year average trend. The nationwide increase in speed and impairment related fatalities has been very significant in the increases in South Dakota as well. In 2022, South Dakota saw the number of fatalities drop for the first time since 2019. 2023 had a slightly higher amount of fatalities than 2022.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

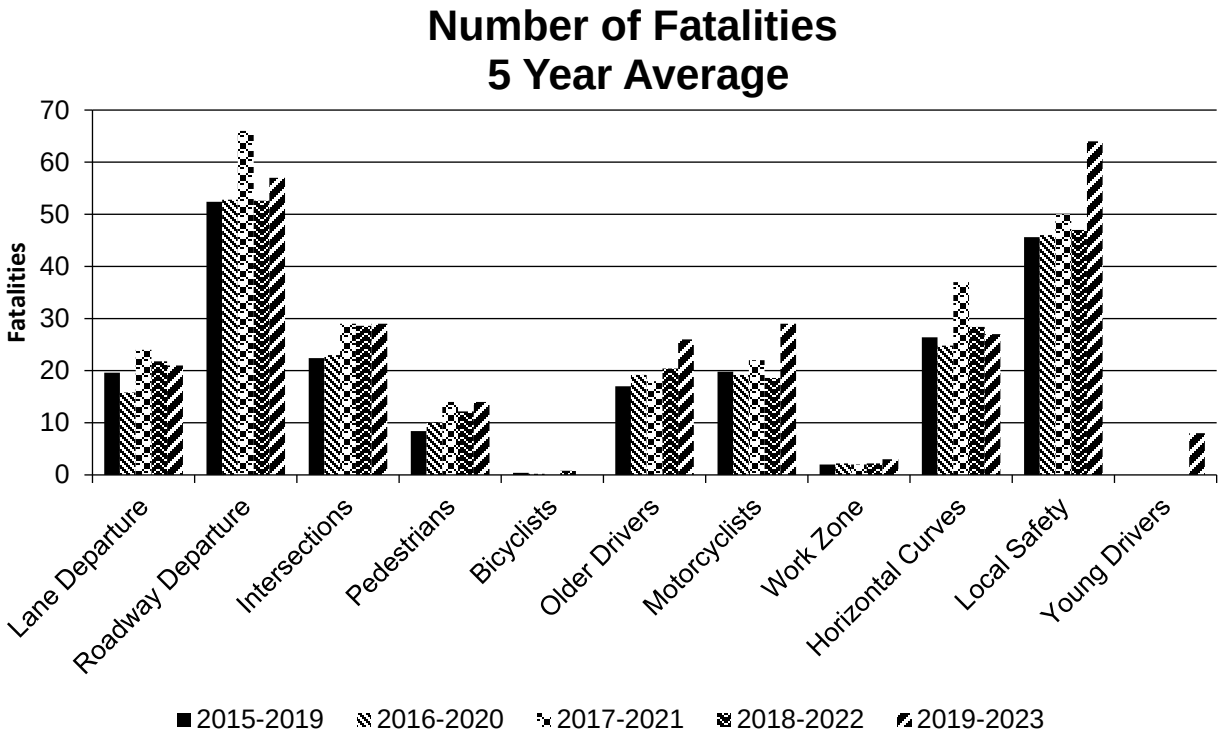
- HSIP Obligations

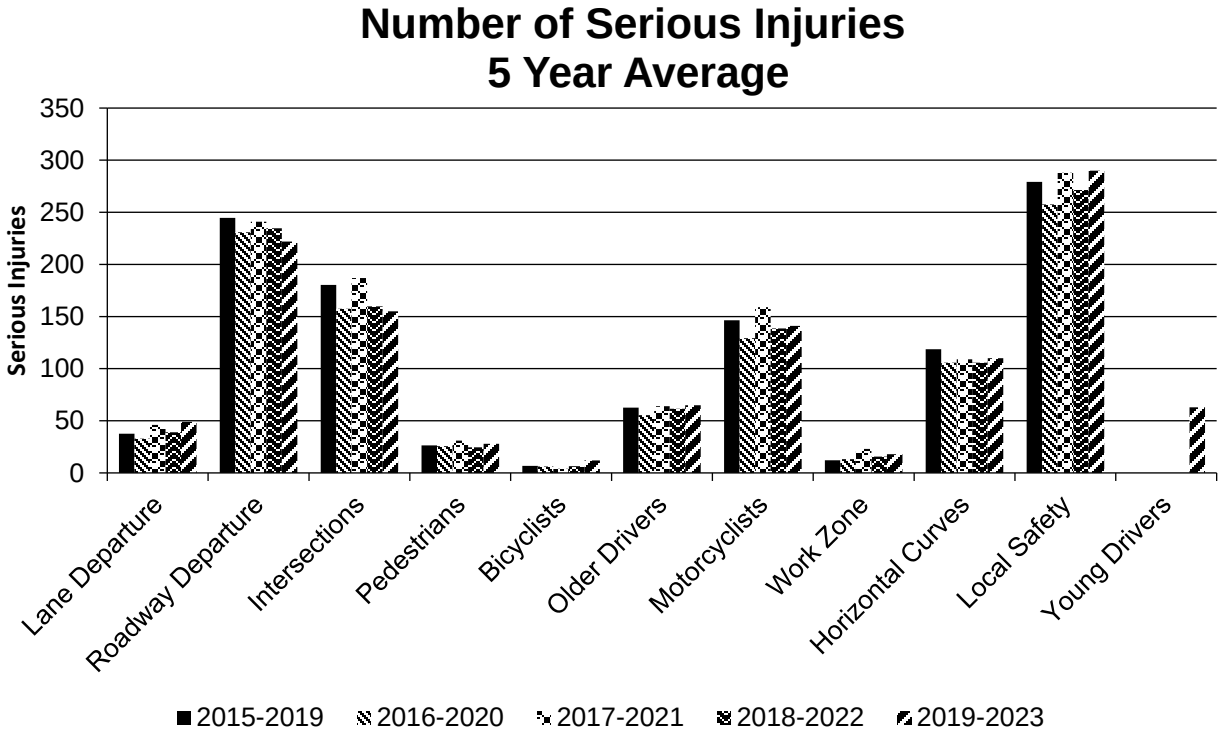
Effectiveness of Groupings or Similar Types of Improvements

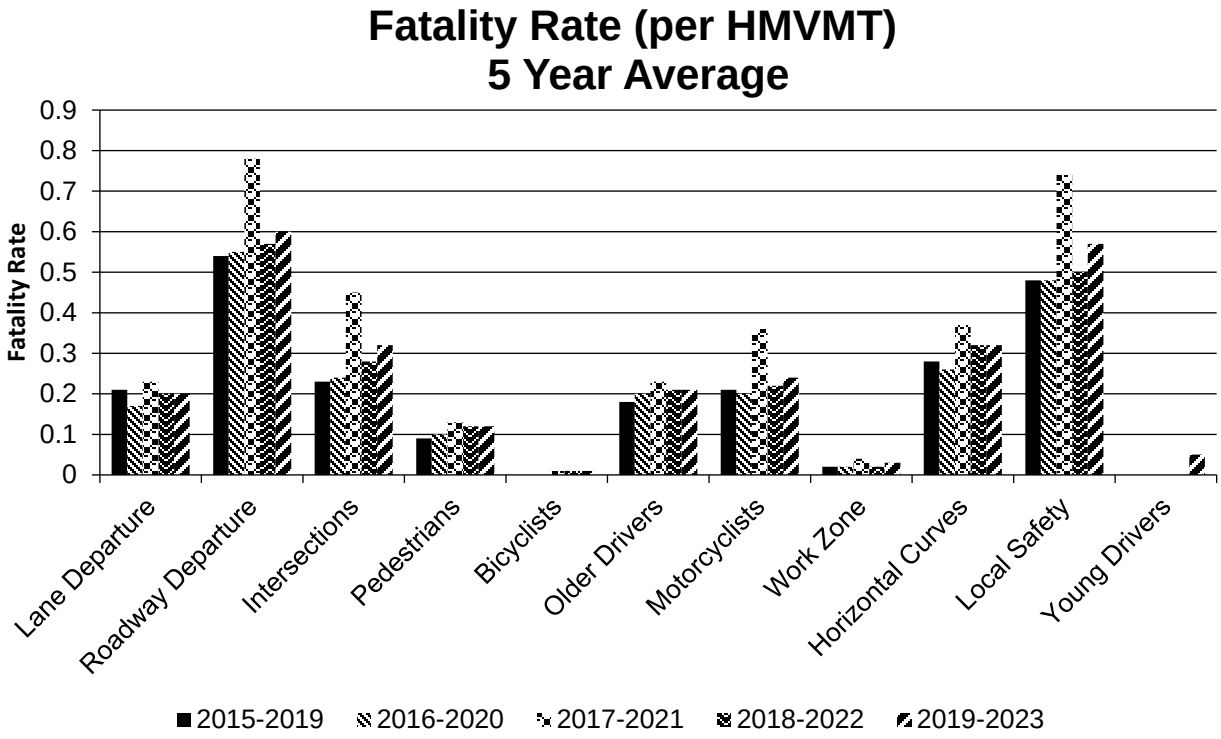
Present and describe trends in SHSP emphasis area performance measures.

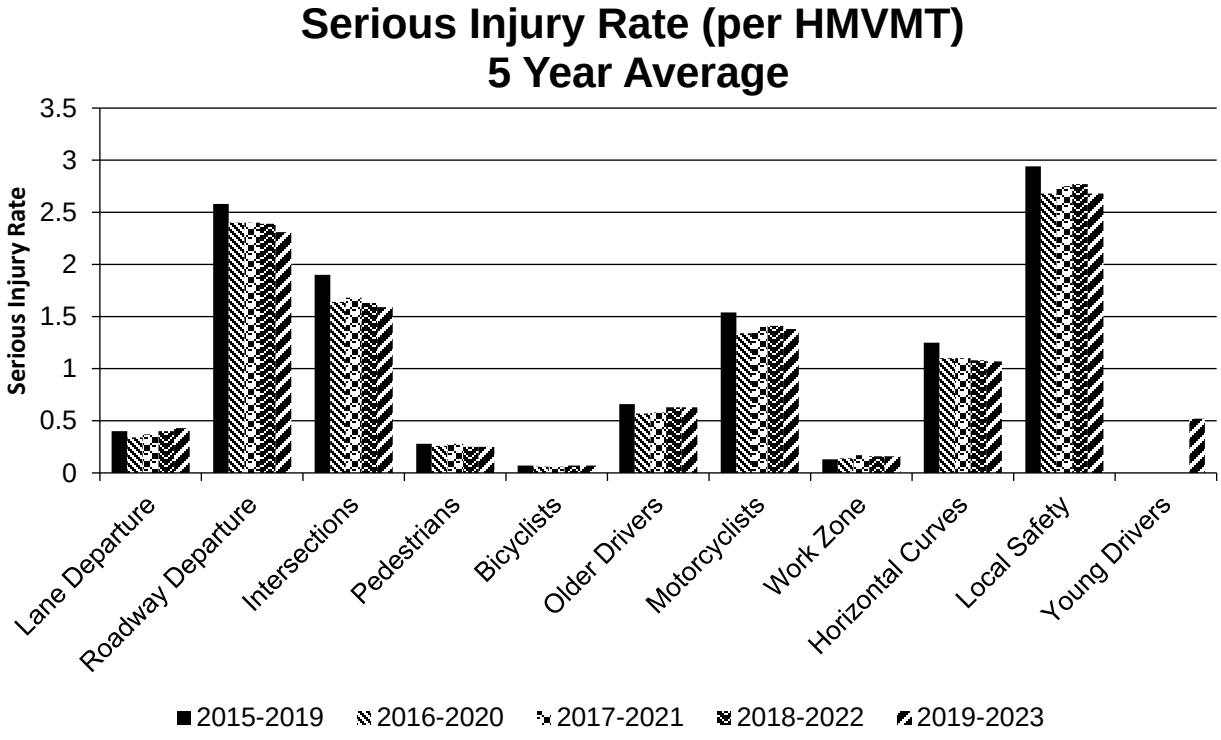
Year 2023

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure		21	49	0.2	0.43
Roadway Departure		57	222	0.6	2.31
Intersections		29	155	0.32	1.59
Pedestrians		14	28	0.12	0.25
Bicyclists		0	12	0.01	0.07
Older Drivers		26	65	0.21	0.63
Motorcyclists		29	141	0.24	1.38
Work Zone		3	18	0.03	0.16
Horizontal Curves		27	110	0.32	1.07
Local Safety		64	290	0.57	2.68
Young Drivers		8	63	0.05	0.52


Number of Fatalities
5 Year Average
Fatalities
70
60
50
40
30
20
10
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zone
Horizontal Curves
Local Safety
Young Drivers
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023


Number of Serious Injuries
5 Year Average
Serious Injuries
350
300
250
200
150
100
50
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zone
Horizontal Curves
Local Safety
Young Drivers
2015-2019
2016-2020
2017-2021
2018-2022
2019-2023





Has the State completed any countermeasure effectiveness evaluations during the reporting period?

Yes

Please provide the following summary information for each countermeasure effectiveness evaluation.

CounterMeasures:	High Friction Surface Treatment
Description:	
Target Crash Type:	Other (define)
Number of Installations:	67
Number of Installations:	67
Miles Treated:	
Years Before:	5
Years After:	5
Methodology:	Simple before/after
Results:	66% reduction in winter road crashes on horizontal curves

File Name: Hyperlink

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

08/19/2024

What are the years being covered by the current SHSP?

From: 2024 To: 2029

When does the State anticipate completing its next SHSP update?

2029

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT	Segment Identifier (12) [12]	1	1					1	1	1	1
	Route Number (8) [8]	1	1								
	Route/Street Name (9) [9]	1	1								
	Federal Aid/Route Type (21) [21]	1	1								
	Rural/Urban Designation (20) [20]	1	1					1	1		
	Surface Type (23) [24]	1	1					1	1		
	Begin Point Segment Descriptor (10) [10]	1	1					1	1	1	1
	End Point Segment Descriptor (11) [11]	1	1					1	1	1	1
	Segment Length (13) [13]	1	1								
	Direction of Inventory (18) [18]	1	1								
	Functional Class (19) [19]	1	1					1	1	1	1

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Median Type (54) [55]	1	1								
	Access Control (22) [23]	1	1								
	One/Two Way Operations (91) [93]	1	0.95								
	Number of Through Lanes (31) [32]	1	1					1	1		
	Average Annual Daily Traffic (79) [81]	1	1					1	1		
	AADT Year (80) [82]	1	1								
	Type of Governmental Ownership (4) [4]	1	1					1	1	1	1
INTERSECTION	Unique Junction Identifier (120) [110]			1	1						
	Location Identifier for Road 1 Crossing Point (122) [112]			1	1						
	Location Identifier for Road 2 Crossing Point (123) [113]			1	1						
	Intersection/Junction Geometry (126) [116]			1	1						
	Intersection/Junction Traffic Control (131) [131]			1	1						
	AADT for Each Intersecting Road (79) [81]			1	1						
	AADT Year (80) [82]			1	1						
	Unique Approach Identifier (139) [129]			1	1						
INTERCHANGE/RAMP	Unique Interchange Identifier (178) [168]					1					
	Location Identifier for Roadway at					1					

ROAD TYPE	*MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
	Beginning of Ramp Terminal (197) [187]										
	Location Identifier for Roadway at Ending Ramp Terminal (201) [191]					1					
	Ramp Length (187) [177]					1					
	Roadway Type at Beginning of Ramp Terminal (195) [185]					1					
	Roadway Type at End Ramp Terminal (199) [189]					1					
	Interchange Type (182) [172]					1					
	Ramp AADT (191) [181]					1					
	Year of Ramp AADT (192) [182]					1					
	Functional Class (19) [19]					1					
	Type of Governmental Ownership (4) [4]					1					
Totals (Average Percent Complete):		**1.00**	**1.00**	**1.00**	**1.00**	**1.00**	**0.00**	**1.00**	**1.00**	**1.00**	**1.00**

*Based on Functional Classification (MIRE 1.0 Element Number) [MIRE 2.0 Element Number]

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

South Dakota is aggressively collecting the needed data for the MIRE fundamental data elements. South Dakota will continue on this path as only a few data elements remain incomplete on the list. South Dakota is aggressively gathering intersection control types from the local system in order to not only get more complete data, but also to help develop state SPFs.

Optional Attachments

Program Structure:

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.