



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and
Public Facilities

OFFICE OF THE COMMISSIONER

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

March 25, 2026

The Honorable Jesse Bjorkman
Chair, Senate Transportation Committee
Alaska State Capitol, Room 427
Juneau, AK, 99801

Dear Chair Bjorkman,

Thank you for the opportunity to follow up on questions raised during the February 19, 2026, Senate Transportation Committee hearing. The Alaska Department of Transportation and Public Facilities (DOT&PF) provides the following information responsive to committee inquiries.

Pedestrian and Bicycle Crash Data – Pre-COVID Trends (Sen. Tobin)

Senator Tobin requested historical pedestrian and bicycle crash data from prior to the COVID-19 pandemic to compare with current fatality trends and better understand how historical conditions have influenced Highway Safety Improvement Program (HSIP) programming and project prioritization.

Enclosed are materials providing pedestrian and bicycle crash data for the pre-COVID period (2015–2019), including a summary of vulnerable road user (VRU) fatal and serious injury data within the Municipality of Anchorage by Senate district, as well as a corresponding geographic visualization of crash locations.

These materials reflect baseline conditions prior to the COVID-19 pandemic and are used by the Department to inform safety analysis, identify high-risk locations, and support data-driven decision-making in HSIP programming and project prioritization.

School-Age Vulnerable Road User (VRU) Crashes (Sen. Bjorkman)

Senator Tobin asked how many school-age children are involved in vulnerable road user (VRU) crashes annually.

Enclosed is a spreadsheet prepared by the Department identifying school aged VRU crashes from 2013 through 2024. This dataset includes annual counts of crashes involving school-age pedestrians and bicyclists and is used to support safety analysis and inform HSIP project prioritization.

Pedestrian Safety Zones – Designation and Cost Factors (Sen. Kiehl)

Senator Kiehl asked for additional information on what goes into designating a pedestrian safety zone and what specific design or infrastructure components drive the associated cost.

The Department does not currently have an established procedure in Alaska for designating pedestrian safety zones. The Department intends to coordinate with the Municipality of Anchorage and other local partners to determine interest in establishing parameters and evaluating how such zones could be implemented in Alaska.

Additional information on pedestrian safety zones, including national research and examples of implementation strategies, is available through the National Highway Traffic Safety Administration (NHTSA) at: <https://www.nhtsa.gov/book/countermeasures-that-work/pedestrian-safety/countermeasures/other-strategies-behavior-change>.

This resource includes studies and guidance that the Department would review as part of any future evaluation of pedestrian safety zone designation and associated infrastructure considerations.

Lane Drop / Road Diet Project Timing (Sen. Tobin)

Senator Tobin requested the dates when each of the 14 proposed lane drop or road diet projects when they were first proposed to the department. The following project starts are what we were able to document:

2014: Spenard Road Rehabilitation-Minnesota Dr to Benson Blvd

2018: Fireweed Lane Rehabilitation (alternatives had several iterations)

2022: Spenard Road Rehabilitation- Northwood Dr to Minnesota Drive

2022: I & L Streets Reconstruction to Complete Streets

2025: A Street Safety Improvements

2025: Mountain View Drive

2025: Northern Lights Safety Improvements Not in the TIP

2025: Ingra Street (3rd Ave to Northern Lights Blvd)* Not in the TIP

2025: Gambell Street (3rd Ave to Northern Lights Blvd)* Not in the TIP

2025/2026: 36th Avenue (Spenard Rd. to Lake Otis Parkway) Not in the TIP

2025/2026: 5th and 6th Avenue Complete Streets (I Street to Reeve Boulevard) Not in the TIP

2025/2026: 5th and 6th Avenue (M Street to Reeve Blvd) Not in the TIP

2025/2026: Northway Drive (Debarr Road to Penland Parkway) Not in the TIP

2025/2026: Dimond Blvd (Jewell Lake Road to Arctic Blvd. Not in the TIP

*Specific redevelopment plans were developed in 2013 by the Fairview Community Council which included the elimination of a lane, but formal projects were not proposed until 2025.

Lane Reductions – Manhattan Case Study and Crash Modification Factors (Sen. Tobin)

Senator Tobin requested the Manhattan-based research study referenced by the Department related to crash modification factors (CMFs) for lane reductions.

Chair Bjorkman
DOT&PF Response to STRAN
March 18, 2026
Page 3 of 3

Information on the Ninth Avenue road diet project in Manhattan is available through the Federal Highway Administration (FHWA) at: <https://highways.dot.gov/safety/other/road-diets/road-diet-case-studies/manhattan-new-york-ninth-avenue>. The Department notes that referenced links to additional materials on the New York City webpage are no longer functional.

The Department appreciates the Committee's continued interest in transportation safety and project delivery. Please do not hesitate to contact my office if additional information would be helpful.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Anderson", with a long horizontal flourish extending to the right.

Ryan Anderson
Commissioner
Alaska Department of Transportation & Public Facilities

Enclosed:

VRU Fatal and Serious Injuries in MOA Pre-COVID (2015–2019)
MOA Pre-COVID Crash Map
School-Age VRU Crashes (2013–2024)

cc: Andy Mills, Legislative Liaison, DOT&PF
Jordan Shilling, Legislative Director, Office of the Governor



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER
Ryan Anderson, P.E., Commissioner

PO Box 112500
Juneau, Alaska 99811-2500
Main: 907.465.3900
dot.alaska.gov

January 20, 2026

Anchorage Metropolitan Area Transportation Solutions (AMATS)
Fairbanks Area Surface Transportation (FAST)
Matanuska-Susitna Valley Metropolitan Planning Organization (MVP)
Federal Highway Administration

Subject: Revised FFY26 HSIP Plan

State, Federal, and Community Partners,

The Alaska Department of Transportation & Public Facilities (DOT&PF) has approved a revised Federal Fiscal Year (FFY) 2026 Highway Safety Improvement Program (HSIP) Funding Plan. This update builds on the previously approved plan and reflects additional coordination and refinements intended to accelerate delivery of high-priority safety improvements.

Following further coordination with the Municipality of Anchorage, DOT&PF refined the FFY 2026 plan to advance Anchorage safety projects by prioritizing project readiness and delivery capacity. This approach uses federal Advance Construct tools to accelerate funding availability and aligns delivery resources - including DOT&PF and Municipal staff, contractors, and utility partners - to support timely project delivery.

HSIP is one of several tools DOT&PF uses to reduce fatal and serious-injury crashes through data-driven, federally eligible safety investments. The revised FFY 2026 plan prioritizes projects based on documented crash history, benefit-cost performance, and readiness to deliver, while ensuring investments are positioned not only for obligation, but for successful delivery on the ground.

DOT&PF remains committed to continued collaboration with metropolitan planning organizations, local governments, tribal partners, and the Federal Highway Administration as projects advance. We appreciate the ongoing engagement that informs HSIP programming and look forward to delivering meaningful safety improvements for all Alaskans.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Anderson".

Ryan Anderson, P.E.
Commissioner
Alaska Department of Transportation & Public Facilities

Cc:

Kim Sollien, MPO Executive Director
Aaron Jongenelen, AMATS Planning Executive Director
Jackson Fox, FAST Planning Executive Director
Randy Warden, Division Administrator, FHWA
Emily Haynes, Acting Deputy Division Administrator, FHWA
Katherine Keith, Deputy Commissioner
Chris Goins, P.E., Southcoast Regional Director
Sean Holland, P.E., Central Region Regional Director
Dom Pannone, Program Management & Administration Director
Lauren Little, P.E., Chief Engineer, Statewide
Luke Bowland, P.E., Preconstruction Engineer, Central Region
Kirk Miller, P.E., Preconstruction Engineer, Southcoast Region
Al Beck, P.E., Preconstruction Engineer, Northern Region
Adam Moser, Program Development Manager, Statewide
Nathan Purves, P.E., Traffic & Safety Engineer, Southcoast Region
Nathan Stephan, P.E., Traffic & Safety Engineer, Northern Region
Anna Bosin, Traffic & Safety Engineer, Central Region
Ben White, Planning Chief, Anchorage Field Office
Brett Nelson, Planning Chief, Fairbanks Field Office
Jill Melcher, Planning Chief, Juneau Field Office
Christine Langley, Division Director, Data Modernization & Innovation Office
Pamela Golden, State Traffic and Safety Engineer
Sarah Riopelle, Acting Roadway Safety Engineer

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Data Modernization & Innovation Office

TO: Ryan Anderson, P.E.
Commissioner

DATE: January 16, 2026

THRU: Christine Langley ^{DS} CL
Division Director, DMIO

PHONE NO: (907) 451-2283

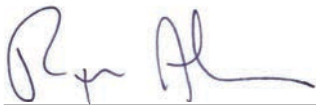
FROM: Pam Golden, P.E. ^{Initial} PKJ
State Traffic and Safety Engineer

SUBJECT: FFY26 HSIP
Funding Plan Update

We request approval of the FFY 2026 Highway Safety Improvement Program Funding Plan Update (STIP Need ID 19217). The plan represents estimated project obligations by funding source, by project phase, and by region. Available funding was assumed to be the anticipated apportionment as shown in Notice N4510.905 for HSIP and Railway-Highway Crossings Program (RHCP) Formula Program; Vulnerable Road User (VRU) Special Rule set aside; and 154 and 164 Penalty Funds. All are adjusted for carryover identified by Federal Aid. Projects were prioritized for funding using the process outlined in the HSIP Handbook and the use of Advance Construction is anticipated if the entire program delivers as planned.

For this funding plan, we have not specified projects by specific funding type, except for VRU special rule eligible projects and Section 130 rail projects. Projects not included for funding in the December 2025 funding plan have been noted as potential Advance Construction, however, the actual delivery of projects throughout the year will continue to assign 154 and 164 funding first. With respect to August Redistribution, this funding plan serves as a snapshot demonstrating a path to meeting all obligations. The PDP and PDA processes will be used to assign 154, 164, 148 or Advance Construction funding at the time of each request. We request signature of the funding plan to initiate HSIP funding for projects.

Your signature below will enable the regions to start projects.



Ryan Anderson, P.E, Commissioner

1/20/2026
Date

Attachments:

- Summary of Proposed and Selected Project Funding by Region, with Estimate of Available Funding
- Northern Region FFY 2026 HSIP project listing
- Central Region FFY 2026 HSIP project listing
- Southcoast Region FFY 2026 HSIP project listing
- Statewide FFY26 HSIP project listing
- Funding Priority and Project Ranking
- HSIP Criteria Matrix

Alaska HSIP Funding FFY '26 -'28: Proposed by Regions

		Entire Department			Northern			Central			Southcoast			Statewide		
		2026	2027	2028	2026	2027	2028	2026	2027	2028	2026	2027	2028	2026	2027	2028
Type	New:	\$ 4,678,600	\$ 4,111,600	\$ 14,054,000	\$ 642,100	\$ 1,016,200	\$ 270,000	\$ 2,336,500	\$ 2,453,400	\$ 13,784,000	\$ 200,000	\$ 642,000	\$ -	\$ 1,500,000	\$ -	\$ -
	Funded Old:	\$ 91,305,627	\$ 64,003,217	\$ 56,149,000	\$ 19,046,149	\$ 17,680,000	\$ 3,609,000	\$ 62,191,879	\$ 31,377,000	\$ 45,540,000	\$ 10,067,599	\$ 12,946,217	\$ -	\$ -	\$ 2,000,000	\$ 7,000,000
	Unfunded Old:	\$ 1,882,000	\$ 5,666,000	\$ 12,491,000	\$ -	\$ -	\$ -	\$ 632,000	\$ 3,596,000	\$ 8,711,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total:	\$ 97,866,227	\$ 73,780,817	\$ 82,694,000	\$ 19,688,249	\$ 18,696,200	\$ 3,879,000	\$ 65,160,379	\$ 37,426,400	\$ 68,035,000	\$ 10,267,599	\$ 13,588,217	\$ -	\$ 1,500,000	\$ 2,000,000	\$ 7,000,000

Alaska HSIP Funding FFY '26: Selected by Statewide

		Entire Department		Northern	Central	Southcoast	Statewide
		2026 Available (Fed + SM) - ACC + AC	2026 Selected	2026	2026	2026	2026
Type	New:		\$ 4,678,600	\$ 642,100	\$ 2,336,500	\$ 200,000	\$ 1,500,000
	Funded Old:		\$ 91,305,627	\$ 19,046,149	\$ 62,191,879	\$ 10,067,599	\$ -
	Unfunded Old:		\$ 632,000	\$ -	\$ 632,000	\$ -	\$ -
	Total:		\$ 96,616,227	\$ 19,688,249	\$ 65,160,379	\$ 10,267,599	\$ 1,500,000
Funding	S120 (Increased Fed)		\$ -	\$ -	\$ -	\$ -	\$ -
	S130 (Railroad)	\$ 1,225,000	\$ 499,958	\$ 373,058	\$ 126,900	\$ -	\$ -
	S148 (UnCat HSIP Funds)						
	S154 (Penalty)	\$ 72,189,787	\$ 71,964,990	\$ 18,745,191	\$ 41,883,200	\$ 9,836,599	\$ 1,500,000
	S164 (Penalty)						
	HRRR (Special Rule)		\$ -	\$ -	\$ -	\$ -	\$ -
	SSP		\$ -	\$ -	\$ -	\$ -	\$ -
	VRU (Special Rule)	\$ 6,494,469	\$ 4,798,000	\$ 570,000	\$ 3,867,000	\$ 361,000	\$ -
	Advance Construction		\$ 19,353,279	\$ -	\$ 19,283,279	\$ 70,000	\$ -
A/C Conversion (VRU)	\$ (1,913,937)	\$ -					
Total:	\$ 77,995,320	\$ 96,616,227	\$ 19,688,249	\$ 65,160,379	\$ 10,267,599	\$ 1,500,000	
Phase	0		\$ 2,205,000	\$ -	\$ 705,000	\$ -	\$ 1,500,000
	2		\$ 7,034,200	\$ 1,550,500	\$ 4,988,700	\$ 495,000	\$ -
	3		\$ 1,940,000	\$ -	\$ 1,700,000	\$ 240,000	\$ -
	4		\$ 77,239,669	\$ 16,606,791	\$ 51,310,279	\$ 9,322,599	\$ -
	7		\$ 8,197,358	\$ 1,530,958	\$ 6,456,400	\$ 210,000	\$ -
	8		\$ -	\$ -	\$ -	\$ -	\$ -
	9		\$ -	\$ -	\$ -	\$ -	\$ -
	Total:		\$ 96,616,227	\$ 19,688,249	\$ 65,160,379	\$ 10,267,599	\$ 1,500,000
Unselected / Not Funded Projects:				\$ -		\$ -	\$ -

Alaska HSIP Funding FFY '26 within MPO Boundaries					
Proposed	2026	All MPOs	FAST (NR)	AMATS (CR)	MVP (CR)
	In MPO Boundary:	\$ 72,302,934	\$ 19,626,855	\$ 30,003,779	\$ 22,672,300
Selected by Statewide					
Type	New:	\$ 3,497,400	\$ 1,500,000	\$ 1,835,500	\$ 161,900
	Funded Old:	\$ 66,923,534	\$ 18,126,855	\$ 26,286,279	\$ 22,510,400
	Unfunded Old:	\$ 632,000	\$ -	\$ 632,000	\$ -
	Total:	\$ 71,052,934	\$ 19,626,855	\$ 28,753,779	\$ 22,672,300
Funding	S120 (Increased Fed)	\$ -	\$ -	\$ -	\$ -
	S130 (Railroad)	\$ 112,500	\$ -	\$ 101,500	\$ 11,000
	S148 (UnCat HSIP Funds)	\$ 47,827,127	\$ 19,558,827	\$ 5,607,000	\$ 22,661,300
	S154 (Penalty)				
	S164 (Penalty)				
	HRRR	\$ -	\$ -	\$ -	\$ -
	SSP	\$ -	\$ -	\$ -	\$ -
	VRU	\$ 3,935,028	\$ 68,028	\$ 3,867,000	\$ -
	Advance Construction	\$ 19,178,279	\$ -	\$ 19,178,279	\$ -
Total:	\$ 71,052,934	\$ 19,626,855	\$ 28,753,779	\$ 22,672,300	
Unfunded / Not Selected by Statewide					
Unfunded:	\$ -	\$ -	\$ -	\$ -	
Not Selected:		\$ -		\$ -	
Total:					

FFY 2026 Approved HSIP Projects - Northern Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
HSIP: Northern Region Systemic Signal Upgrades	Funded Old	NFHWY00531	20NR02	0.51	N/A	40	N/A	13	0	0	N	0				Yes, with NFHWY01098, 21NR02	FAST	FAST	SYSTEMIC Install overhead signal head for each lane of each approach at 8 intersections around Northern Region. Install retroreflective backplates on all signal heads. Upgrade advance warning flashers in McKinley Village.		
												2									
												3									
												4	\$ 1,620,213								Q4
												7									
												8									
												9									
												Total	\$ 1,620,213	\$ -	\$ -						
HSIP: City of Fairbanks Systemic Signal Upgrades	Funded Old	NFHWY00592	21NR02	1.05	varies	144	N/A	43	6	0	N	0				No	FAST	FAST	SYSTEMIC Install overhead signal head for each lane of each approach at 15 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads and at 15 additional locations.	NFHWY00592 has multiple construction packages. The first spinoff built all the easy intersection improvements with no ROW impacts. The spinoff NFHWY001098 will construct all the remaining intersection except those on Barnette St. All design efforts are paid for under NFHWY00592. The Barnette street intersection will be the last construction package and will close out NFHWY00592.	
												2									
												3									
												4		\$ 4,970,000							
												7									
												8									
												9									
												Total	\$ -	\$ 4,970,000	\$ -						
City of Fairbanks Systemic Signal Upgrades - Stage 2 (HSIP)	Funded Old	NFHWY01098	21NR02	1.05	varies	144	N/A	43	6	0	N	0				Yes, with NFHWY00531, 20NR02	FAST	No	SYSTEMIC Install overhead signal head for each lane of each approach at 15 intersections around City of Fairbanks. Install retroreflective backplates on all signal heads and at 15 additional locations.	NFHWY00592 has multiple construction packages. The first spinoff built all the easy intersection improvements with no ROW impacts. The spinoff NFHWY001098 will construct all the remaining intersection except those on Barnette St. All design efforts are paid for under NFHWY00592. The Barnette street intersection will be the last construction package and will close out NFHWY00592. Will coordinate with Randi Bailey to ensure this get's into the TIP once Funding plan is finalized and approved.	
												2									
												3									
												4	\$ 5,860,000								Q4
												7									
												8									
												9									
												Total	\$ 5,860,000	\$ -	\$ -						
Parks Highway/Sheep Creek Road Extension Traffic Signal (HSIP)	Funded Old	NFHWY00898	23NR01	0.66	N/C	6	0	2	1	0	N	0				Yes, with NFHWY01092 & NFHWY01103 & NFHWY01109 (project hasn't been started yet)	FAST	FAST	Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension.		
												2	\$ 470,000								Q1
												3									
												4	\$ 9,126,578								Q4
												7	\$ 300,000								Q1
												8									
												9									
												Total	\$ 9,896,578	\$ -	\$ -						
HSIP: Murphy Dome Road MP 0-2 Rehabilitation	Funded Old	NFHWY00818	23NR02	0.3	N/A	7	0	0	0	1	N	0				No	N/A	FALSE	Widen Murphy Dome Rd from Goldstream Rd/Sheep Creek Rd to Spinach Creek Rd to provide 6' shoulders.	ph7 \$200k is a wag, not sure about the extent of utility impacts - \$500k would be more reasonable	
												2									
												3									
												4		\$ 6,517,000							
												7	\$ 500,000								Q1
												8									
												9									
												Total	\$ 500,000	\$ 6,517,000	\$ -						
Nordale Road / Peede Road Improvements (HSIP)	Funded Old	NFHWY00948	24NR01	2.46	N/C	6	1	6	1	0	N	0				No	FAST	FAST	Convert a two way stop controlled intersection to a single lane roundabout.		
												2	\$ 188,400								Q3
												3		\$ 100,000							
												4			\$ 3,609,000						
												7	\$ 200,000								Q3
												8									
												9									
												Total	\$ 388,400	\$ 100,000	\$ 3,609,000						

FFY 2026 Approved HSIP Projects - Northern Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
Richardson Highway MP 341-362 Variable Speed Limit	Funded Old	NFHWY00949	24NR02	2.26	N/A	133	30	27	2	0	N	0				Yes, bundled with Seward Highway MP 90-118, but all under NFHWY00949. AMATS and FAST funding is broken out from one another.	FAST	FAST	Install variable speed limit (VSL) signs on the Richardson Highway MP 341-362. Work includes installing VSL signs at key locations, integrating real-time road weather and traffic data from RWIS and count stations, and establishing operational protocols in coordination with law enforcement and maintenance teams.	Project is managed by Statewide. For amount in FAST, used old FAST boundary that is recognized by the Governor. MP 346-362 are within the official FAST boundary (17 miles of the 22 total project miles).	
												2	\$ 180,000								Q2
												3									
												4		\$ 5,200,000							
												7	\$ 200,000								Q1
												8									
												9									
Total	\$ 380,000	\$ 5,200,000	\$ -																		
Parks Highway MP 168 Hurricane Railroad Crossing Upgrades (HSIP)	Funded Old	NFHWY00954	24NN01	N/C	N/A	0	0	0	0	0	N	0				No	N/A	FALSE	Install new ties, new concrete panels, and rail for Hurricane crossing to bring it back within ARRC standards. Also included is the installation of a new solar array, battery bank, and generator which powers the systems at this crossing.	Project obligated 6/12/2025	
												2									
												3									
												4									
												7	\$ 330,958								Q2
												8									
												9									
Total	\$ 330,958	\$ -	\$ -																		
Northern Region Accessible Pedestrian Signal Upgrades (HSIP)	Funded Old	NFHWY01058	25NN01	N/C	N/A	0	0	0	0	0	N	0				No	FAST	FAST	SYSTEMIC Install new pedestrian pushbuttons at state-owned crosswalks across Northern Region.		
												2	\$ 70,000								Q2
												3									
												4		\$ 893,000							
												7									
												8									
												9									
Total	\$ 70,000	\$ 893,000	\$ -																		
Parks Highway Guardrail End Terminal Upgrades	New	pend	26NN01	N/C	N/A	0	0	0	0	0	N	0				No	N/A	FALSE	Install MASH TL-3 guardrail end terminals along the NR portion of the Parks Highway.		
												2	\$ 600,000		\$ 270,000						Q1
												3									
												4									
												7									
												8									
												9									
Total	\$ 600,000	\$ -	\$ 270,000																		
Sheep Creek Road (Happy) Railroad Crossing Surface Upgrade	New	pend	26NN02	N/C	N/A	0	0	0	0	0	N	0				No	N/A	FALSE	Upgrade the railroad crossing surface at the Sheep Creek Road (Happy) crossing.		
												2	\$ 42,100								Q1
												3									
												4									
												7		\$ 1,016,200							
												8									
												9									
Total	\$ 42,100	\$ 1,016,200	\$ -																		

0	\$ -	\$ -	\$ -
2	\$ 1,550,500	\$ -	\$ 270,000
3	\$ -	\$ 100,000	\$ -
4	\$ 16,606,791	\$ 17,580,000	\$ 3,609,000
7	\$ 1,530,958	\$ 1,016,200	\$ -
8	\$ -	\$ -	\$ -
9	\$ -	\$ -	\$ -
Total	\$ 19,688,249	\$ 18,696,200	\$ 3,879,000

FFY 2026 Approved HSIP Projects - Central Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
Sterling Highway Shoulder Widening MP 157-169	Funded Old	Z581060000	14CR02	0.4	N/A	20	N/A	14	3	1	C	0				Yes, with Z581060000 Sterling Hwy: MP 157-169 Reconst. - Anchor Pt to Baycrest Hill	N/A	FALSE	Widen shoulders on Sterling Highway from 4' to 8' between Mile Posts 157-169. Project is part of larger 3R project currently in design. Project includes shoulder rumble strips.	0	
												2									
												3									
												4	\$ 10,800,000								Q1
												7									
												8									
												9									
												Total	\$ 10,800,000	\$ -	\$ -						
Bogard Rd at Engstrom Rd / Green Forest Dr Intersection Improvements	Funded Old	CFHWY00453	18CR01	0.61	0.85 and 0.40	8	N/A	5	1	0	C	0				No	MVP	No	Realign Green Forest Drive at Bogard Road to create one intersection with Engstrom Road with four approaches. Construct a single lane roundabout at the new intersection.	With newly formed MVP, the TIP is still being developed.	
												2									
												3									
												4	\$ 11,406,000								Q3
												7	\$ 3,872,000								Q3
												8									
												9									
												Total	\$ 15,278,000	\$ -	\$ -						
Vine Rd at Hollywood Rd Intersection Improvements	Funded Old	CFHWY00463	18CR02	0.46	1.71	7	N/A	4	1	0	C	0				Possible, with Z524640000 Knik Goose Bay Rd Reconst, MP 0.3 to 6.8 Centaur Ave-Vine Rd	MVP	No	Construct a single lane roundabout at the intersection of Vine Road and Hollywood Road. Phase 3 4th quarter request	With newly formed MVP, the TIP is still being developed.	
												2		\$ 100,000							
												3									
												4		\$ 5,528,000							
												7		\$ 1,762,000							
												8									
												9									
												Total	\$ -	\$ 7,390,000	\$ -						
Gambell St Utility Pole Removal and Increased Pedestrian Lighting	Funded Old	CFHWY00502	19CR01	0.3	N/A	48	N/A	29	2	3	C	0				Yes, with CFHWY00503 HSIP: Gambell and Ingra Streets Overhead Signal Indication Upgrades	AMATS	AMATS	Remove existing utility/lighting poles and replace with new poles/lighting that have a break away base and are further from the travel lanes.	0	
												2									
												3									
												4	\$ 6,880,068								Q4
												7	\$ 1,500,000								Q4
												8									
												9									
												Total	\$ 8,380,068	\$ -	\$ -						
Gambell and Ingra Streets - Overhead Signal Indication Upgrades	Funded Old	CFHWY00503	19CR02	0.36	N/A	69	N/A	26	0	0	C	0				Yes, with CFHWY00502 Gambell St Utility Pole Removal and Increased Lighting	AMATS	AMATS	Install new signal poles and mast arms to provide a minimum of one signal head over each through lane.	0	
												2									
												3									
												4	\$ 8,419,211								Q4
												7	\$ 500,000								Q4
												8									
												9									
												Total	\$ 8,919,211	\$ -	\$ -						
Seward Highway Rockfall Mitigation, MP 113.2	Funded Old	CFHWY01239	19CN05(23)	N/C	N/A	0	0	0	0	0	C	0				No	N/A	FALSE	This project proposes to perform rockfall mitigation at Seward Highway MP 113.2 to reduce the risk of rockfall-related crashes on the Seward Highway.	0	
												2	\$ 400,800								Q1
												3									
												4	\$ -	\$ 19,500,000							
												7	\$ -	\$ 35,000							
												8									
												9									
												Total	\$ 400,800	\$ 19,535,000	\$ -						
Wasilla-Fishhook Rd and Spruce Ave/Peck St Roundabout	Funded Old	CFHWY00790	20CR03	0.72	N/A	5	N/A	6	0	0	C	0				No	MVP	No	Install a single lane roundabout at the 4 leg intersection of Wasilla Fishhook Rd and Spruce Ave/Peck St intersection.	With newly formed MVP, the TIP is still being developed.	
												2									
												3	\$ 150,000								Q1
												4	\$ 5,150,000								Q2
												7	\$ 297,000								Q2
												8									
												9									
												Total	\$ 5,597,000	\$ -	\$ -						

FFY 2026 Approved HSIP Projects - Central Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
5th Ave: Concrete St to Karluk St Pedestrian Improvements	Funded Old	CFHWY00856	21CR01	2.39	N/A	0	N/A	0	0	2	C	0				No	AMATS	AMATS	Install pedestrian median barrier between Concrete Street and the couplet of 5th and 6th Avenues. The project scope also proposes to improve existing lighting levels to the extent practicable.	0	
												2									
												3									
												4	\$ 3,855,000								Q4
												7	\$ 12,000								Q4
												8									
												9									
												Total	\$ 3,867,000	\$ -	\$ -						
Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	Funded Old	CFHWY00944	22CR01	1.72	N/A	379	N/A	297	10	0	C	0				No	AMATS	AMATS	This project proposes to replace existing 5-section protected-permissive signal heads with 4-section FYA signals heads at 21 signalized intersections in Anchorage. The scope includes increasing the number of through signal heads at select locations. This project nominations aims to reduce left-turning, T-bone, and rear end crashes.	0	
												2									
												3	\$ 150,000								Q2
												4			\$ 17,500,000						
												7			\$ 2,300,000						
												8									
												9									
												Total	\$ 150,000	\$ -	\$ 19,800,000						
Pittman Rd Shoulder Widening and Slope Flattening	Funded Old	CFHWY00926	22CR02	0.2	N/A	9	N/A	9	6	1	C	0				No	N/A	FALSE	This project proposes to increase the paved shoulder width and flatten the existing slide slopes on Pittman Rd between Zehnder Road and Church Road. This project nomination aims to reduce single vehicle run off road, head-on, rear end, and sideswipe crashes.	0	
												2									
												3	\$ 1,400,000								Q3
												4			\$ 22,650,000						
												7			\$ 950,000						
												8									
												9									
												Total	\$ 1,400,000	\$ -	\$ 23,600,000						
Tudor Road: Baxter Road to Patterson Street Channelization	Funded Old	CFHWY01073	23CR01	0.73	N/A	3	3	2	3	1	C	0				No	AMATS	AMATS	This project proposes to install center median on Tudor Road between Baxter Road and Patterson Street in Anchorage. This project nomination aims to reduce head-on and left-turning angle crashes on this segment of Tudor Road.	0	
												2									
												3									
												4	\$ 4,800,000								Q2
												7	\$ 7,000								Q2
												8									
												9									
												Total	\$ 4,807,000	\$ -	\$ -						
Old Seward Highway: Industry Way/120th Ave Channelization	Unfunded Old	CFHWY01154	23CR02	0.38	N/A	11	3	2	0	0	C	0				Yes, CFHWY00886 Old Seward Hwy and Huffman Rd - O'Malley to Rabbit Creek to Birch PP	AMATS	AMATS	This project proposes to install left-turn channelizing median on Old Seward Highway at Industry Way and 120th Avenue. This project nomination proposes to reduce angle and access related crashes on this segment of Old Seward Highway.	0	
												2									
												3									
												4		\$ 1,800,000							
												7		\$ 7,000							
												8									
												9									
												Total	\$ -	\$ 1,807,000	\$ -						
Bogard Road: Greyling Street to Grumman Circle Safety Improvements	Funded Old	CFHWY01234	24CR01	0.21	N/A	12	7	9	4	0	C	0				No	MVP	No	This project proposed to a install a combination of left turn lanes, single lane roundabouts, and/or raised median to reduce rear end and access related crashes between Greyling Circle and Grumman Road. Project also proposes to install separated multi-use pathway on one side of the roadway to provide dedicated non-motorized facilities on this high-speed arterial.	With newly formed MVP, the TIP is still being developed.	
												2	\$ 1,106,400								Q4
												3			\$ 1,793,000						
												4									
												7									
												8									
												9									
												Total	\$ 1,106,400	\$ -	\$ 1,793,000						
Bogard Road: Trunk Road to Engstrom Road Safety Improvements	Funded Old	CFHWY01234	24CR02	0.23	N/A	3	1	2	0	1	C	0				No	MVP	No	This project proposed to install continuous raised median between the Trunk Road roundabout and future Engstrom Road roundabout. Project also proposes to install separated multi-use pathway on one side of the roadway to provide dedicated non-motorized facilities on this high-speed arterial.	With newly formed MVP, the TIP is still being developed.	
												2	\$ 518,000								Q4
												3			\$ 347,000						
												4									
												7									
												8									
												9									
												Total	\$ 518,000	\$ -	\$ 347,000						

FFY 2026 Approved HSIP Projects - Central Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
DTMF Activated Railroad Crossing Signal Upgrades	Funded Old	CFHWY01241	24CN03	N/C	N/A	0	0	0	0	0	C	0				No	AMATS MVP	No	This project proposes to improve crossing safety for ARRC on-track vehicles, equipment, and roadway traffic by installing Dual Tone Multi Frequency (DTMF) radio controlled switches to facilitate signal activation at nine grade crossings.	Did not obligate FFY25 because none of the sites could pass the RR Crossing Checklist. Pushing to FFY26, but will have to discuss with RR whether the project moves forward if it will require major fixes to the crossings.	
												2									
												3									
												4									
												7	\$ 58,400								Q4
												8									
												9									
												Total	\$ 58,400	\$ -	\$ -						
Northern Lights Blvd Safety Improvements	Unfunded Old	CFHWY01318	25CR01	30	N/A	0	158	111	17	1	C	0			Possible, with CFHWY0085 1 Anchorage Area Pavement Preservation Group A, which includes Northern Lights Blvd.	AMATS	AMATS	Receonfigure roadway to remove one lane (road diet) between Lake Otis Blvd and Lois Drive. Widen Sidewalk to ADA compliant standards. Consolidate driveways. Install buffered grassy area or two-way cycle track. Enhance signalized crosswalks, include 4th crossings at New Seward and Minnesota Drive crossings with signalized hardware upgrades and Leading Pedestrian Intervals. Install RRFB and raised crosswalk at Lois Dr. Install new sidewalk connection on Lois Drive from Northern Lights to Benson. Reduce speed limit to 30MPH.	0		
												2									
												3		\$ 90,000							
												4								\$ 3,700,000	
												7								\$ 190,000	
												8									
												9									
												Total	\$ -	\$ 90,000						\$ 3,890,000	
Ingra & Gambell Couplet Safety Improvements	Unfunded Old	CFHWY01367	25CR02	13.5	N/A	0	150	144	24	4	C	0			Possible, with 19CR02 (CFHWY005 03) HSIP: Gambell and Ingra Street-Overhead Signal Indication U/G and 19CR01	AMATS	AMATS	Reconfigure roadway to 3-lane one-way (road diet).	0		
												2		\$ 1,050,000							
												3		\$ 110,000							
												4								\$ 3,060,000	
												7								\$ 260,000	
												8									
												9									
												Total	\$ -	\$ 1,160,000						\$ 3,320,000	
Seward Highway Safety Corridor Variable Speed Limit	Funded Old	NFHWY00949	25CR03	3.97	N/A	123	12	33	7	3	C	0			No	AMATS	AMATS	The project proposes to implement road weather condition based variable speed limits (VSLs) in the Safety Corridor section of the Seward Highway	0		
												2	\$ 700,000								Q2
												3									
												4		\$ 3,900,000							
												7	\$ 210,000								Q2
												8									
												9									
												Total	\$ 910,000	\$ 3,900,000						\$ -	
A Street Safety Improvements	Unfunded Old	CFHWY01364	25CR05	4.9	N/A	2	25	23	7	1	C	0			No	AMATS	AMATS	Reconfigure roadway to 2-lane one-way (road diet). Install traffic signal at 16th Ave and A St. Shared-use path and creek crossing to connect 16th Ave to the Chester Creek Trail on the west side of A St.	Additional phase 2 funds added per Highway Design Chief recommendation. Predicted benefit/cost updated.		
												2	\$ 632,000	\$ 420,000							Q4
												3		\$ 119,000							
												4								\$ 1,501,000	
												7									
												8									
												9									
												Total	\$ 632,000	\$ 539,000						\$ 1,501,000	
Mountain View Drive Safety Improvements	Funded Old	CFHWY01365	25CR06	0.6	N/A	88	33	23	4	1	C	0			No	AMATS	AMATS	Reconfigure roadway to 3-lane configuration (road diet) from Reeve Ave to Flower St. Driveway consolidation, raised crosswalks, and transit stop improvements/relocation. Signalized intersection improvements including leading pedestrian interval, flashing yellow arrow, and high-visibility crosswalk markings.	0		
												2		\$ 339,000							
												3		\$ 213,000							
												4									
												7									
												8									
												9									
												Total	\$ -	\$ 552,000						\$ -	
CR Red Light Indicator Lights and Retroreflective Backplates	New	pend	26CR01	20.1	N/A	1184	272	278	35	8	C	0	\$ 105,000		No	AMATS MVP	No	Install Red Light Indicator Lights and retroreflective backplate at 22 intersextions in cetnrral region.	With newly formed MVP, the TIP is still being developed.		
												2		\$ 158,000							Q3
												3									
												4								\$ 3,709,000	
												7									
												8									
												9								\$ 63,000	
												Total	\$ 105,000	\$ 158,000						\$ 3,772,000	

FFY 2026 Approved HSIP Projects - Central Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
Regionwide Systemic Retroreflective Back Plates at Signalized Intersections	New	pend	26CR02	15.6	N/A	7590	1612	1386	160	23	C	0				No	AMATS MVP	No	Install retroreflective backplate at traffic signals across central region.	With newly formed MVP, the TIP is still being developed.	
												2	\$ 211,000	\$ 316,000							Q3
												3									
												4			\$ 8,605,000						
												7									
												8									
												9									
												Total	\$ 211,000	\$ 316,000	\$ 8,605,000						
Tudor Road at Wright Street and Dale Street – VRU Improvements	New	pend	26CR03	0.51	N/A	37	7	11	1	0	C	0				Possible, with CFHWY0129 4 Tudor Road Pavement Preservation	AMATS	No	Pedestrian Improvements at Tudor Rd & Wright St and Tudor Rd & Dale St	0	
												2	\$ 1,247,000		\$ 649,000						Q3
												3									
												4									
												7									
												8									
												9									
												Total	\$ 1,247,000	\$ -	\$ 649,000						
Central Region FFY26-31 Fatal Crash Review Team and Rapid Response Fund	New	pend	26CN01	N/C	N/A	0	0	0	0	0	C	0	\$ 600,000	\$ 600,000	\$ 600,000	Q2	No	AMATS MVP	No	Rapid Response Fund for quick-build projects at locations of fatal and serious injury crashes	0
												2									
												3									
												4									
												7									
												8									
												9									
												Total	\$ 600,000	\$ 600,000	\$ 600,000						
Homer Area Pedestrian Crosswalks	New	pend	26CN02	N/C	N/A	0	0	0	0	0	C	0				No	N/A	FALSE	Construct two crosswalks with RRFBs and visibility enhancements	0	
												2	\$ 105,000		\$ 158,000						Q3
												3									
												4									
												7									
												8									
												9									
												Total	\$ 105,000	\$ -	\$ 158,000						
Ocean Dock Road 2-Track Signal System Upgrade	New	pend	26CN03	N/C	N/A	0	0	0	0	0	C	0				No	AMATS	No	RR signal system upgrade	0	
												2	\$ 68,500								Q2
												3									
												4									
												7		\$ 1,379,400							
												8									
												9									
												Total	\$ 68,500	\$ 1,379,400	\$ -						

0	\$ 705,000	\$ 600,000	\$ 600,000
2	\$ 4,988,700	\$ 2,383,000	\$ 807,000
3	\$ 1,700,000	\$ 532,000	\$ 2,140,000
4	\$ 51,310,279	\$ 30,728,000	\$ 60,725,000
7	\$ 6,456,400	\$ 3,183,400	\$ 3,700,000
8	\$ -	\$ -	\$ -
9	\$ -	\$ -	\$ 63,000
Total	\$ 65,160,379	\$ 37,426,400	\$ 68,035,000

FFY 2026 Approved HSIP Projects - Southcoast Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
SIT Halibut Point Road and Peterson Avenue Intersection Safety Improvements	Funded Old	SFHWY00103	17SN01	N/C	0.18	0	0	0	0	0	S	0				0	N/A	FALSE	Provide additional illumination at the HPR / Peterson intersection to meet current DOT&PF standards. Establish a center refuge island. Improve intersection sight distance by relocating a utility transformer. Modify access to an apartment building adjacent to the intersection. Replace existing S1-1 school signs with W11-2 advance pedestrian warning signs.	0	
												2									
												3									
												4	\$ 66,000								Q1
												7									
												8									
												9									
Total	\$ 66,000	\$ -	\$ -																		
JNU Loop Road - Valley Boulevard Intersection Safety Improvements HSIP	Funded Old	SFHWY00403	22SR01	0.23	N/C	4	0	3	0	0	S	0				0	N/A	FALSE	Construction a single-lane roundabout at the Loop Road-Mendenhall Boulevard-Valley Boulevard intersection.	0	
												2									
												3									
												4	\$ 4,302,000								Q1
												7									
												8									
												9									
Total	\$ 4,302,000	\$ -	\$ -																		
SR Regionwide Guardrail Inventory and Upgrade HSIP	Funded Old	SFHWY00404	22SN01	N/C	N/C	0	0	0	0	0	S	0				0	N/A	FALSE	Assess and correct guardrail safety deficiencies along Principal and Minor Arterial routes with posted speeds of 40 mph or higher. Typical deficiencies include, but are not limited, steel washers on the face of rail, insufficient length of need, steel blockouts without backup plates, and breakaway cable terminals.	0	
												2									
												3									
												4		\$ 3,789,310							
												7									
												8									
												9									
Total	\$ -	\$ 3,789,310	\$ -																		
HSIP JNU Vanderbilt Continuous Green T	Funded Old	SFHWY00524	23SR01	0.64	N/C	7	3	4	0	0	S	0				0	N/A	FALSE	Convert Egan/Vanderbilt intersection into a Continuous Green T intersection with SB Thru lanes not stopping and new median acceleration lane.	0	
												2									
												3									
												4	\$ 3,133,599								Q1
												7									
												8									
												9									
Total	\$ 3,133,599	\$ -	\$ -																		
JNU Glacier Hwy Safety Improvements HSIP - McNugget to Loop Rd	Funded Old	SFHWY00498	23SR02	2.54	N/C	5	0	7	0	0	S	0				0	N/A	FALSE	Improve uncontrolled crosswalks along Glacier Hwy and convert Jordan Ave - McNugget into a superstreet.	0	
												2	\$ 150,000								Q3
												3	\$ 100,000								Q4
												4		\$ 1,327,823							
												7	\$ 100,000								Q4
												8									
												9									
Total	\$ 350,000	\$ 1,327,823	\$ -																		
SR Regionwide Passing Zones Inventory and Restriping HSIP	Funded Old	SFHWY00497	23SN01	N/C	N/C	0	0	0	0	0	S	0				0	N/A	FALSE	Assess and correct passing zone deficiencies along Two-Way Two-Lane Highways with posted speeds of 40mph or greater, published AADT between 500-6000, and 1 mile or greater in length.	0	
												2									
												3									
												4		\$ 1,479,084							
												7									
												8									
												9									
Total	\$ -	\$ 1,479,084	\$ -																		
POW Rumble Strip Improvements	Funded Old	SFHWY00603	24SR01	0.61	N/C	0	0	0	0	1	S	0				0	N/A	FALSE	Install centerline rumble strips on rural highways in the Prince of Wales area.	0	
												2									
												3									
												4	\$ 1,821,000								Q1
												7									
												8									
												9									
Total	\$ 1,821,000	\$ -	\$ -																		

FFY 2026 Approved HSIP Projects - Southcoast Region

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
JNU Glacier Hwy Lighting Improvements (Jensine - Fritz Cove)	Funded Old	SFHWY006 02	24SN01	N/C	N/C	1	0	1	0	0	S	0				0	N/A	FALSE	Install new continuous illumination along Glacier Hwy from Jensine St to Fritz Cove Rd.	0	
												2									
												3	\$ 100,000								Q4
												4		\$ 2,818,000							
												7	\$ 100,000								Q4
												8									
												9									
												Total	\$ 200,000	\$ 2,818,000	\$ -						
Douglas Highway Retaining Wall and Guardrail Installation	Funded Old	SFHWY006 91	25SN01	N/C	N/C	4	0	0	0	0	S	0				0	N/A	FALSE	Construct a retaining wall and guardrail along Douglas Highway near the Crow Hill Intersection.	0	
												2									
												3	\$ 20,000								Q4
												4		\$ 667,000							
												7	\$ 10,000								Q4
												8									
												9									
												Total	\$ 30,000	\$ 667,000	\$ -						
Harbor Drive Crosswalk and Lighting Improvements	Funded Old	SFHWY006 90	25SN02	N/C	N/C	0	0	0	0	0	S	0				0	N/A	FALSE	Construct a mid block pedestrian crossing across Harbor Drive, implementing sidewalk extensions, luminaires, and signage.	0	
												2	\$ 50,000								Q2
												3	\$ 20,000								Q4
												4		\$ 985,000							
												7									
												8									
												9									
												Total	\$ 70,000	\$ 985,000	\$ -						
HSIP Juneau Areawide Pedestrian Improvements	Funded Old	SFHWY006 94	25SN03	N/C	N/C	0	0	0	2	0	S	0				0	N/A	FALSE	Provide systemic pedestrian crossing improvements around the City and Borough of Juneau. Sites identified for improvement will be further analyzed to determine the appropriate treatment for each location.	0	
												2	\$ 95,000								Q2
												3									
												4		\$ 1,880,000							
												7									
												8									
												9									
												Total	\$ 95,000	\$ 1,880,000	\$ -						
HSIP Southcoast Region Accessible Pedestrian Signal Pushbutton Upgrades	New	pend	26SN01	N/C	N/C	2	3	12	2	3	S	0				0	N/A	FALSE	Install PROWAG compliant audible and vibrotactile pedestrian push buttons at 24 signalized intersections in SC Region.	0	
												2	\$ 200,000	\$ 100,000							Q4
												3									
												4		\$ 542,000							
												7									
												8									
												9									
												Total	\$ 200,000	\$ 642,000	\$ -						

0	\$ -	\$ -	\$ -
2	\$ 495,000	\$ 100,000	\$ -
3	\$ 240,000	\$ -	\$ -
4	\$ 9,322,599	\$ 13,488,217	\$ -
7	\$ 210,000	\$ -	\$ -
8	\$ -	\$ -	\$ -
9	\$ -	\$ -	\$ -
Total	\$ 10,267,599	\$ 13,588,217	\$ -

FFY 2026 Approved HSIP Projects - Statewide (HQ)

Project Name:	Project Type	IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			FFY26 Quarter	Bundle?	In MPO?	In TIP?	Project Description	Regional Response/Adjustment
						PDO	POS	MIN	MJR	FAT			26	27	28						
Rural/Remote School Zone Safety Audit Project	Funded Old	HFHWY00402	24HN01	N/C	N/A	0	0	0	0	0	H	0				0	N/A	FALSE	Multi-year project that provides immediate assessment and priority funding of Rural and Remote School Zone safety projects to produce rapid-deployment, low-cost safety improvements for children attending schools located on state highways.	0	
												2	\$ 1,000,000	\$ 1,000,000							
												3									
												4	\$ 1,000,000	\$ 1,000,000							
												7									
												8									
												9									
												Total	\$ -	\$ 2,000,000	\$ 2,000,000						
Numbered Highways MEDEVAC Sites	Funded Old	HFHWY00404	24HN03	N/C	N/A	0	0	0	0	0	H	0				0	N/A	FALSE	Identify, improve, and catalog MEDEVAC sites on the numbered highway system in locations with narrow roadways, insufficient pull outs, and similar issues that prevent air access.	0	
												2									
												3									
												4		\$ 5,000,000							
												7									
												8									
												9									
												Total	\$ -	\$ -	\$ 5,000,000						
Airport Way Connected Corridor	New	pend	26HN01	N/C	N/A	0	0	0	0	0	H	0	\$ 1,500,000		Q2	0	FAST	No	Update state-owned signals on Airport Way to create a connected corridor for V2X.	All signals are DOT&PF owned and operated signals, with no COF participation. A non-construction project as defined by FHWA. Not in the FAST TIP since it is a new project, will coordinate with FAST Planning to include it if required.	
												2									
												3									
												4									
												7									
												8									
												9									
												Total	\$ 1,500,000	\$ -	\$ -						

0	\$ 1,500,000	\$ -	\$ -
2	\$ -	\$ 1,000,000	\$ 1,000,000
3	\$ -	\$ -	\$ -
4	\$ -	\$ 1,000,000	\$ 6,000,000
7	\$ -	\$ -	\$ -
8	\$ -	\$ -	\$ -
9	\$ -	\$ -	\$ -
Total	\$ 1,500,000	\$ 2,000,000	\$ 7,000,000

Projects without FY26 funding requests

TOTAL of 148/154/164: \$76,770,320

TOTAL of 130 (Railroad): \$1,225,000

RANKING

Rail projects

New projects (FY26 nominations)

Total Requested Project Funds: \$96,616,227

Projects using A/C

Project Name	Region	IRIS Number	HSIP Project Number	KSI	B/C	Criteria 1	Criteria 2	Criteria 3A	Criteria 3B	Criteria 4	Weighted Score	Statewide Rank	FFY 2026 Planned Obligation	FFY 2026 Cumulative Planned Obligation	Funding Category	Has Ph 2 \$ & Meets Crit 3B	Quarter
CR Red Light Indicator Lights and Retroreflective Backplates	C	pend	26CR01	43	20.1	5	5	5	N/A	0	5	1	\$ 105,000	\$ 105,000	S148 or S154/S164	N/A	Q3
Regionwide Systemic Retroreflective Back Plates at Signalized Intersections	C	pend	26CR02	183	15.6	5	5	5	N/A	0	5	2	\$ 211,000	\$ 316,000	S148 or S154/S164	N/A	Q3
City of Fairbanks Systemic Signal Upgrades - Stage 2 (HSIP)	N	NFHWY01098	21NR02	6	1.05	5	4	N/A	5	0	4.65	3	\$ 5,860,000	\$ 6,176,000	S148 or S154/S164	\$ -	Q4
Seward Highway Safety Corridor Variable Speed Limit	C	NFHWY00949	25CR03	10	3.97	5	5	N/A	3	0	4.4	4	\$ 910,000	\$ 7,086,000	S148 or S154/S164	\$ 700,000.00	Q2
5th Ave: Concrete St to Kartuk St Pedestrian Improvements	C	CFHWY00856	21CR01	2	2.39	4	5	N/A	4	0	4.35	5	\$ 3,867,000	\$ 10,953,000	VRU	\$ -	Q4
HSIP: City of Fairbanks Systemic Signal Upgrades	N	NFHWY00592	21NR02	6	1.05	5	4	N/A	4	0	4.35	6	\$ -	\$ 10,953,000	S148 or S154/S164	\$ -	
Richardson Highway MP 341-362 Variable Speed Limit	N	NFHWY00949	24NR02	2	2.26	4	5	N/A	4	0	4.35	7	\$ 380,000	\$ 11,333,000	S148 or S154/S164	\$ 188,000.00	Q2
Tudor Road: Baxter Road to Patterson Street Channelization	C	CFHWY01073	23CR01	4	0.73	5	3	N/A	5	0	4.3	8	\$ 4,807,000	\$ 16,140,000	S148 or S154/S164	\$ -	Q2
Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	C	CFHWY00944	22CR01	10	1.72	5	4	N/A	3	0	4.05	9	\$ 150,000	\$ 16,290,000	S148 or S154/S164	\$ -	Q2
Sterling Highway Shoulder Widening MP 157-169	C	Z581060000	14CR02	4	0.4	5	2	N/A	5	0	3.95	10	\$ 10,800,000	\$ 27,090,000	S148 or S154/S164	\$ -	Q1
Northern Lights Blvd Safety Improvements	C	CFHWY01318	25CR01	18	30	5	5	1	N/A	0	3.8	11	\$ -	\$ 27,090,000	VRU	N/A	Q3
Ingra & Gambell Couplet Safety Improvements	C	CFHWY01367	25CR02	28	13.5	5	5	1	N/A	0	3.8	12	\$ -	\$ 27,090,000	VRU	N/A	Q2
A Street Safety Improvements	C	CFHWY01364	25CR05	8	4.9	5	5	1	N/A	0	3.8	13	\$ 632,000	\$ 27,722,000	A/C	N/A	Q4
Nordale Road / Peede Road Improvements (HSIP)	N	NFHWY00948	24NR01	1	2.46	3	5	N/A	3	0	3.7	14	\$ 388,400	\$ 28,110,400	S148 or S154/S164	\$ 188,400.00	Q3
Gambell St Utility Pole Removal and Increased Pedestrian Lighting	C	CFHWY00502	19CR01	5	0.3	5	2	N/A	4	0	3.65	15	\$ 8,380,068	\$ 36,490,468	A/C	\$ -	Q4
JNU Glacier Hwy Safety Improvements HSIP - McNugget to Loop Rd	S	SFHWY00498	23SR02	0	2.54	2	5	N/A	4	0	3.65	16	\$ 350,000	\$ 36,840,468	S148 or S154/S164	\$ 150,000.00	Q3
POW Rumble Strip Improvements	S	SFHWY00603	24SR01	1	0.61	3	3	N/A	5	0	3.6	17	\$ 1,821,000	\$ 38,661,468	S148 or S154/S164	\$ -	Q1
HSIP Southcoast Region Accessible Pedestrian Signal Pushbutton Upgrades	S	pend	26SN01	5	N/C	3	3	5	N/A	0	3.6	18	\$ 200,000	\$ 38,861,468	VRU	N/A	Q4
Bogard Rd at Engstrom Rd / Green Forest Dr Intersection Improvements	C	CFHWY00453	18CR01	1	0.61	3	3	N/A	5	0	3.6	19	\$ 15,278,000	\$ 54,139,468	S148 or S154/S164	\$ -	Q3
Mountain View Drive Safety Improvements	C	CFHWY01365	25CR06	5	0.6	5	3	N/A	2	0	3.4	20	\$ -	\$ 54,139,468	S148 or S154/S164	\$ -	
Pittman Rd Shoulder Widening and Slope Flattening	C	CFHWY00926	22CR02	7	0.2	5	2	N/A	3	0	3.35	21	\$ 1,400,000	\$ 55,539,468	S148 or S154/S164	\$ -	Q3
HSIP Juneau Areawide Pedestrian Improvements	S	SFHWY00694	25SN03	2	N/C	3	3	N/A	4	0	3.3	22	\$ 95,000	\$ 55,634,468	VRU	\$ 95,000.00	Q2
Parks Highway/Sheep Creek Road Extension Traffic Signal (HSIP)	N	NFHWY00898	23NR01	1	0.66	3	2	N/A	5	0	3.25	23	\$ 9,896,578	\$ 65,531,046	S148 or S154/S164	\$ 470,000.00	Q1
HSIP JNU Vanderbilt Continuous Green T	S	SFHWY00524	23SR01	0	0.64	2	3	N/A	5	0	3.25	24	\$ 3,133,599	\$ 68,664,645	S148 or S154/S164	\$ -	Q1
HSIP: Northern Region Systemic Signal Upgrades	N	NFHWY00531	20NR02	0	0.51	2	3	N/A	5	0	3.25	25	\$ 1,620,213	\$ 70,284,858	S148 or S154/S164	\$ -	Q4
Wasilla-Fishhook Rd and Spruce Ave/Peck St Roundabout	C	CFHWY00790	20CR03	0	0.72	2	3	N/A	5	0	3.25	26	\$ 5,597,000	\$ 75,881,858	S148 or S154/S164	\$ -	Q1
Rural/Remote School Zone Safety Audit Project	H	HFHWY00402	24HN01	0	N/C	2	3	N/A	4	0	2.95	27	\$ -	\$ 75,881,858	SSP	\$ -	
HSIP: Murphy Dome Road MP 0-2 Rehabilitation	N	NFHWY00818	23NR02	1	0.3	3	2	N/A	4	0	2.95	28	\$ 500,000	\$ 76,381,858	VRU	\$ -	Q1
Vine Rd at Hollywood Rd Intersection Improvements	C	CFHWY00463	18CR02	1	0.46	3	2	N/A	4	0	2.95	29	\$ -	\$ 76,381,858	S148 or S154/S164	\$ -	
JNU Loop Road - Valley Boulevard Intersection Safety Improvements HSIP	S	SFHWY00403	22SR01	0	0.23	2	2	N/A	5	0	2.9	30	\$ 4,302,000	\$ 80,683,858	S148 or S154/S164	\$ -	Q1
Old Seward Highway: Industry Way/120th Ave Channelization	C	CFHWY01154	23CR02	0	0.38	2	2	5	N/A	0	2.9	31	\$ -	\$ 80,683,858	Unfunded	N/A	
Bogard Road: Greyling Street to Grumman Circle Safety Improvements	C	CFHWY01234	24CR01	4	0.21	5	2	N/A	1	0	2.75	32	\$ 1,106,400	\$ 81,790,258	S148 or S154/S164	\$ 1,106,400.00	Q4
Central Region FFY26-31 Fatal Crash Review Team and Rapid Response Fund	C	pend	26CN01	0	N/C	1	2	5	N/A	15	2.7	33	\$ 600,000	\$ 82,390,258	S148 or S154/S164	N/A	Q2
Parks Highway Guardrail End Terminal Upgrades	N	pend	26NN01	0	N/C	1	1	5	N/A	48	2.68	34	\$ 600,000	\$ 82,990,258	S148 or S154/S164	N/A	Q1
Bogard Road: Trunk Road to Engstrom Road Safety Improvements	C	CFHWY01234	24CR02	1	0.23	3	2	N/A	1	62	2.67	35	\$ 518,000	\$ 83,508,258	S148 or S154/S164	\$ 518,000.00	Q4
JNU Glacier Hwy Lighting Improvements (Jensine - Fritz Cove)	S	SFHWY00602	24SN01	0	N/C	1	1	N/A	4	76	2.66	36	\$ 200,000	\$ 83,708,258	S148 or S154/S164	\$ -	Q4
Douglas Highway Retaining Wall and Guardrail Installation	S	SFHWY00691	25SN01	0	N/C	1	1	N/A	4	75	2.65	37	\$ 30,000	\$ 83,738,258	S148 or S154/S164	\$ -	Q4
Harbor Drive Crosswalk and Lighting Improvements	S	SFHWY00690	25SN02	0	N/C	1	1	N/A	4	74	2.64	38	\$ 70,000	\$ 83,808,258	A/C	\$ 50,000.00	Q2
Northern Region Accessible Pedestrian Signal Upgrades (HSIP)	N	NFHWY01058	25NN01	0	N/C	1	1	N/A	4	73	2.63	39	\$ 70,000	\$ 83,878,258	VRU	\$ 70,000.00	Q2
SIT Halibut Point Road and Peterson Avenue Intersection Safety Improvements	S	SFHWY00103	17SN01	0	N/C	1	1	N/A	5	42	2.62	40	\$ 66,000	\$ 83,944,258	VRU	\$ -	Q1
Seward Highway Rockfall Mitigation, MP 113.2	C	CFHWY01239	19CN05(23)	0	N/C	1	1	N/A	4	71	2.61	41	\$ 400,800	\$ 84,345,058	S148 or S154/S164	\$ 400,800.00	Q1
Airport Way Connected Corridor	H	pend	26HN01	0	N/C	1	1	5	N/A	40	2.6	42	\$ 1,500,000	\$ 85,845,058	S148 or S154/S164	N/A	Q2
Gambell and Ingra Streets - Overhead Signal Indication Upgrades	C	CFHWY00503	19CR02	0	0.36	2	2	N/A	4	0	2.6	43	\$ 8,919,211	\$ 94,764,269	A/C	\$ -	Q4
Parks Highway MP 168 Hurricane Railroad Crossing Upgrades (HSIP)	N	NFHWY00954	24NN01	0	N/C	2	1	N/A	5	0	2.55	44	\$ 330,958	\$ 95,095,227	S130	\$ -	Q2
Tudor Road at Wright Street and Dale Street - VRU Improvements	C	pend	26CR03	1	0.51	3	3	1	N/A	0	2.4	45	\$ 1,247,000	\$ 96,342,227	A/C	N/A	
SR Regionwide Guardrail Inventory and Upgrade HSIP	S	SFHWY00404	22SN01	0	N/C	1	2	N/A	4	0	2.25	46	\$ -	\$ 96,342,227	S148 or S154/S164	\$ -	
SR Regionwide Passing Zones Inventory and Restriping HSIP	S	SFHWY00497	23SN01	0	N/C	1	2	N/A	4	0	2.25	47	\$ -	\$ 96,342,227	S148 or S154/S164	\$ -	
Sheep Creek Road (Happy) Railroad Crossing Surface Upgrade	N	pend	26NN02	0	N/C	1	1	5	N/A	0	2.2	48	\$ 42,100	\$ 96,384,327	S130	N/A	Q1
Ocean Dock Road 2-Track Signal System Upgrade	C	pend	26CN03	0	N/C	1	1	5	N/A	0	2.2	49	\$ 68,500	\$ 96,452,827	S130	N/A	
Numbered Highways MEDEVAC Sites	H	HFHWY00404	24HN03	0	N/C	1	1	N/A	3	0	1.6	50	\$ -	\$ 96,452,827	Not Selected	\$ -	
Homer Area Pedestrian Crosswalks	C	pend	26CN02	0	N/C	1	1	3	N/A	0	1.6	51	\$ 105,000	\$ 96,557,827	A/C	N/A	Q3
DTMF Activated Railroad Crossing Signal Upgrades	C	CFHWY01241	24CN03	0	N/C	1	1	N/A	1	0	1	52	\$ 58,400	\$ 96,616,227	S130	\$ -	Q4

Projects are funded in order of decreasing Statewide Rank until funds are exhausted.
Regions may optionally advance unfunded projects in accordance with Section 2.11.

All projects, whether obligations are planned for funding year or not, use the following Prioritization Criteria Matrix:

Criteria 1: HSIP Tunnel Vision - "Lives saved and major injuries eliminated..."

Criteria 2: HSIP Tunnel Vision - "... per dollar spent."

Criteria 3A: Prioritize starting projects with fewer elements acknowledged to delay HSIP project implementation, according to regional traffic sections. Score distribution designed to provide greater differentiation.

Criteria 3B: Prioritize projects for rapid delivery of safety improvements, but recognize quality results can take time.

Criteria 4: Scores greater than 0 added only with notes from State Traffic & Safety Engineer explaining use of the bonus score.

SCORE	Criteria 1 (70%) Crashes	Criteria 2 (70%) B/C Ratio	Criteria 3A (30%) Project Deliverability (Only New or Unfunded Old Projects)	Criteria 3B (30%) Project Duration (Only Funded Old Projects)	Criteria 4 (Bonus!) Program Manager's Discretion
5	Ranked Projects, 3 or more serious crashes	B/C > 2.0:1	Nominations with the least risk of schedule / scope creep: no ROW, Environmental = CatX, expected public input / resistance is negligible, and low probability of unforeseen outcomes.	Phase 4 obligations planned in the funding FFY and estimated construction completion by the end of the following FFY.	Scores greater than 0 added only with notes from State Traffic & Safety Engineer explaining use of the bonus score. Scoring is subjective. Scoring for this criteria is anticipated only for the following situations, but other situations may develop requiring the use of this category: 1) Cost fitting: Raising priority just above available funding cutline. The funding cutline is established by the State Traffic & Safety Engineer in consult with Statewide Program Development. - All projects initially falling below the funding cut line are scored 0. - Project by Project, in order of ranking, the value under Criteria 4 is increased from 0 until the project rises above the cutline when sorted. - Process is repeated until no projects below the cutline fit the remaining funding gap. 2) Restrictive funding utilization: Identifying projects capable of using the program's most restrictive funding sources.
4	Ranked Projects, at least 2 serious crashes	1.0:1 < B/C ≤ 2.0:1	XXXXXXXXXX	Phase 4 obligations planned in the next FFY.	
3	Ranked Projects with 1 serious crash OR Non-ranked Systemic Projects to meet nominal ATM Compliance Dates	0.5:1 < B/C ≤ 1.0:1 OR Non-ranked Systemic Projects that: 1) address risks for prominent crash types from the SHSP AND 2) have total project costs estimated less than or equal to 50% of available HSIP funding in the current year	Nominations with an expectation of schedule creep due to ROW, Environmental, public input / resistance, or other issues, but risks are foreseen and accepted.	Phase 4 obligation expected in 2 years.	
2	Ranked Projects with no serious crashes OR Non-ranked Projects with no serious crashes that: 1) address risks for prominent crash types from the SHSP AND 2) have total projects costs estimated less than or equal to 50% of available HSIP funding in the current year	0.2:1 < B/C ≤ 0.5:1	XXXXXXXXXX	Phase 4 obligation expected in 3 years.	
1	Non-ranked Projects with 1 or less serious crashes but either a predicted crash prevention solution approved through the State Traffic & Safety Engineer or an emphasis on injury patterns	B/C not predicted - Spot Improvements	Nominations with an undesired, unexpected schedule creep, could be ROW and Environmental additions.	Phase 4 obligation expected in 4 years or more.	

SHSP Prominent Crash Types:			
Safe Road Users			
Pedestrians, Bicyclists	Young Drivers, Older Drivers	Motorcycles, All-Purpose Vehicles (Off-Road Vehicles), Snowmachines	Impaired Driving, Occupant Protection
Safe Roads and Speeds			
Intersections, Lane Departures, Roadway Departures	Speeding		



Alaska Department of Transportation and Public Facilities

Vulnerable Road User (VRU) Fatal and Serious Injuries (FSI) in the Municipality Anchorage (MOA) preCovid by Senate District (2015-2019)

VRU FSI in MOA by Senate District (2015-2019)		
Senate District	FSI	Percent of FSI
District E	13	6.7%
District F	10	5.2%
District G	58	30.1%
District H	2	1.0%
District I	61	31.6%
District J	32	16.6%
District K	14	7.3%
District L	3	1.6%
Total	193	

VRU Fatalities in MOA (2015-2019)		
Senate District	Fatalities	Percent of Fatalities
District E	1	2.6%
District F	3	7.9%
District G	9	23.7%
District H	1	2.6%
District I	14	36.8%
District J	6	15.8%
District K	3	7.9%
District L	1	2.6%
Total	38	



Alaska Department of Transportation and Public Facilities

Vulnerable Road User (VRU) Fatal and Serious Injuries (FSI) in the Municipality Anchorage (MOA) preCovid by Senate District (2015-2019)

VRU Serious Injuries in MOA (2015-2019)		
Senate District	Serious Injuries	Percent of Serious Injuries
District E	12	7.7%
District F	7	4.5%
District G	49	31.6%
District H	1	0.6%
District I	47	30.3%
District J	26	16.8%
District K	11	7.1%
District L	2	1.3%
Total	155	

Note: 2015 - 2019 fatality data is certified by NHTSA in the [FARS](#) database. 2 Serious Injury crashes have been removed from the dataset due to suspicious circumstances.

The information in this report is compiled for highway safety planning purposes. Federal law prohibits its discovery or admissibility in litigation against state, tribal or local government that involves a location or locations mentioned in the collision data. 23 U.S.C. § 407; 23 U.S.C. § 148(h)(4); Walden v. DOT, 27 P.3d 297, 304-305 (Alaska 2001). This compilation is derived from reports maintained by DMV, and DOT can make no representation about their accuracy.

Vulnerable Road User (VRU) Crashes where the VRU was age 5-18, 2013-2024

Bicyclist

Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Injury	1				1		1	1			
Suspected Serious Injury	2	2	6	1	4	4	2	2	2	3	3
Suspected Minor Injury	32	29	25	23	16	18	8	11	18	12	17
Possible Injury	11	11	7	8	5	9	2	6	5	5	4
No Apparent Injury	5	8	4	2	3	3	1	1	3	3	1
Null value*	1	1									

Pedestrian

Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal Injury	2			3							
Suspected Serious Injury	1	2	7	5	3	5		3	4	2	2
Suspected Minor Injury	19	12	11	14	12	15	6	11	15	11	5
Possible Injury	9	11	3	4	5	6	10	3	1	4	2
No Apparent Injury	4	1	6	4		2	1	3		1	1
Null value*				1		1					

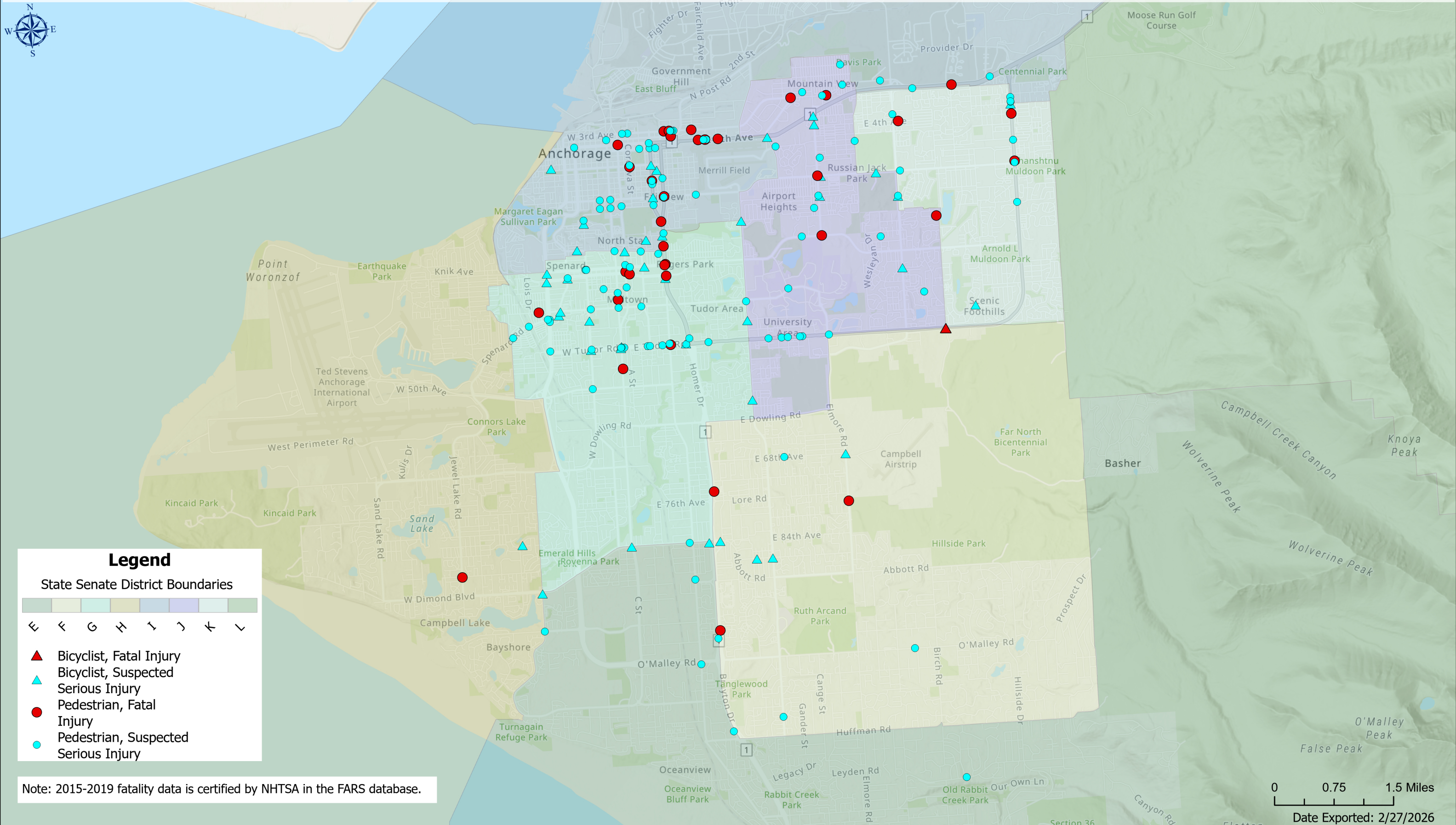
* a null value indicates the severity was not included in the crash report provided to DOT&PF

2024	Total
1	5
2	33
12	221
3	76
2	36
	2
total	373

2024	Total
	5
4	38
8	139
2	60
2	25
	2
total	269



Vulnerable Road User Fatalities and Serious Injuries within the Municipality of Anchorage Pre-Covid, 2015-2019



Legend

State Senate District Boundaries

- ▲ Bicyclist, Fatal Injury
- ▲ Bicyclist, Suspected Serious Injury
- Pedestrian, Fatal Injury
- Pedestrian, Suspected Serious Injury

Note: 2015-2019 fatality data is certified by NHTSA in the FARS database.

0 0.75 1.5 Miles

Date Exported: 2/27/2026