

MAY 8, 2025



Senate Transportation Committee Highway Safety Improvement Program (HSIP)

Alaska Department of Transportation & Public Facilities
Pam Golden, P.E., State Traffic & Safety Engineer



PURPOSE OF HIGHWAY SAFETY IMPROVEMENT PROGRAM

- Reduce traffic fatalities and serious injuries on ***all*** public roads
- The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), highway safety improvement projects, and the Railway-Highway Crossing Program
- Required to be data-driven



HIGHWAY SAFETY IMPROVEMENT PROGRAM

- Legislated under Section 148 of Title 23, *United States Code (USC)*
- Limited to 29 types of projects that include construction of infrastructure, road safety audits, collection and analysis of data, connected vehicle technologies, and transportation safety planning
- New in Infrastructure Investment and Jobs Act, 10% allowed for specified safety projects that:
 - Promote public awareness of highway safety matters
 - Facilitate enforcement of traffic safety laws
 - Provide infrastructure and infrastructure related equipment to support Emergency Medical Services
 - Safety research
 - Safe routes to school noninfrastructure-related activities



HSIP FUNDING



- Railroad (Section 130) Funds (100% federal)
- Regular (Section 148) Funds (require 10% state match)
- Vulnerable Road User (VRU) Penalty Funds – applies when VRU crashes $\geq 15\%$ of total fatalities
- Penalty Funds transferred from Highway Safety Office (Section 154 and 164 funds) (100% federal)
 - These penalties result from Alaska's nonconformance with federal standards for Open Container and Repeat Offender laws

HSIP PROJECT SCREENING

- Completed by DOT&PF Central, Northern, and Southcoast regions
- Using a sliding spot analysis of official crash records, identify segments where there has been one fatality and/or two serious injury crashes
- Review all crashes in the segment to look for patterns
- Consider other crash data sources



**Alaska
Department of
Transportation
and
Public Facilities**

Alaska Highway Safety Improvement Program Handbook

*Methodology for Identifying, Prioritizing and Evaluating
Highway Safety Improvement Program
Projects*

**22nd Edition
March 10, 2023**

To Be Used in Preparing:
FFY 2024 New Project Proposals Due 7/3/23
FFY 2023 HSIP Annual Report Due 8/15/23



IDENTIFY POTENTIAL COUNTERMEASURES

- Federal Highway Admin (FHWA) Proven Safety Countermeasures
- FHWA CMF (Crash Modification Factor) Clearinghouse
- Find one or more that might mitigate the specific crashes
- Evaluate in context of location
- Review existing planning documents
- Coordinate with local governments/MPOs (Metropolitan Planning Organizations)



FROM CONCEPT TO PROJECT

- Regions prepare nomination packages and submit to Statewide Traffic & Safety
 - Description of the safety problem
 - Identification of the countermeasure(s)
 - Benefit-Cost predictions
 - Proposed delivery schedules
- Statewide Traffic & Safety may add projects to the program of statewide applicability as well as specified safety projects
- Statewide Traffic & Safety reviews eligibility, conformance with the SHSP and presents projects eligible for the program to the Commissioner's Office for approval to advance for funding
- Projects are funded based on
 - Potential for crash reduction
 - Benefit-Cost Ratio
 - Deliverability/Duration
 - Fund Management



PROJECT DEVELOPMENT/DELIVERY



- Regions work with MPOs where applicable to include projects in the Transportation Improvement Program(s)
- Regions do normal design and construction activities, including public involvement
- Occasionally, project scope changes are considered; when this happens, the project is renominated and reprioritized for funding
- Once 3 years post-construction crash data is available, a final benefit-cost calculation for the project is made
- As of 2024, Alaska HSIP projects have an average benefit-cost ratio of 5.96:1

THANK YOU

Pam Golden, P.E., State Traffic & Safety Engineer

Alaska Department of Transportation & Public Facilities
DOT.Commissioner@alaska.gov



5/6/2025