



Department of Transportation & Public Facilities
Statewide Design & Engineering Services Division
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MEMORANDUM

TO: James Marks
Director of Program Development

DATE: September 29, 2022

THRU: Carolyn Morehouse, P.E. *chm*
Chief Engineer

FROM: Matt Walker, P.E. *MW*
State Traffic & Safety Engineer

SUBJECT: FFY 2023 HSIP
Funding Plan

We request approval of the FFY 2023 Highway Safety Improvement Program funding plan (STIP Need ID 19217). The following represents estimated project obligations by funding source, by project phase, and by region. FFY 2024-2025 amounts are forecasted project funding, do not include possible new nominations in those years, and are subject to change.

HSIP Funding Plan by Funding Source, FFY 2023-2025				
Funding / Code	FFY '23 Available funds	FFY '23 Selected Projects	FFY '24 (est)	FFY '25 (est)
Forecast (without new nominations)			56,188,338	70,950,407
130 RR Crossing / RHE	2,314,609	975,960		
130 Adv. Construct				
130 Adv. Const. Conversion				
HSIP Safety / SA	54,950,719	24,910,272		
SA Adv. Construct				
SA Adv. Const. Conversion				
High Risk Rural Roads / HRRR				
HRRR Adv. Construct				
HRRR Adv. Const. Conversion				
S148 FHWA Sanction	26,847,196	28,261,434		
S148 Adv. Construct				
S148 Adv. Const. Conversion				
Vulnerable Road Users / VRU	6,108,899	6,162,926		
VRU Adv. Construct		6,993,480		
VRU Adv. Const. Conversion			6,993,480	
State Match	6,905,470	4,260,366		
Unfunded requests (below funding threshold)				
Project Total (excludes unfunded):	97,126,893	70,865,089	NOT FINAL	NOT FINAL

HSIP Funding Plan by Project Phase, FFY 2023-2025				
Project costs by phase	Phase	FFY '23	FFY '24 (est)	FFY '25 (est)
Design:	2	5,681,100	3,574,600	976,000
Right of Way:	3	2,910,000	1,864,000	11,000
Construction:	4	59,959,189	44,314,138	65,716,407
Utilities:	7	2,314,800	6,435,600	4,247,000
Project Total:		70,865,089	NOT FINAL	NOT FINAL

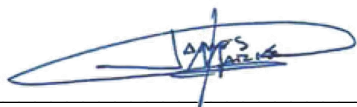
FFY 2023 Regional Funding Summary				
Project Type	Region			
	Northern	Central	Southcoast	Statewide
New:	4,897,755	17,954,700	990,000	0
On-going:	24,985,000	16,665,000	4,806,434	0
Past Yr Proj-Previously Unfunded:	52,000	514,200	-	0
Project Total:	29,934,755	35,133,900	5,796,434	0

STIP Funding for HSIP, 2020-2023 STIP Official Copy - Approved Amd. 4							
Need ID	Project Description	Appr	FFY '20	FFY '21	FFY '22	FFY '23	After 2023
19217	Statewide:	AC	10,000,000	0	0	0	
	Highway	ACC	-27,070,000	-32,070,000	0	0	
	Safety	RHE	1,230,000	1,230,000	3,600,000	1,220,000	
	Improvement	S148	23,390,000	23,390,000	26,960,000	26,960,000	
	Program (HSIP)	SA	53,530,000	43,530,000	40,623,176	45,371,468	
	Evaluation, design, and construction of projects to address safety concerns statewide.	SM	3,640,000	3,640,000	4,376,824	4,628,532	
	STIP Line Total		64,720,000	39,720,000	75,560,000	78,180,000	118,480,000

The FFY 2023 HSIP Funding Plan is comprised of the projects listed on the attached worksheets. Regional personnel identified and scoped the projects and have had the opportunity to revise planned funding and obligation schedules. Information on individual projects is posted on the HSIP web site.

Available funding was assumed to be the anticipated apportionment as shown in Notice N4510.869 for HSIP and Railway-Highway Crossings formula funds, and 154 and 164 Penalty funds. Project phases planned to obligate in future years are identified to forecast project needs. Projects were prioritized for funding using the process outlined in the HSIP Handbook.

Your signature below will enable the regions to start projects quickly with the new fiscal year. This approval only pertains to FFY 2023 funding.



James Marks, Director, Statewide Program Development

11/10/2022

Date

Attachments:

- Northern Region FFY 2023 HSIP project listing
- Central Region FFY 2023 HSIP project listing
- Southcoast Region FFY 2023 HSIP project listing
- Summary of Proposed and Selected Project Funding by Region
- Funding Priority and Project Ranking
- Estimate of Available Funding

cc:

Rob Carpenter, Deputy Commissioner, Statewide
Liz Balstad, Federal Aid Manager, Statewide, DPD&SP
Luke Bowland, P.E., Preconstruction Engineer, Central Region
Maren Brantner, STIP Manager, Statewide, DPD&SP
Judy Chapman, Planning Chief, Fairbanks Field Office, DPD&SP
Jennifer Coisman, Project Control Chief, Central Region
Shelley Dykema, Accounting Supervisor, Northern Region
Al Fletcher, Safety and Operations Engineer, FHWA Alaska Division
Pamela Golden, P.E., Traffic & Safety Engineer, Northern Region
Marie Heidemann, Planning Chief, Juneau Field Office, DPD&SP
Tammy Kramer, Highway Safety Office Administrator, Statewide
Orion LeCroy, P.E., HSIP Coordinator, Central Region
Amber Marshall, Project Control Chief, Southcoast Region
Mary McRae, P.E., Statewide D&ES
Kirk Miller, P.E., Preconstruction Engineer, Southcoast Region
Carolyn Morehouse, P.E., Chief Engineer, Statewide D&ES
Adam Moser, Program Development Manager, Statewide, DPD&SP
Nathan Purves, P.E., Traffic & Safety Engineer, Southcoast Region
Sarah Schacher, P.E., Preconstruction Engineer, Northern Region
Scott Thomas, P.E., Traffic & Safety Engineer, Central Region
Todd Vanhove, Planning Chief, Anchorage Field Office, DPD&SP
Matt Walker, P.E., State Traffic & Safety Engineer, Statewide D&ES

Alaska Highway Safety Improvement Program
FFY '23 Funding Plan - Distributed October 2022
Project List

See the regional project lists on the following pages.

Funding apportioned to HSIP from federal sources is sufficient to allocate funding to all project phases scheduled for obligation in FFY 2023. Sec. 2.9 of the HSIP Handbook discusses how changes in available funding will be handled.

FFY 2023 funding is allocated to project phases according to the priority schedule until available funding is exhausted.

Projects have been prioritized using criteria described in Section 2.6 of the HSIP Handbook, but the Regions have discretion to delay, advance, or exchange project phases in response to changes in project schedule or funding level while adhering to the region's total allocation of project funds. See the project priority table near the back of this funding plan.

Unshaded Projects are allocated FFY 2023 funding from one of several funding sources described below.

Projects shaded YELLOW are those with Regional funding requests in FFY 2023 but which have at least one phase allocated "AC" funding.

Projects shaded RED are those with Regional funding requests in FFY 2023 but which were NOT allocated funding. Regions may optionally advance RED shaded projects in accordance with Section 2.9 of the HSIP Handbook.

Projects shaded GREY were not prioritized because Regional plans did not request FFY 2023 funding.

Values in columns under Federal Fiscal Year indicate the regions' estimated project costs by phase and FFY. STWD selects the funding source based on regions' anticipated obligation date, when available.

A "1" in the columns listed under "Funding Designation" to right of each project means:

- a) Column "Selected?": The project has been selected as eligible for funding under the HSIP program. The project will be advanced according to the schedule pending sufficient funding and project priority.
- b) Column "130": The project phase will be funded using railroad-highway grade crossing safety funds under IIJA/BIL.
- c) Column "S148": The project phase will be funded with "sanction" funds administered by FHWA under IIJA/BIL.
- d) Column "HRRR": The project phase will be funded with High Risk Rural Road funds, as required to meet the MAP-21 Special Rule continued under IIJA/BIL.
- e) Column "UnCat 148": The project phase will be funded with "regular" uncategorized 148 safety funds.
- f) Column "Advance Construct": The project phase is not funded with current fiscal year funds, but instead with the State's AC funds.
- g) Column "Unfunded": The project either had no funds allocated to it or had no phase planned for obligation in the current fiscal year. Illustrative funding also may indicate a funding source is not identified for future years. Regions may elect to advance a project using alternate funding methods, according to Section 2.9 of the HSIP Handbook.
- h) Column "VRU": The project phase will be funded with High Risk Rural Road funds, as required to meet the IIJA/BIL Special Rule.

Note: Fractional values in "Designation" columns indicate the intent to split fund the project using the funding sources as identified by the columns.

FFY '23 HSIP Funding Plan

FFY 2023 Approved HSIP Projects - Northern Region																				(a)	(b) (c) (d) (e) (f) (g) (h)								
Project Name:	Project Type			IRIS No.	HSIP Project Number	B/C	Safety Index	Crashes Susc. to Corr.					Region	Phase	Federal Fiscal Year			Constr by M&O?	Bundle?	Project Description	Selected?		FFY 23						
	New	FO	UFO					PDO	POS	MIN	SER	FAT			23	24	25					Phase	130	S148	HRRR	Un Cat 148	Advance Construct	Unfunded	VRU
Richardson Hwy MP 351 Interchange		1		NFWHY 00097	16NR04	0.22	1.71	0	N/A	6	0	1	N	2	\$ -	\$ -	\$ -	NO	NO	Construct interchange to replace intersection of the Richardson Hwy and the Old Rich at North Pole, near Richardson Hwy milepost 351.	1	2		1					
														3		\$ -	\$ -												
														4	\$ 21,000,000	\$ -	\$ -												
														7	\$ -	\$ -	\$ -												
														Total	\$ 21,000,000	\$ -	\$ -												
Old Steese @ Fox Shoulder Widening		1		NFWHY 00527	20NR01	0.89	N/A	3	N/A	0	2	1	N	2	\$ -	\$ -	\$ -	NO	NO	Construct 6 foot shoulders on Old Steese Highway from MP 6.3-8.6.	1	2		1					
														3	\$ -	\$ -	\$ -												
														4	\$ 3,625,000	\$ -	\$ -												
														7	\$ 50,000	\$ -	\$ -												
														Total	\$ 3,675,000	\$ -	\$ -												
NR Systemic Signal Upgrades		1		NFWHY 00531	20NR02	0.51	N/A	40	N/A	13	0	0	N	2	\$ -	\$ -	\$ -	NO	Yes with 21NR02	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.	1	2				1			
														3	\$ -	\$ -	\$ -												
														4	\$ -	\$ 3,085,000	\$ -												
														7	\$ -	\$ 176,000	\$ -												
														Total	\$ -	\$ 3,261,000	\$ -												
City of Faribanks Systemic Signal Upgrades		1		NFWHY 00592	21NR02	1.05	varies	144	N/A	43	6	0	N	2	\$ -	\$ -	\$ -	NO	Yes with 20NR02	SYSTEMIC Install overhead signal head for each lane of each approach at 11 intersections around Cityof Fairbanks. Install retroreflective backplates on all signal heads and at 11 additional locations.	1	2				1			
														3	\$ 50,000	\$ -	\$ -												
														4	\$ -	\$ 6,845,000	\$ -												
														7	\$ -	\$ 50,000	\$ -												
														Total	\$ 50,000	\$ 6,895,000	\$ -												
Richardson Hwy @ Peridot St Median Modifications			1	pend	22NR01	6.1:1	N/A	1	N/A	1	1	0	N	2	\$ 52,000	\$ 27,000	\$ -	NO	NO	Modify median and channelization islands at intersection to remove left turns from Richardson Hwy to the south and to remove left turns on to the Richardson Highway from the north and south.	1	2				1			
														3	\$ -	\$ -	\$ -												
														4		\$ 238,000	\$ -												
														7	\$ -	\$ -	\$ -												
														Total	\$ 52,000	\$ 265,000	\$ -												
Chena Pump Rd @ Chena Small Tracts Rd Roundabout		1		NFWHY 00699	22NR02	0.2:1	N/C	1	N/A	1	0	0	N	2	\$ 260,000	\$ -	\$ -	NO	NO	Construct a roundabout at the intersection of Chena Pump Rd, Old Chena Ridge Rd and Chena Small Tracts Rd.	1	2				1			
														3	\$ -	\$ -	\$ -												
														4	\$ -	\$ -	\$ 2,001,000												
														7	\$ -	\$ -	\$ -												
														Total	\$ 260,000	\$ -	\$ 2,001,000												
Parks Highway Sheep Creek Ext Traffic Signal	1			pend	23NR01	0.66:1	N/C	6	0	2	1	0	N	2	\$ -	\$ 420,000	\$ 280,000	NO	NO	Construct a continuous green T signal on the Parks Highway at the intersection with Sheep Creek Extension.	1	2				1			
														3	\$ -	\$ -	\$ -												
														4	\$ -	\$ -	\$ -												
														7	\$ -	\$ -	\$ 50,000												
														Total	\$ -	\$ 420,000	\$ 330,000												
Murphy Dome Rd Shoulder Widening	1			pend	23NR02	0.3:1	N/A	7	0	0	0	1	N	2	\$ 785,000	\$ -	\$ 696,000	NO	NO	Widen Murphy Dome Rd from Goldstream Rd/Sheep Creek Rd to Spinach Creek Rd to provide 6' shoulders.	1	2				1			
														3	\$ -	\$ -	\$ -												
														4	\$ -	\$ -	\$ -												
														7	\$ -	\$ -	\$ -												
														Total	\$ 785,000	\$ -	\$ 696,000												

FFY 2023 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			Constr by M&O?	Bundle?	Project Description
	New	FO	UFO					PDO	POS	MIN	SER	FAT			23	24	25			
Richardson Highway MP 357-362 Bicycle/Pedestrian Path	1			pend	23NN01	N/A	N/A	0	0	0	0	0	N	2	\$ -	\$ -	\$ -	NO	Possibly, with Z607340000	Vulnerable Road User eligible: Construct a multi-use pathway between Badger 6-mile interchange and GARS intersection.
														3	\$ -	\$ -	\$ -			
														4	\$ 4,112,755	\$ -	\$ -			
														7	\$ -	\$ -	\$ -			
														Total	\$ 4,112,755	\$ -	\$ -			
														2	1,097,000	447,000	976,000			
														3	50,000	-	-			
4	28,737,755	10,168,000	2,001,000																	
7	50,000	226,000	50,000																	
Total	29,934,755	10,841,000	3,027,000																	

(a)		(b)	(c)	(d)	(e)	(f)	(g)	(h)	
Selected?		FFY 23							
	Phase	130	S148	HRRR	Un Cat 148	Advance Construct	Unfunded	VRU	
1	2								1
	3								1
	4								1
	7								1
	Total								

FFY 2023 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			Constr by M&O?	Bundle?	Project Description
	New	FO	UFO					PDO	POS	MIN	MJR	FAT			23	24	25			
Sterling Highway Shoulder Widening, MP 157-169		1		Z581060000	14CR02	0.4	N/A Segme nt	20	N/A	14	3	1	C	2	\$ -	\$ -	\$ -	No	Yes, with Z581060000 Sterling Hwy: MP 157-169 Reconst. - Anchor Pt to Baycrest Hill	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.
														3	\$ -	\$ -	\$ -			
														4	\$ 12,700,000	\$ -	\$ -			
														7	\$ -	\$ -	\$ -			
														Total	\$ 12,700,000	\$ -	\$ -			
Bogard Rd at Engstrom Rd / Green Forest Dr Intersection Improvements		1		CFHWY 00453	18CR01	0.61	0.85 and 0.40	8	N/A	5	1	0	C	2	\$ -	\$ -	\$ -	No	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.
														3	\$ 1,100,000	\$ -	\$ -			
														4	\$ -	\$ 7,400,000	\$ -			
														7	\$ -	\$ 2,200,000	\$ -			
														Total	\$ 1,100,000	\$ 9,600,000	\$ -			
Vine Rd at Hollywood Rd Intersection Improvements		1		CFHWY 00463	18CR02	0.46	1.71	7	N/A	4	1	0	C	2	\$ -	\$ -	\$ -	No	Possible, with Z524640000 Knik Goose Bay Rd Reconst, MP 0.3 to 6.8 Centaur Ave- Vine Rd	Construct a single lane roundabout at the intersection of Vine Road and Hollywood Road.
														3	\$ 1,500,000	\$ -	\$ -			
														4	\$ -	\$ -	\$ 4,083,000			
														7	\$ -	\$ -	\$ 1,762,000			
														Total	\$ 1,500,000	\$ -	\$ 5,845,000			
Gambell St Utility Pole Removal and Increased Lighting		1		CFHWY 00502	19CR01	0.3	N/A	48	N/A	29	2	3	C	2	\$ -	\$ -	\$ -	No	Yes, with CFHWY00503 HSIP: Gambell and Ingra Streets - Overhead Signal Indication Upgrades	Remove existing utility/lighting poles and replace with new poles/lighting that have a break away base and are further from the travel lanes.
														3	\$ -	\$ 1,250,000	\$ -			
														4	\$ -	\$ 6,000,000	\$ -			
														7	\$ -	\$ 1,000,000	\$ -			
														Total	\$ -	\$ 8,250,000	\$ -			
Gambell and Ingra Streets - Overhead Signal Indication Upgrades		1		CFHWY 00503	19CR02	0.36	N/A	69	N/A	26	0	0	C	2	\$ -	\$ -	\$ -	No	Yes, with CFHWY00502 Gambell St Utility Pole Removal and Increased Lighting	Install new signal poles and mast arms to provide a minimum of one signal head over each through lane.
														3	\$ -	\$ -	\$ -			
														4	\$ -	\$ 8,175,000	\$ -			
														7	\$ -	\$ 150,000	\$ -			
														Total	\$ -	\$ 8,325,000	\$ -			
68th Ave, Ocean View Dr, and 2nd St/FAA Rd RR Crossing Improvements Nomination name was: Railroad Crossing Sight Distance Improvements and Signal Hut Upgrades	1			TBD	19CN02	N/A	-	0	N/A	0	0	0	C	2	\$ 48,200	\$ -	\$ -	No	No	Install upgraded signal huts at railroad crossings in Central Region to locations that do not block sight distance. This project is a continuation of RR Crossing work identified in 19CN02.
														3	\$ -	\$ -	\$ -			
														4	\$ -	\$ -	\$ -			
														7	\$ 2,093,800	\$ -	\$ -			
														Total	\$ 2,142,000	\$ -	\$ -			

(a)	(b) (c) (d) (e) (f) (g) (h)							
Selected?		FFY 23						
	Phase	130	S148	HRRR	Un Cat 148	Advance Construct	Unfunded	VRU
1	2				1			
	3				1			
	4				1			
	7				1			
	Total							
1	2				1			
	3				1			
	4				1			
	7				1			
	Total							
1	2				1		1	
	3		1					
	4				1			
	7				1			
	Total							
1	2						1	
	3						1	
	4				1			
	7				1			
	Total							
1	2				1			
	3	1						
	4	1						
	7	0.5			0.5			
	Total							

FFY 2023 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			Constr by M&O?	Bundle?	Project Description
	New	FO	UFO					PDO	POS	MIN	MJR	FAT			23	24	25			
Church Rd and Spruce Ave Intersection Flashing Beacon		1		CFHWY 00883	20CR02	1.25	-	2	N/A	0	1	0	C	2	\$ -	\$ -	\$ -	No	No	Install an overhead flashing beacon at the three leg intersection of Church Rd and Spruce Avenue.
														3	\$ -	\$ -	\$ -			
														4	\$ 364,000	\$ -	\$ -			
														7	\$ 41,000	\$ -	\$ -			
														Total	\$ 405,000	\$ -	\$ -			
Wasilla-Fishhook Rd and Spruce Ave/Peck St Roundabout		1		CFHWY 00790	20CR03	0.72	-	5	N/A	6	0	0	C	2	\$ -	\$ -	\$ -	No	No	Install a single lane roundabout at the 4 leg intersection of Wasilla-Fishhook Rd and Spruce Ave/Peck St intersection.
														3	\$ 150,000	\$ -	\$ -			
														4	\$ -	\$ 4,113,000	\$ -			
														7	\$ -	\$ 297,000	\$ -			
														Total	\$ 150,000	\$ 4,410,000	\$ -			
5th Ave: Concrete St to Karluk St Pedestrian Improvements		1		CFHWY 00856	21CR01	2.39	-	0	N/A	0	0	2	C	2	\$ -	\$ -	\$ -	No	No	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.
														3	\$ -	\$ -	\$ -			
														4	\$ -	\$ 3,855,000	\$ -			
														7	\$ -	\$ 12,000	\$ -			
														Total	\$ -	\$ 3,867,000	\$ -			
Palmer-Fishhook Rd and Trunk Rd Roundabout		1		CFHWY 00829	21CR04	0.55	-	8	N/A	6	1	0	C	2	\$ -	\$ -	\$ -	No	No	Install a single lane roundabout at the 3 leg stop controlled intersection of Palmer-Fishhook Road and Trunk Road.
														3	\$ 10,000	\$ -	\$ -			
														4	\$ -	\$ 3,514,000	\$ -			
														7	\$ -	\$ 909,000	\$ -			
														Total	\$ 10,000	\$ 4,423,000	\$ -			
Anchorage Flashing Yellow Arrow and Signal Head Display Improvements		1		CFHWY 00944	22CR01	1.83	N/A	318	N/A	253	7	0	C	2	\$ -	\$ 1,776,000	\$ -	No	No	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.
														3	\$ -	\$ 10,000	\$ -			
														4	\$ -	\$ -	\$ 9,845,000			
														7	\$ -	\$ -	\$ 425,000			
														Total	\$ -	\$ 1,786,000	\$ 10,270,000			
Pittman Rd Shoulder Widening and Slope Flattening		1		CFHWY 00926	22CR02	0.4	N/A	9	N/A	9	6	1	C	2	\$ 800,000	\$ -	\$ -	No	No	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.
														3	\$ -	\$ 200,000	\$ -			
														4	\$ -	\$ -	\$ 11,600,000			
														7	\$ -	\$ -	\$ 185,000			
														Total	\$ 800,000	\$ 200,000	\$ 11,785,000			
Tudor Road: Baxter Road to Patterson Street Channelization	1			pend	23CR01	0.73	N/A	3	3	2	3	1	C	2	\$ 366,600	\$ 244,400	\$ -	No	No	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.
														3	\$ -	\$ -	\$ 11,000			
														4	\$ -	\$ -	\$ 4,538,000			
														7	\$ -	\$ -	\$ 7,000			
														Total	\$ 366,600	\$ 244,400	\$ 4,556,000			
Old Seward Hwy: Industry Way/120th Ave Channelization	1			pend	23CR02	0.38	N/A	11	3	2	0	0	C	2	\$ 171,600	\$ 114,400	\$ -	N	Yes, CFHWY008 86 Old Seward Hwy and Huffman Rd O'Malley to Rabbit	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.
														3	\$ -	\$ -	\$ -			
														4	\$ -	\$ -	\$ 7,000			
														7	\$ -	\$ -	\$ 1,784,000			
														Total	\$ 171,600	\$ 114,400	\$ 1,791,000			

(a)	(b) (c) (d) (e) (f) (g) (h)							
Selected?		FFY 23						
	Phase	130	S148	HRRR	Un Cat 148	Advance Construct	Unfunded	VRU
1	2				1			
	3						1	
	4				1			
	7				1			
	Total							
1	2				1			
	3				1			
	4				1			
	7				1			
	Total							
1	2				1			
	3				1			
	4				1			
	7				1			
	Total							
1	2				1			
	3				1			
	4				1			
	7				1			
	Total							
1	2				1			
	3				1			
	4				1			
	7				1			
	Total							

FFY 2023 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			Constr by M&O?	Bundle?	Project Description
	New	FO	UFO					PDO	POS	MIN	MJR	FAT			23	24	25			
Seward Hwy Hooligan Fishery Pedestrian Safety Improvements	1			pend	23CN01	N/A	N/A	0	0	0	0	0	C	2	\$ 611,000	\$ -	\$ -	N	Y	This project proposes to install a 100-vehicle parking lot at MP 83.0 of the Seward Highway and a 0.82 miles of pathway to provide off-highway parking and pedestrian access to a popular hooligan fishery on the eastern end of the Turnagain Arm. Proposed facilities were designed and permitted under Seward Highway MP: MP 75-90 (Z581040000). This project may be bundled with Portage Curve Multimodal Connector - Twentymile to MP 81.5 (23CN02) for construction.
														3	\$ -	\$ -	\$ -			
														4	\$ 13,449,000	\$ -	\$ -			
														7	\$ -	\$ -	\$ -			
														Total	\$ 14,060,000	\$ -	\$ -			
Portage Curve Multimodal Connector - Twentymile to MP 81.5	1			pend	23CN02	N/A	N/A	0	0	0	0	0	C	2	\$ -	\$ -	\$ -	N	Y	This project proposes to install 1.18 of multi-use pathway on the Seward Highway between Twentymile River and MP 81.5 and complete the connection between Ingram Creek and the proposed MP 83.0 parking lot. Proposed facilities were designed and permitted under Portage Curve Multimodal Connector (CFHWY00308). This project may be bundled with Seward Hwy Hooligan Fishery Pedestrian Safety Improvements (23CN01) for construction.
														3	\$ -	\$ -	\$ -			
														4	\$ 1,177,000	\$ -	\$ -			
														7	\$ -	\$ -	\$ -			
														Total	\$ 1,177,000	\$ -	\$ -			
Ocean Dock Road RR Crossing Device Upgrades	1			pend	23CN03	N/A	N/A	0	0	0	0	0	C	2	\$ 37,500	\$ -	\$ -	N	Y	This project proposes to upgrade existing at-grade crossing devices from passive to active on Ocean Dock Rd (Crossing #868543R). This project will be constructed through utility agreement with Alaska Railroad Corporation.
														3	\$ -	\$ -	\$ -			
														4	\$ -	\$ -	\$ -			
														7	\$ -	\$ 1,241,600	\$ -			
														Total	\$ 37,500	\$ 1,241,600	\$ -			
Seward Highway Rockfall Mitigation, MP 113.2			1	pend	19CN05 (23)	N/A	N/A	0	0	0	0	0	C	2	\$ 514,200	\$ 342,800	\$ -	N	N	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.
														3	\$ -	\$ 54,000	\$ -			
														4	\$ -	\$ -	\$ 19,398,000			
														7	\$ -	\$ -	\$ 34,000			
														Total	\$ 514,200	\$ 396,800	\$ 19,432,000			
														2	\$ -	\$ -	\$ -			
														3	\$ -	\$ -	\$ -			
														4	\$ -	\$ -	\$ -			
														7	\$ -	\$ -	\$ -			
														Total	\$ -	\$ -	\$ -			
														2	2,549,100	2,477,600	-			
														3	2,760,000	1,514,000	11,000			
														4	27,690,000	33,057,000	49,471,000			
														7	2,134,800	5,809,600	4,197,000			
														Total	35,133,900	42,858,200	53,679,000			

(a)		(b)	(c)	(d)	(e)	(f)	(g)	(h)
Selected?		FFY 23						
	Phase	130	S148	HRRR	Un Cat 148	Advance Construct	Unfunded	VRU
1	2							1
	3					1		
	4				0.42	0.52		0.06
	7					1		
	Total							
1	2							1
	3							1
	4							1
	7							1
	Total							
1	2	1						
	3	1						
	4	1						
	7	1						
	Total							
1	2				1			
	3				1			
	4				1			
	7				1			
	Total							
	2							
	3							
	4							
	7							
	Total							

FFY 2023 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			Constr by M&O?	Bundle?	Project Description
	New	FO	UFO					PDO	POS	MIN	MJR	FAT			23	24	25			
SIT Halibut Point Road and Peterson Avenue Intersection Safety Improvements		1		SFHWY 00103	17SN1	N/C	0.18	0	N/A	0	0	0	S	2	\$ 120,000	\$ -	\$ -	NO	NO	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.
														3	\$ 100,000	\$ -	\$ -			
														4	\$ 1,500,000	\$ -	\$ -			
														7	\$ 100,000	\$ -	\$ -			
														Total	\$ 1,820,000	\$ -	\$ -			
POW - Hollis Highway Guardrail Safety Improvements HSIP		1		SFHWY 00306	20SN01	N/C	N/A	0	N/A	0	0	0	S	2	\$ -	\$ -	\$ -	NO	NO	Determine the extent of the recoverable zone and remove/replace downstream end anchors that fall in it with MASH 16 compliant parallel end terminals.
														3	\$ -	\$ -	\$ -			
														4	\$ 646,597	\$ -	\$ -			
														7	\$ -	\$ -	\$ -			
														Total	\$ 646,597	\$ -	\$ -			
WRG - Zimovia Highway Rock Fall Mitigation HSIP		1		SFHWY 00308	20SN02	N/C	N/A	0	N/A	0	0	0	S	2	\$ -	\$ -	\$ -	No	No	Analyze and identify areas within the three targeted rockfall zones and apply the proscribed mitigation techniques to stabilize slopes to reduce hazards falling into the road.
														3	\$ -	\$ -	\$ -			
														4	\$ 625,329	\$ -	\$ -			
														7	\$ -	\$ -	\$ -			
														Total	\$ 625,329	\$ -	\$ -			
JNU - Egan-Yandukin Intersection Safety Improvements		1		SFHWY 00307	21SR01	1.52	N/C	9	N/A	11	1	0	S	2	\$ -	\$ -	\$ -	No	No	Set seasonal speed limit reduction on Egan in the vicinity of the E-Y intersection. Improve delineation for both left turns on Egan to improve line of sight and reduce travel distance to clear opposing traffic. Improve delineation for the northbound right turn movement from Egan to make it easier for southbound left turn drivers to determine if opposing traffic is executing the right turn or continuing through the intersection.
														3	\$ -	\$ -	\$ -			
														4	\$ 759,508	\$ -	\$ -			
														7	\$ 30,000	\$ -	\$ -			
														Total	\$ 789,508	\$ -	\$ -			
JNU Loop Road - Valley Boulevard Intersection Safety Improvements HSIP		1		SFHWY 00403	22SR01	0.23		4	N/A	3	0	0	S	2	\$ 375,000	\$ -	\$ -	No	No	Construct a single-lane roundabout at the Loop Road-Mendenhall Boulevard-Valley Boulevard intersection.
														3	\$ -	\$ 250,000	\$ -			
														4	\$ -	\$ -	\$ 6,114,078			
														7	\$ -	\$ 300,000	\$ -			
														Total	\$ 375,000	\$ 550,000	\$ 6,114,078			
SR Regionwide Guardrail Inventory and Upgrade HSIP		1		SFHWY 00404	22SN01	N/C		0	N/A	0	0	0	S	2	\$ 550,000	\$ -	\$ -	No	No	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 to, steel washers on the face of rail, iinsufficient length of need, steel blockouts without backup plates, and breakaway cable terminals.
														3	\$ -	\$ -	\$ -			
														4	\$ -	\$ -	\$ 3,789,310			
														7	\$ -	\$ -	\$ -			
														Total	\$ 550,000	\$ -	\$ 3,789,310			
JNU Vanderbilt Continuous Green T HSIP	1			pend	23SR01	0.64		7	3	4	0	0	S	2	\$ 100,000	\$ 200,000	\$ -	No	No	Convert Egan/Vanderbilt intersection into a Continuous Green T intersection with SB Thru lanes not stopping and new median acceleration lane.
														3	\$ -	\$ -	\$ -			
														4	\$ -	\$ -	\$ 1,534,112			
														7	\$ -	\$ -	\$ -			
														Total	\$ 100,000	\$ 200,000	\$ 1,534,112			

(a)								
Selected?		(b)	(c)	(d)	(e)	(f)	(g)	(h)
		FFY 23						
	Phase	130	S148	HRRR	Un Cat 148	Advance Construct	Unfunded	VRU
1	2				1			
	3				1			
	4				1			
	7				1			
	Total							
1	2		1					
	3		1					
	4		1					
	7		1					
	Total							
1	2				1			
	3						1	
	4		1					
	7						1	
	Total							
1	2		1					
	3				1			
	4				1			
	7				1			
	Total							
1	2		1					
	3						1	
	4				1			
	7						1	
	Total							
1	2		1					
	3						1	
	4				1			
	7						1	
	Total							

FFY 2023 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			Constr by M&O?	Bundle?	Project Description
	New	FO	UFO					PDO	POS	MIN	MJR	FAT			23	24	25			
JNU Glacier Hwy Safety Improvements HSIP - McNugget to Loop Rd	1			pend	23SR02	2.54		5	0	7	0	0	S	2	\$ 250,000	\$ 250,000	\$ -	No	No	Improve uncontrolled crosswalks along Glacier Hwy and convert Jordan Ave - McNugget into a superstreet.
														3	\$ -	\$ 100,000	\$ -			
														4	\$ -	\$ -	\$ 1,327,823			
														7	\$ -	\$ 100,000	\$ -			
														Total	\$ 250,000	\$ 450,000	\$ 1,327,823			
SR Regionwide Passing Zones Inventory and Restriping HSIP	1			pend	23SN01	N/A		0	0	0	0	0	S	2	\$ 500,000	\$ 200,000	\$ -	No	No	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.
														3	\$ -	\$ -	\$ -			
														4	\$ -	\$ -	\$ 1,479,084			
														7	\$ -	\$ -	\$ -			
														Total	\$ 500,000	\$ 200,000	\$ 1,479,084			
HNN Harbor Way Pedestrian Improvements	1			SFHWY 00278	23SN02	N/A		0	0	0	0	0	S	2	\$ 140,000	\$ -	\$ -	No	Yes	Install new sidewalk along Harbor Way for pedestrian safety. Bundle with a TAP project that will install a bridge landing at the sidewalk.
														3	\$ -	\$ -	\$ -			
														4	\$ -	\$ 1,089,138	\$ -			
														7	\$ -	\$ -	\$ -			
														Total	\$ 140,000	\$ 1,089,138	\$ -			
														2	\$ -	\$ -	\$ -			
														3	\$ -	\$ -	\$ -			
														4	\$ -	\$ -	\$ -			
														7	\$ -	\$ -	\$ -			
														Total	\$ -	\$ -	\$ -			
														2	2,035,000	650,000	-			
														3	100,000	350,000	-			
														4	3,531,434	1,089,138	14,244,407			
														7	130,000	400,000	-			
														Total	5,796,434	2,489,138	14,244,407			

(a)								
Selected?		(b)	(c)	(d)	(e)	(f)	(g)	(h)
		FFY 23						
	Phase	130	S148	HRRR	Un Cat 148	Advance Construct	Unfunded	VRU
1	2				1			
	3				1			
	4				1			
	7				1			
	Total							
1	2		1					
	3				1			
	4				1			
	7				1			
	Total							
1	2							1
	3							1
	4							1
	7							1
	Total							
	2							
	3							
	4							
	7							
	Total							

Alaska HSIP Funding FFY '23 -'25 - Proposed by Regions																					
		Entire Department								Northern			Central			Southcoast			Statewide		
				2023	2024	2025	2026	2027	2028	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025
Type	New:			23,842,455	3,959,538	11,714,019	3,412,000	5,351,000	-	4,897,755	420,000	1,026,000	17,954,700	1,600,400	6,347,000	990,000	1,939,138	4,341,019	-	-	-
	Funded Old:			46,456,434	51,567,000	39,804,388	10,270,000	-	-	24,985,000	10,156,000	2,001,000	16,665,000	40,861,000	27,900,000	4,806,434	550,000	9,903,388	-	-	-
	Unfunded Old:			566,200	661,800	19,432,000	-	-	-	52,000	265,000	-	514,200	396,800	19,432,000	-	-	-	-	-	-
	Total:			70,865,089	56,188,338	70,950,407	13,682,000	5,351,000	-	29,934,755	10,841,000	3,027,000	35,133,900	42,858,200	53,679,000	5,796,434	2,489,138	14,244,407	-	-	-

Alaska HSIP FFY '23 Funding Plan - Selected by Statewide																					
		Entire Department								Northern			Central			Southcoast			Statewide		
		2023 Aptmt (Fed + SM)	2023 Available (Fed + SM) - ACC + AC	2023	2024	2025	2026	2027	2028	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025
				Selected																	
Type	New:			22,852,455	3,959,538	11,714,019	3,412,000	5,351,000	-	4,897,755	420,000	1,026,000	17,954,700	1,600,400	6,347,000				1,939,138	4,341,019	-
	Funded Old:			41,650,000	51,567,000	39,804,388	10,270,000	-	-	24,985,000	10,156,000	2,001,000	16,665,000	40,861,000	27,900,000				550,000	9,903,388	-
	Unfunded Old:			566,200	661,800	19,432,000	-	-	-	52,000	265,000	-	514,200	396,800	19,432,000				-	-	-
	Total:			65,068,655	56,188,338	70,950,407	13,682,000	5,351,000	-	29,934,755	10,841,000	3,027,000	35,133,900	42,858,200	53,679,000				2,489,138	14,244,407	-
Funding	130 RR Crossing *		2,435,676		1,084,400	1,241,600	-	-	-	-	-	-	1,084,400	1,241,600	-	-	-	-	-	-	-
	148 Uncategorized *		61,056,355		27,678,080	52,207,600	13,682,000	5,351,000	-	1,147,000	10,841,000	3,027,000	24,461,080	40,366,600	53,679,000	2,070,000	1,000,000	14,244,407	-	-	-
	HRRR (148) *		-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	S148 FHWA Sanction *		26,847,196		26,847,196	28,261,434	1,650,000	-	-	24,675,000	-	-	-	1,250,000	-	3,586,434	400,000	-	-	-	-
	VRU (148) *		6,787,666		6,847,695	1,089,138	-	-	-	4,112,755	-	-	2,594,940	-	-	140,000	1,089,138	-	-	-	-
	Advance Construct				6,993,480	-	-	-	-	-	-	-	6,993,480	-	-	-	-	-	-	-	-
	Unfunded				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Total:		90,339,227		90,339,227	70,865,089	56,188,338	70,950,407	13,682,000	5,351,000	10,841,000	3,027,000	35,133,900	42,858,200	53,679,000	5,796,434	2,489,138	14,244,407	-	-	-
Phase	2			5,681,100	3,574,600	976,000	-	-	-	1,097,000	447,000	976,000	2,549,100	2,477,600	-	2,035,000	650,000	-	-	-	-
	3			2,910,000	1,864,000	11,000	200,000	-	-	50,000	-	-	2,760,000	1,514,000	11,000	100,000	350,000	-	-	-	-
	4			59,959,189	44,314,138	65,716,407	12,857,000	5,351,000	-	28,737,755	10,168,000	2,001,000	27,690,000	33,057,000	49,471,000	3,531,434	1,089,138	14,244,407	-	-	-
	7			2,314,800	6,435,600	4,247,000	625,000	-	-	50,000	226,000	50,000	2,134,800	5,809,600	4,197,000	130,000	400,000	-	-	-	-
	Total:			\$ 70,865,089	\$ 56,188,338	\$ 70,950,407	\$ 13,682,000	\$ 5,351,000	\$ -	\$ 29,934,755	\$ 10,841,000	\$ 3,027,000	\$ 35,133,900	\$ 42,858,200	\$ 53,679,000	\$ 5,796,434	\$ 2,489,138	\$ 14,244,407	\$ -	\$ -	\$ -

Project Name:	Region	IRIS No.	HSIP Project Number	KSI	B/C	Duration (yrs)	Criteria 1	Criteria 2	Criteria 3A	Criteria 3B	Criteria 4	Weighted Score	Statewide Rank	FFY 2023 Planned Obligation	FFY 2023 Cumulative Planned Obligation	Funding Category
City of Faribanks Systemic Signal Upgrades	N	NFHWY00592	21NR02	6	1.05	1	5	4		4		4.35	1	\$ 50,000	\$ 50,000	1
5th Ave: Concrete St to Karluk St Pedestrian Improvements	C	CFHWY00856	21CR01	2	2.39	1	4	5		4		4.35	2	\$ -	\$ 50,000	1
Old Steese @ Fox Shoulder Widening	N	NFHWY00527	20NR01	3	0.89	0	5	3		5		4.30	3	\$ 3,675,000	\$ 3,725,000	1
Richardson Hwy @ Peridot St Median Modifications	N	pend	22NR01	1	6.1:1	1	3	5		4		4.00	4	\$ 52,000	\$ 3,777,000	1
Sterling Highway Shoulder Widening, MP 157-169	C	Z581060000	14CR02	4	0.4	0	5	2		5		3.95	5	\$ 12,700,000	\$ 16,477,000	1
JNU - Egan-Yandukin Intersection Safety Improvements	S	SFWHY00307	21SR01	1	1.52	0	3	4		5		3.95	6	\$ 789,508	\$ 17,266,508	1
Church Rd and Spruce Ave Intersection Flashing Beacon	C	CFHWY00883	20CR02	1	1.25	0	3	4		5		3.95	7	\$ 405,000	\$ 17,671,508	1
Anchorage Flashing Yellow Arrow and Signal Head Display Improvements	C	CFHWY00944	22CR01	7	1.83	3	5	4		2		3.75	8	\$ -	\$ 17,671,508	1
Tudor Road: Baxter Road to Patterson Street Channelization	C	pend	23CR01	4	0.73	2	5	3	3			3.70	9	\$ 366,600	\$ 18,038,108	1
Gambell St Utility Pole Removal and Increased Lighting	C	CFHWY00502	19CR01	5	0.3	1	5	2		4		3.65	10	\$ -	\$ 18,038,108	1
Palmer-Fishhook Rd and Trunk Rd Roundabout	C	CFHWY00829	21CR04	1	0.55	0	3	3		5		3.60	11	\$ 10,000	\$ 18,048,108	1
Pittman Rd Shoulder Widening and Slope Flattening	C	CFHWY00926	22CR02	7	0.4	2	5	2		3		3.35	12	\$ 800,000	\$ 18,848,108	1
Bogard Rd at Engstrom Rd / Green Forest Dr Intersection Improvements	C	CFHWY00453	18CR01	1	0.61	1	3	3		4		3.30	13	\$ 1,100,000	\$ 19,948,108	1
Richardson Hwy MP 351 Interchange	N	NFHWY00097	16NR04	1	0.22	0	3	2		5		3.25	14	\$ 21,000,000	\$ 40,948,108	1
Parks Highway Sheep Creek Ext Traffic Signal	N	pend	23NR01	1	0.66:1	3	3	3	3			3.00	16	\$ -	\$ 40,948,108	1
NR Systemic Signal Upgrades	N	NFHWY00531	20NR02	0	0.51	1	2	3		4		2.95	17	\$ -	\$ 40,948,108	1
Vine Rd at Hollywood Rd Intersection Improvements	C	CFHWY00463	18CR02	1	0.46	1	3	2		4		2.95	18	\$ 1,500,000	\$ 42,448,108	1
Wasilla-Fishhook Rd and Spruce Ave/Peck St Roundabout	C	CFHWY00790	20CR03	0	0.72	1	2	3		4		2.95	19	\$ 150,000	\$ 42,598,108	1
POW - Hollis Highway Guardrail Safety Improvements HSIP	S	SFWHY00306	20SN01	0	N/C	0	1	3		5		2.90	20	\$ 646,597	\$ 43,244,705	1
JNU Glacier Hwy Safety Improvements HSIP - McNugget to Loop Rd	S	pend	23SR02	0	2.54	2	2	5	1			2.75	21	\$ 250,000	\$ 43,494,705	1
JNU Vanderbilt Continuous Green T HSIP	S	pend	23SR01	0	0.64	2	2	3	3			2.65	22	\$ 100,000	\$ 43,594,705	1
Murphy Dome Rd Shoulder Widening	N	pend	23NR02	1	0.3:1	4	3	2	3			2.65	23	\$ 785,000	\$ 44,379,705	1
Gambell and Ingra Streets - Overhead Signal Indication Upgrades	C	CFHWY00503	19CR02	0	0.36	1	2	2		4		2.60	24	\$ -	\$ 44,379,705	1
SR Regionwide Passing Zones Inventory and Restriping HSIP	S	pend	23SN01	0	N/A	2	1	2	5			2.55	25	\$ 500,000	\$ 44,879,705	1
JNU Loop Road - Valley Boulevard Intersection Safety Improvements HSIP	S	SFWHY00403	22SR01	0	0.23	2	2	2		3		2.30	26	\$ 375,000	\$ 45,254,705	1
Chena Pump Rd @ Chena Small Tracts Rd Roundabout	N	NFHWY00699	22NR02	0	0.2:1	2	2	2		3		2.30	27	\$ 260,000	\$ 45,514,705	1
Old Seward Hwy: Industry Way/120th Ave Channelization	C	pend	23CR02	0	0.38	2	2	2	3			2.30	28	\$ 171,600	\$ 45,686,305	1
68th Ave, Ocean View Dr, and 2nd SU/FAA Rd RR Crossing Improvements	C	TBD	19CN02	0	N/A	0	1	1		5		2.20	29	\$ 2,142,000	\$ 47,828,305	1
SIT Hailbut Point Road and Peterson Avenue Intersection Safety Improvements	S	SFWHY00103	17SN1	0	N/C	0	1	1		5		2.20	30	\$ 1,820,000	\$ 49,648,305	1
WRG - Zimovia Highway Rock Fall Mitigation HSIP	S	SFWHY00308	20SN02	0	N/C	0	1	1		5		2.20	31	\$ 625,329	\$ 50,273,634	1
Richardson Highway MP 357-362 Bicycle/Pedestrian Path	N	pend	23NN01	0	N/A	0	1	1	5			2.20	32	\$ 4,112,755	\$ 54,386,389	1
Ocean Dock Road RR Crossing Device Upgrades	C	pend	23CN03	0	N/A	2	1	1	5			2.20	33	\$ 37,500	\$ 54,423,889	1
SR Regionwide Guardrail Inventory and Upgrade HSIP	S	SFWHY00404	22SN01	0	N/C	2	1	2		3		1.95	34	\$ 550,000	\$ 54,973,889	1
Seward Hwy Hooligan Fishery Pedestrian Safety Improvements	C	pend	23CN01	0	N/A	0	1	1	3			1.60	35	\$ 14,060,000	\$ 69,033,889	1
Portage Curve Multimodal Connector - Twentymile to MP 81.5	C	pend	23CN02	0	N/A	0	1	1	3			1.60	36	\$ 1,177,000	\$ 70,210,889	1
HNH Harbor Way Pedestrian Improvements	S	SFWHY00278	23SN02	0	N/A	1	1	1	3			1.60	37	\$ 140,000	\$ 70,350,889	1
Seward Highway Rockfall Mitigation, MP 113.2	C	pend	19CN05 (23)	0	N/A	2	1	1	3			1.60	38	\$ 514,200	\$ 70,865,089	1

Funding Plan Prioritization Process
(refer to Sect. 2.6 in 22nd HSIP Handbook edition for FFY 2023 Plan)
Projects are funded in order of decreasing Statewide Rank until funds are exhausted. In the Funding Category column, the projects numbered 2 or higher rank outside the available funding.
Regions may optionally advance unfunded projects in accordance with Section 2.9

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

Criteria 1: 35%

HSIP TUNNEL VISION, part 1 - Crashes - "Lives saved and major injuries eliminated..."
SCORE 5: Ranked projects greater than 3 or more serious crashes
SCORE 4: Ranked projects with less than 3, but at least two serious crashes, a combination Fatal or Major Injury
SCORE 3: Ranked projects with only 1 Fatal or 1 Major Injury -OR- non-ranked systemic projects with at least 1 Fatal or Major Injury -OR- non-ranked projects to meet nominal ATM compliance dates
SCORE 2: Ranked projects without any serious crashes -OR- non-ranked projects without any serious crashes that 1) address risks for these prominent crash types from the SHSP (lane departure, intersections, pedestrian, bicycle) and 2) have total project costs estimated less than or equal to 50% of available HSIP funding in the current year.
SCORE 1: Non-ranked projects with one or less serious crashes but either a predicted crash prevention solution approved through the State Traffic & Safety Engineer or an emphasis on injury patterns.

Criteria 2: 35%

HSIP TUNNEL VISION, part 2 - Benefit / Cost Ratio - "... per dollar spent"
SCORE 5: B/C greater than 2.0:1
SCORE 4: B/C 1.0:1 to < 2.0:1
SCORE 3: B/C 0.5:1 to < 1.0:1 -OR- non-ranked systemic projects that 1) address risks for these prominent crash types from the SHSP (lane departure, intersections, pedestrian, bicycle) and 2) have total project costs estimated less than or equal to 50% of available HSIP funding in the current year.
SCORE 2: B/C 0.2:1 to < 0.5:1
SCORE 1: Not predicted - Spot Improvements

Criteria 3A: 30%

PROJECT DELIVERABILITY - Only score NEW or UNFUNDED OLD projects.
Prioritize starting projects with fewer elements acknowledged to delay HSIP project implementation, according to regional traffic sections. Score distribution designed to provide greater differentiation.
SCORE 5: Nominations with the least risk of schedule/scope creep: no ROW, Environmental = CatX, expected public input / resistance potential is negligible, and low probability of unforeseen outcomes
SCORE 3: Nominations with an expectation of schedule creep due to ROW, Environmental, public input / resistance, or other issues, but risks are foreseen and accepted
SCORE 1: Nominations with an undesired, unexpected schedule creep, could be ROW and Environmental additions.

Criteria 3B: 30%

PROJECT DURATION - Only score FUNDED OLD projects. Prioritize projects for rapid delivery of safety improvements, but recognize quality results can take time.
SCORE 5: Phase 4 obligations planned in the funding FFY and estimated construction completion by the end of the following FFY
SCORE 4: Phase 4 obligation planned in next FFY
SCORE 3: Phase 4 obligation expected in 2 years
SCORE 2: Phase 4 obligation expected in 3 years
SCORE 1: Phase 4 obligation expected in 4 years or more

Criteria 4: Bonus

PROGRAM MANAGER'S DISCRETIONARY SCORE
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 outline. The funding outline 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 outline when sorted.
Process is repeated until no projects below the remaining funding gap.
2) Restrictive funding utilization: Identifying projects capable of using the program's most restrictive funding sources.

ESTIMATE FOR FFY 23 HSIP AVAILABLE FUNDING

Best Estimate for 2023 as of 9/14/22 from N 4510.869 (ANTICIPATED Apportionment as of June 30, 2022)

Funding Type	Ob Limit	100% Amount	Information Source
Regular HSIP formula Safety Funding			
FFY 23 Safety Apprtnmnt	\$	34,617,094	FFY23 projection minus Special Rule Penalties HRRR set-aside per IIJA/BIL HRRR Special Rule (did not trigger for FFY 2023) VRU set-aside per IIJA/BIL HRRR Special Rule
High Risk Rural Roads Set-Aside	\$	-	
Vulnerable Road User Safety Set-Aside	\$	6,108,899	
FFY 23 Safety Apprtnmnt	\$	40,725,993	Total APPORTIONMENT
Obligation Authority for Total Safety Apprtnmnt	100%		Est. 2023 Ob Limit @ 100%
FFY 23 Regular Safety (SA)	\$	40,725,993	
Prior FFY Underrun of HSIP funds	plus	\$ 21,992,183	In accordance with STIP AMD #4. No AC into FFY23, all converted
SMS/HSIP Operations (Need IDs 6462,6087, 7174, 6449)	less	\$ (1,658,558)	
2022 AC Project Funding (from 2023 HSIP funds)	less	\$ -	
2022 AC Project Funding (from 2023 HRRR funds)	less	\$ -	
Miscellaneous	plus	\$ -	
	\$	20,333,625	\$ 20,333,625
Regular HSIP formula Safety funds (SA) available			\$ 61,059,618
FAST Sec. 130 Railway-Highway Grade Crossings (RHE)			
2022 AC Project Funding (from 2023 Rail funds)	less	\$ -	No AC into FFY23, all converted FAST RHE carry forward from FFY22 Est. 2023 Ob Limit @ 100%
FFY22 FAST RHE Remaining @ 90% Federal	\$	1,089,609	
Obligation Authority for Total Safety Apprtnmnt	100%		
FFY 23 Rail Hazard Elimination (RHE)			\$ 1,089,609
Federal Funds (100% share of SA and RHE)	\$	62,149,227	
Total Project Funds [(SA + FAST RHE)/90% + IIJA RHE]	90%	\$ 69,054,697	
State Match Funds (10% of SA and FAST RHE)	10%		
			\$ 6,905,470
Non-matching funds (IIJA RHE & Penalty Funding)			
FFY 23 RHE Apprtnmnt @ 100% Federal	plus	\$ 1,225,000	FFY23 projection Estimate applied Split Letter agreement with AHSO (100% HSIP / 0% AHSO) Fund FFY 23 SHSP Mgmt (Need ID 18330) No AC Carryforward No FHWA 154/164 carryover.
FFY22 154/164 HE Apportionment		\$ 26,947,196	
SHSP Mgmt (Need ID 18330)	less	\$ (100,000)	
2022 AC Project Funding (from 2023 Penalty 154/164 funds)	less	\$ -	
154/164 HE Carryover	plus	\$ -	
Total non-matching (IIJA RHE & 154/164) HE Funds Available			\$ 28,072,196
SAFETY FUNDS AVAILABLE for FFY 23 HSIP			\$ 97,126,893
Available Funds Calculation	STIP Line (Amd. 4) Need ID 19217	FFY 23 Apportionment	OB Lim (-ACC+AC) 100%
AC	\$ -	\$ -	\$ -
130 RHE (FAST)	\$ 1,220,000	\$ 1,089,609	\$ 1,089,609
131 RHE (IIJA)	\$ -	\$ 1,225,000	\$ 1,225,000
148 Uncategorized	\$ 45,371,468	\$ 54,950,719	\$ 54,950,719
148 Hi Risk Rural Roads (in SA in STIP)	\$ -	\$ -	\$ -
S148 FHWA Penalty	\$ 26,960,000	\$ 26,847,196	\$ 26,847,196
148 VRU Safety (in SA in STIP)	\$ -	\$ 6,108,899	\$ 6,108,899
	\$ 73,551,468	\$ 90,221,423	\$ 90,221,423
State Match (on Non-Penalty Funds only)	\$ 4,628,532		\$ 6,905,470
Estimated HSIP funding for FFY 2023	\$ 78,180,000		\$ 97,126,893
	Apportionment Funding	Fed+SM	Prior AC
RHE (FAST)	\$ 1,089,609	\$ 1,210,676	\$ -
SM (RHE)	\$ 121,068		\$ 121,068
RHE (IIJA)	\$ 1,225,000	\$ 1,225,000	\$ -
HRRR	\$ -	\$ -	\$ -
SM (HRRR)	\$ -		\$ -
SA	\$ 54,950,719	\$ 61,056,355	\$ -
SM (SA)	\$ 6,105,635		\$ 6,105,635
S148	\$ 26,847,196	\$ 26,847,196	\$ -
VRU	\$ 6,108,899	\$ 6,787,666	\$ 6,108,899
SM (VRU)	\$ 678,767		\$ 678,767
	\$ 97,126,893	\$ 97,126,893	\$ -
			\$ -

Funding Plan
by Source

No AC into FFY23, all converted

HRRR Set-Aside penalty project funds

VRU Safety Set-Aside penalty project funds

Exceeds 2023 STIP Need ID 19217 Amd. 4

	RR
	RR
	HRRR
	HSIP
	S148
	VRU