ALASKA

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2018 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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Disclaimer

Protection of Data from Discovery Admission into Evidence

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

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

Under the Alaska Highway Safety Improvement Program (HSIP), the Alaska DOT&PF identifies high risk intersections and roads, scopes and prioritizes corrective projects, funds the most cost -effective projects, and evaluates actual project and program effectiveness. HSIP dollars are distributed to the most effective projects from a single statewide fund. The purpose of the Alaska HSIP is to “maximize lives saved and major injuries eliminated per dollar spent.”

Regional Traffic and Safety personnel identify, scope, estimate, and rank candidate projects according to benefit-cost ratio (ranked projects) and potential for crash reduction (non-ranked projects). HQ Traffic & Safety reviews proposed new projects, works with the regions to clarify project description and scope, and submits recommended projects to DOT&PF's Chief Engineer for approval. Following approval of new HSIP projects, HQ Traffic and Safety selects the most effective projects and proposes a statewide HSIP funding plan for the coming federal fiscal year for approval by the Chief Engineer and the Director of Program Development.

The HSIP funding plan typically includes a blend of on-going projects and new projects. Regions design and construct funded projects and generate before-after studies when three years of post-improvement crash data becomes available. HQ Traffic & Safety manages funding for the statewide HSIP, annually updates the HSIP Handbook, maintains program effectiveness data, and produces the annual HSIP report.

Important Note on Performance Measures calculated by Online Reporting Tool: Alaska does not yet have serious injury data for 2017. Alaska’s serious injury performance measures for 2017 will be updated when the data for those years are finalized.

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

The general structure of Alaska's HSIP is basically described in Sec. 1.3 of the Alaska HSIP Handbook:

Regional Traffic and Safety Engineers in Alaska’s three regions (Northern, Central and Southcoast) screen crash data and consider other information to identify projects. Projects can be either ranked or non-ranked.

Ranked projects are implemented at locations with high crash history and are ranked by analyzing the benefit cost of specific safety-related improvements using estimated accident reduction factors and improvement costs. Non-ranked projects are implemented at locations with potential for severe crashes identified in SHSP strategies and may be spot or system-wide improvements. System wide, or systemic, improvement projects are implemented to reduce potential for fatal and serious injuries by mitigating road conditions or characteristics associated with specific crash types. Non-infrastructure projects are limited to those types specifically included in Appendix A (p. A-11) of this handbook, a reprinting of 23 U.S.C. Section 148 (a)(4)(B).

Alaska’s three regional traffic & safety sections submit proposed projects to the State Traffic and Safety Engineer for review. HQ Traffic & Safety reviews the proposed new projects, works with regions to clarify project descriptions and scope, and submits recommended projects to the Chief Engineer for advancement as safety projects. Following Chief Engineer approval of new HSIP projects, the State Traffic and Safety Engineer proposes a list of new and on-going projects for funding and coordinates with HQ Project Development to prepare a funding plan for the coming federal fiscal year.

State Traffic and Safety personnel manage the federal funds for approved projects. Regional Traffic and Safety personnel work with preconstruction and construction personnel to ensure projects remain consistent with their HSIP scope throughout design and construction. The regions conduct follow-up studies to determine the effectiveness of completed projects. HQ Traffic & Safety summarizes the overall effectiveness of the statewide program in the annual HSIP Report.

Where is HSIP staff located within the State DOT?

Engineering

Enter additional comments here to clarify your response for this question or add supporting information.

How are HSIP funds allocated in a State?

Central Office via Statewide Competitive Application Process

Enter additional comments here to clarify your response for this question or add supporting information.

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

Safety projects on all public roads in Alaska are eligible to compete for HSIP funding. The same process is used to prioritize projects on both state and non-state (including local) roads.

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

Traffic Engineering/Safety
Design
Planning
Maintenance
Operations
Districts/Regions
Governors Highway Safety Office

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with internal partners.

Design: Regional Traffic and Safety personnel identify, scope, estimate, and rank candidate projects according to benefit-cost ratio (ranked projects) and potential for crash reduction (non-ranked projects).

HQ Traffic & Safety reviews proposed new projects, works with the regions to clarify project description and scope, and submits recommended projects to the DOT&PF Chief Engineer for funding approval.

Planning: Funding plan developed in coordination with the Office of Program Development.

Maintenance and Operations: M&O staff consulted to determine alternative project nominations where safety problems may exist despite the lack of historic crash data.

Governors Highway Safety Office: Split penalty transfer funding to address engineering solutions to highway safety.

Identify which external partners are involved with HSIP planning.

Local Government Agency
FHWA

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with external partners.

There are no formal mechanisms in the program for coordination with local agencies. Their input is valued and considered in the development and delivery of HSIP projects. Coordination with FHWA is described under the most recent Stewardship and Oversight Agreement.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

No

Program Methodology

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

Yes

To upload a copy of the State processes, attach files below.

File Name:
hsip_hdbk_18th_ed_180221.pdf

Select the programs that are administered under the HSIP.

HSIP (no subprograms)

Enter additional comments here to clarify your response for this question or add supporting information.

Program:	HSIP (no subprograms)
Date of Program Methodology:	1/1/2017

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area

What is the funding approach for this program? [Check one]

Competes with all projects

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Volume	

What project identification methodology was used for this program? [Check all that apply]

Crash frequency
Crash rate
Critical rate

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

Yes

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

Yes

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

How are projects under this program advanced for implementation?

Competitive application process

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

Rank of Priority Consideration

Ranking based on B/C : 90
Available funding : 10

What percentage of HSIP funds address systemic improvements?

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Pavement/Shoulder Widening
Add/Upgrade/Modify/Remove Traffic Signal
Horizontal curve signs
High friction surface treatment

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State HSIP consider connected vehicles and ITS technologies?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Not at this time.

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

No

Enter additional comments here to clarify your response for this question or add supporting information.

Not at this time. HSIP funding is being used to develop Alaska specific calibration factors for some SPFs in the HSM. DOT&PF envisioned the calibration factors for use at planning level for HSIP nominations.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

Yes

Describe program methodology practices that have changed since the last reporting period.

Alaska DOT&PF experimented with a new screening methodology in our Handbook this year (Sec. 2.2). Our new crash data analysis program allows users to perform robust sliding spot analysis with variable inputs. DOT&PF's Traffic and Safety Engineers developed the methodology and allowable variable inputs to ensure a fair analysis system wide.

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Federal Fiscal Year

Enter additional comments here to clarify your response for this question or add supporting information.

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$23,986,088	$22,768,963	94.93%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$785,178	$900,000	114.62%
Penalty Funds (23 U.S.C. 154)	$13,337,000	$12,593,047	94.42%
Penalty Funds (23 U.S.C. 164)	$10,427,000	$13,443,062	128.93%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$1,004,580	$1,129,413	112.43%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$2,863,983	$2,317,442	80.92%
Totals	$52,403,829	$53,151,927	101.43%

Enter additional comments here to clarify your response for this question or add supporting information.

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

$13,092,674

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

$18,090,106

Enter additional comments here to clarify your response for this question or add supporting information.

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

$3,022,175

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

$3,022,175

Enter additional comments here to clarify your response for this question or add supporting information.

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

$0

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

$0

Enter additional comments here to clarify your response for this question or add supporting information.

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

Alaska DOT&PF believe the flexibility lost under the FAST Act by removing eligibility for non-infrastructure projects is an impediment not only to obligation of HSIP funds but to the purpose of the HSIP program listed in 23 USC 148(b)(2) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Does the State want to elaborate on any other aspects of it's progress in implementing HSIP projects?

No

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
Fairbanks: Danby-Wembly Roundabout	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$4333679.8	$4790244	HSIP (23 U.S.C. 148)	Urban Minor Arterial	16,560		State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Fairbanks Area Signal Upgrades (combines 10NR01, 13NN05, 14NR01, 14NR02)	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	57	Numbers	$1884469.553	$1911703	Penalty Funds (23 U.S.C. 164)	Mixed FCs	0	0	State Highway Agency	Systemic	Intersections	Implement infrastructure projects to address intersection crashes
Steese Expressway/Chena Hot Springs Road Ramp Termini Roundabouts	Intersection traffic control	Modify control - two-way stop to roundabout	2	Numbers	$700000	$700000	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial (UPA) - Other	8,155		State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Fox Intersection Conspicuity Improvements	Roadway	Rumble strips - transverse	1	Numbers	$178771	$178771	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial (RPA) - Other	3,700	55	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
College Median Extension	Access management	Median crossover - close crossover	0.2	Miles	$90000	$100000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	15,036	35	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Fairbanks Ramp Sight Distance Improvements	Alignment	Horizontal and vertical alignment	3	Numbers	$67500	$75000	HSIP (23 U.S.C. 148)	Mixed FCs	0	0	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Phillips Field Road Safety Improvements	Roadside	Roadside grading	0.65	Miles	$71646	$71646	Penalty Funds (23 U.S.C. 154)	Urban Major Collector	5,120	40	Other State Agency	Spot	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Fairbanks Area Concrete Barrier Upgrade (HSIP)	Roadside	Barrier - concrete	35	Miles	$144000	$160000	HSIP (23 U.S.C. 148)	Mixed FCs	0	0	State Highway Agency	Spot	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Lake Otis Parkway @ 68th Avenue Channelization Improvements	Intersection geometry	Auxiliary lanes - add left-turn lane	1	Numbers	$157255.2	$174728	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	26,054	45	City of Municipal Highway Agency	Spot	Intersections	Implement infrastructure projects to address

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														intersection crashes
Son of Downtown Anchorage Curb Bulb Project	Intersection geometry	Intersection geometrics - modify intersection corner radius	18	Numbers	$412172.1	$457969	HSIP (23 U.S.C. 148)	Mixed FCs	0	0	City of Municipal Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Palmer-Wasilla Highway HSIP: Center Left Turn Lane Widening	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	10	Miles	$645200	$702800	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	0	0	State Highway Agency	Spot	Lane Departure	Implement infrastructure projects to address head-on crashes
Johns Road and Klatt Road Intersection	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$78069	$78069	Penalty Funds (23 U.S.C. 154)	Urban Minor Collector	10,153	40	City of Municipal Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Sterling Highway & Main Street (Homer) Intersection Improvements	Intersection traffic control	Intersection traffic control - other	1	Numbers	$2880000	$3200000	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	11,405	35	City of Municipal Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Jewel Lake Road: 88th to Strawberry TWLTL	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	0.75	Miles	$8679090.88	$8679090.88	Penalty Funds (23 U.S.C. 164)	Urban Minor Arterial	14,734	40	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
George Parks Highway Systemic Passing Lanes Project	Roadway	Roadway widening - add lane(s) along segment	80.2	Miles	$9264028	$9264028	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial (RPA) - Other	0	65	State Highway Agency	Systemic	Lane Departure	Implement infrastructure projects to address passing crashes
Sterling Highway Shoulder Widening - Soldotna to Clam Gulch	Shoulder treatments	Widen shoulder - paved or other	20.3	Miles	$826227.438	$826227.66	Penalty Funds (23 U.S.C. 154)	Rural Principal Arterial (RPA) - Other	4,677	55	State Highway Agency	Systemic	Roadway Departure	Implement infrastructure to address SVROR and head-on crashes
Freeway/ Ped Safety Fence Seward Freeway and Glenn Freeway	Roadside	Fencing	2	Numbers	$411824.1	$411824.1	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial (UPA) - Other	0	65	State Highway Agency	Spot	Pedestrians	Implement infrastructure to address pedestrian safety improvements
Bethel Ridgecrest Drive School Zone Upgrades	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$176754	$176754	Penalty Funds (23 U.S.C. 164)	Rural Major Collector	4,982	20	City of Municipal Highway Agency	Spot	Pedestrians	Identify and implement strategies to address high-crash locations involving pedestrians

													RELATIONSHIP TO SHSP	
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Akakeek Street and Ridgecrest Drive (in Bethel) Intersection Improvements	Intersection geometry	Intersection geometrics - modify skew angle	1	Numbers	$98562	$98562	Penalty Funds (23 U.S.C. 154)	Rural Major Collector	5,169	30	City of Municipal Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Minnesota Dr / Seward Hwy / Tudor Rd / Muldoon Rd Lighting Improvements	Lighting	Lighting - other	1.16	Miles	$125580	$125580	Penalty Funds (23 U.S.C. 164)	Mixed FCs	0	0	State Highway Agency	Spot	Pedestrians	Implement strategies to address high-crash locations involving older drivers and pedestrians
Glenn Hwy Median Barrier, MP 30-34	Roadside	Barrier - other	3.5	Miles	$450000.009	$500000.01	HSIP (23 U.S.C. 148)	Rural Principal Arterial (RPA) - Other	27,750	65	State Highway Agency	Spot	Roadway Departure	Implement infrastructure projects to address head-on crashes
Minnesota Dr Weaving Lane	Interchange design	Acceleration / deceleration / merge lane	1	Numbers	$195000	$195000	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial (UPA) - Other	48,285	60	State Highway Agency	Spot	Roadways	Improve roadway safety through HSIP-qualified activities and projects
Minnesota Dr Guide Sign Upgrades	Roadway signs and traffic control	Roadway signs (including post) - new or updated	3	Numbers	$7785.22	$7785.22	Penalty Funds (23 U.S.C. 164)	Urban Principal Arterial (UPA) - Other	37,700	60	State Highway Agency	Spot	Lane Departure	Improve roadway safety through HSIP-qualified activities and projects
HSIP: Central Region Curve Warning Signs Evaluation/Upgrade (Systemic)	Roadway signs and traffic control	Roadway signs and traffic control - other	413	Numbers	$540776.7	$600863	HSIP (23 U.S.C. 148)	varies	0	0	State Highway Agency	Systemic	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Old Glenn Hwy and Knick Goose Bay Rd: Wider Lane Lines	Roadway signs and traffic control	Roadway signs and traffic control - other	23.5	Miles	$2277101.511	$2530112.79	HSIP (23 U.S.C. 148)	varies	0	0	State Highway Agency	Spot	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
Bogard Rd at Engstrom Rd / Green Forest Dr Intersection Improvements	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$450000	$500000	HSIP (23 U.S.C. 148)	varies	0	0	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Vine Rd at Hollywood Rd Intersection Improvement	Intersection traffic control	Modify control - two-way stop to roundabout	1	Numbers	$450000	$500000	HSIP (23 U.S.C. 148)	varies	0	0	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Kodiak Bridge Rail Upgrades	Roadside	Barrier - other	18	Numbers	$198724.8	$198724.8	Penalty Funds (23 U.S.C. 164)	Rural Major Collector, Rural Minor Collector	0	0	State Highway Agency	Spot	Roadway Departure	Implement infrastructure projects to preemptively prevent roadway

													RELATIONSHIP TO SHSP	
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														departure crashes
HSIP: 36th Ave, Arctic to C St 5 Lane Conversiont (formerly Group 5A. Anchorage Area HSIP Projects)	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	0.75	Miles	$156033	$173370	HSIP (23 U.S.C. 148)	All FCs - channelization & other geometric improvements at multiple locations	0	0	City of Municipal Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
Eklutna Overpass Low Bridge Warning System	Roadway signs and traffic control	Roadway signs (including post) - new or updated	1	Numbers	$49300	$49300	Penalty Funds (23 U.S.C. 154)	Urban Principal Arterial (UPA) - Other	29,950	65	State Highway Agency	Spot	Roadways	Implement infrastructure to address existing highway safety problem
Regional High Friction Surface Treatment Project	Roadway	Pavement surface - high friction surface	37	Numbers	$192727.089	$214141.21	HRRR Special Rule (23 U.S.C. 148(g)(1))	Mixed FCs	0	0	State Highway Agency	Systemic	Lane Departure	Implement infrastruture projects to help motorists maintain control
Bragaw Street @ 16th Avenue 5 Lane	Intersection geometry	Auxiliary lanes - add two-way left-turn lane	0.5	Miles	$178592.4	$198436	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	18,583		City of Municipal Highway Agency	Spot	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
KTN - North Tongass Highway Illumination Upgrade	Lighting	Continuous roadway lighting	4.876	Miles	$352740.1	$352740.1	Penalty Funds (23 U.S.C. 154)	Urban Minor Arterial	0	0	State Highway Agency	Spot	Lane Departure	Implement infrastructure projects to address night time crashes
SR Regionwide Traffic Signal System Upgrades	Intersection traffic control	Modify traffic signal - modernization/replacement	22	Numbers	$1409144	$1430000	HSIP (23 U.S.C. 148)	Mixed FCs	0	0	State Highway Agency	Systemic	Intersections	Implement infrastructure projects to address intersection crashes
SIT Halibut Point Road and Peterson Avenue Intersection Safety Improvements	Lighting	Intersection lighting	1	Numbers	$215616	$215616	Penalty Funds (23 U.S.C. 164)	Urban Minor Arterial	12,638	30	State Highway Agency	Spot	Intersections	Implement infrastructure projects to address intersection crashes
SR Regionwide Horizontal Alignment Signing Compliance	Roadway signs and traffic control	Roadway signs and traffic control - other	36	Numbers	$3305469.078	$3672743.42	HSIP (23 U.S.C. 148)	Mixed FCs	0	0	State Highway Agency	Systemic	Roadway Departure	Implement infrastructure projects to address run-off-road crashes
YAK School Zone Crossing Improvements HSIP	Roadway signs and traffic control	Roadway signs and traffic control - other	1	Numbers	$20209.5	$22455	Penalty Funds (23 U.S.C. 154)	Rural Minor Collector	1,013	35	State Highway Agency	Spot	Pedestrians	Implement strategies to address high-crash locations involving older drivers and pedestrians
CR: SMS/HSIP Program 2015-2017	Non-infrastructure	Non-infrastructure - other	1	Numbers	$54000	$60000	HSIP (23 U.S.C. 148)	N/A	0	0	N/A	Regional HSIP planning	Roadways	Improve roadway safety through

2018 Alaska Highway Safety Improvement Program

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														HSIP-qualified activities and projects
HSIP/SMS Central Region FFY 2018-2019	Non-infrastructure	Non-infrastructure - other	1	Numbers	$1215000	$1350000	HSIP (23 U.S.C. 148)	N/A	0	0	N/A	Regional HSIP planning	Roadways	Improve roadway safety through HSIP-qualified activities and projects
NR SMS/HSIP FFY 2018-2020	Non-infrastructure	Non-infrastructure - other	1	Numbers	$648000	$720000	HSIP (23 U.S.C. 148)	N/A	0	0	N/A	Regional HSIP planning	Roadways	Improve roadway safety through HSIP-qualified activities and projects
SR FFY 18-19 HSIP/SMS	Non-infrastructure	Non-infrastructure - other	1	Numbers	$180000	$200000	HSIP (23 U.S.C. 148)	N/A	0	0	N/A	Statewide HSIP planning	Roadways	Improve roadway safety through HSIP-qualified activities and projects
FFY18/19 HIGHWAY SAFETY IMPROVEMENT PROGRAM/SAFETY MGMT	Non-infrastructure	Non-infrastructure - other	1	Numbers	$676957.86	$752175.4	HSIP (23 U.S.C. 148)	N/A	0	0	N/A	Regional HSIP planning	Roadways	Improve roadway safety through HSIP-qualified activities and projects

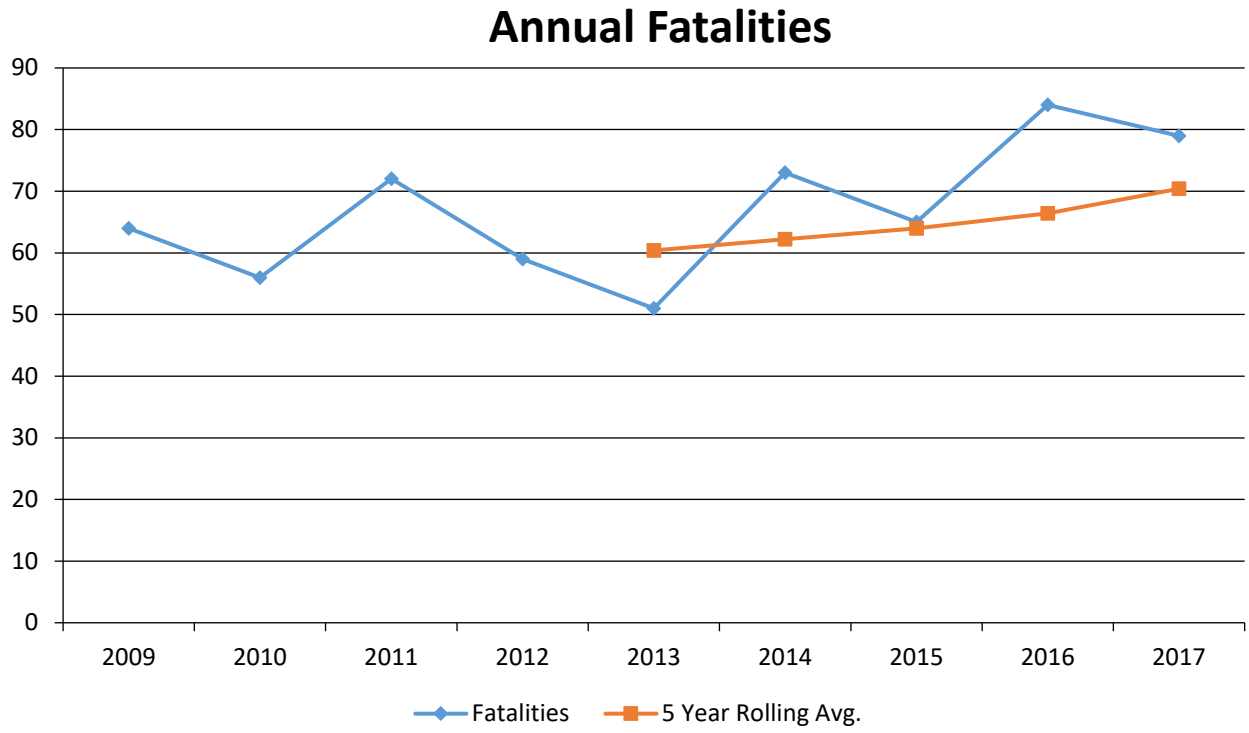
Enter additional comments here to clarify your response for this question or add supporting information.

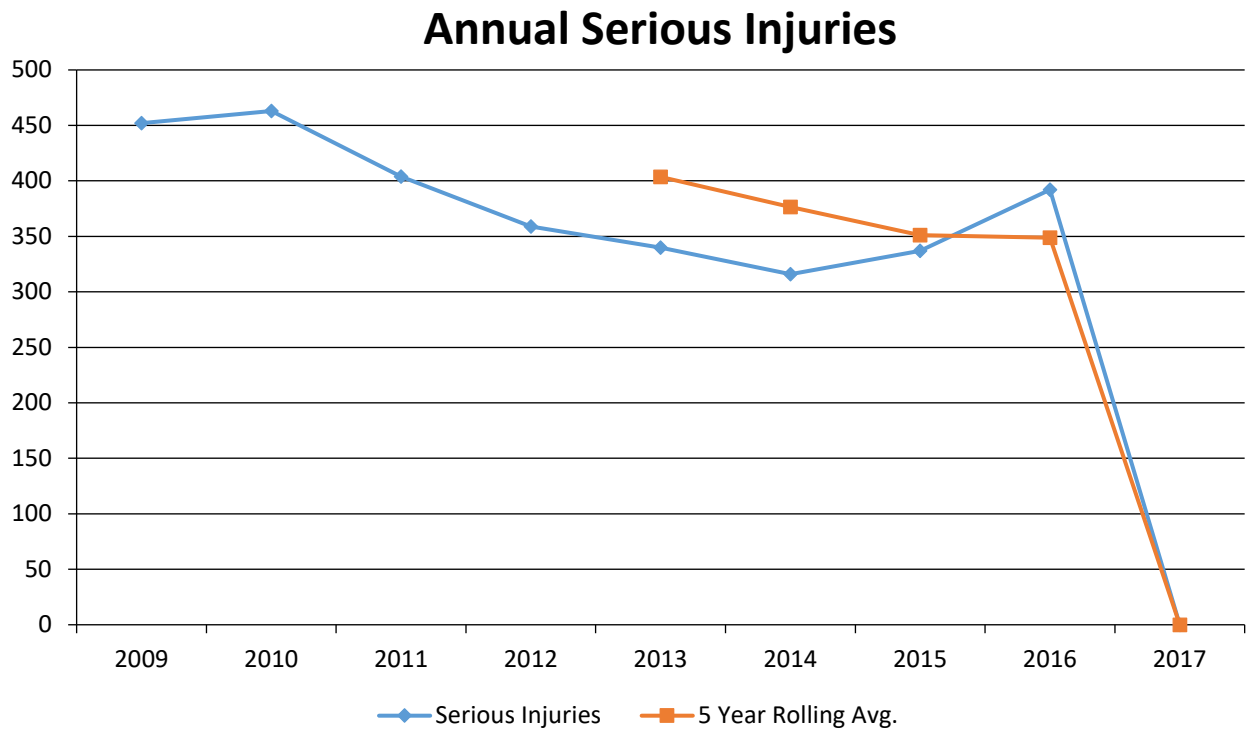
Safety Performance

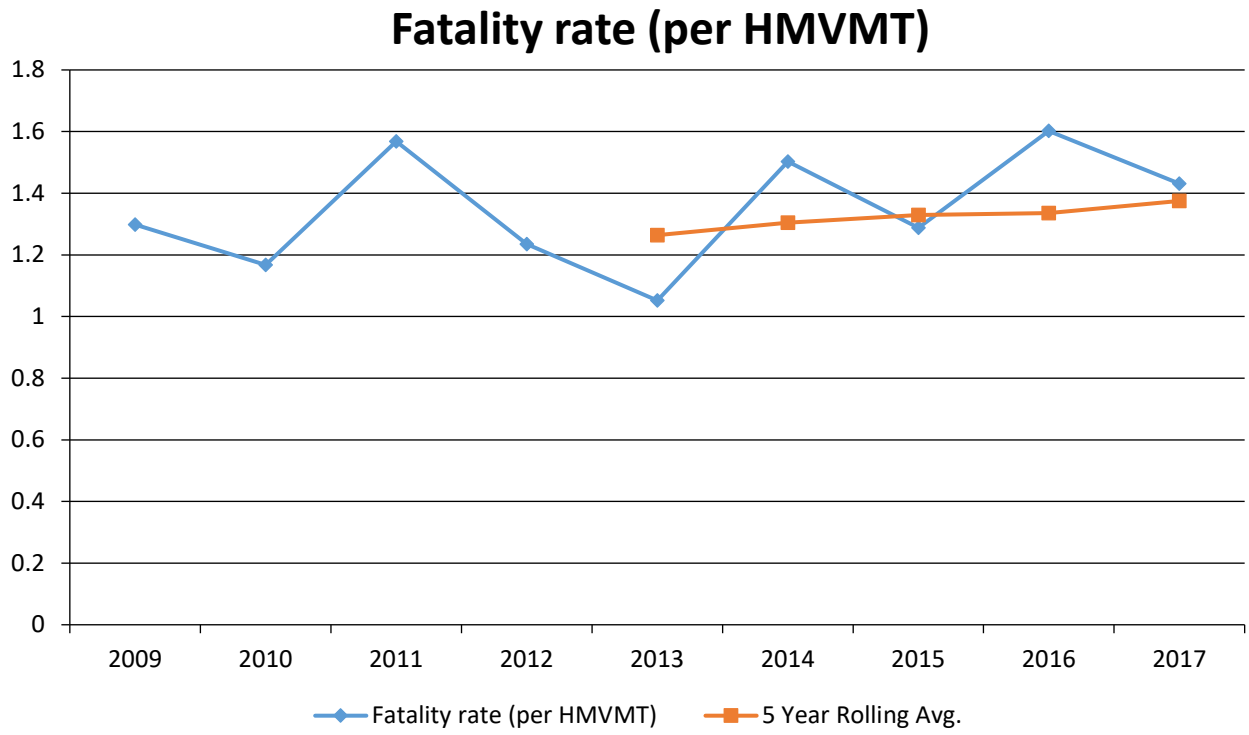
General Highway Safety Trends

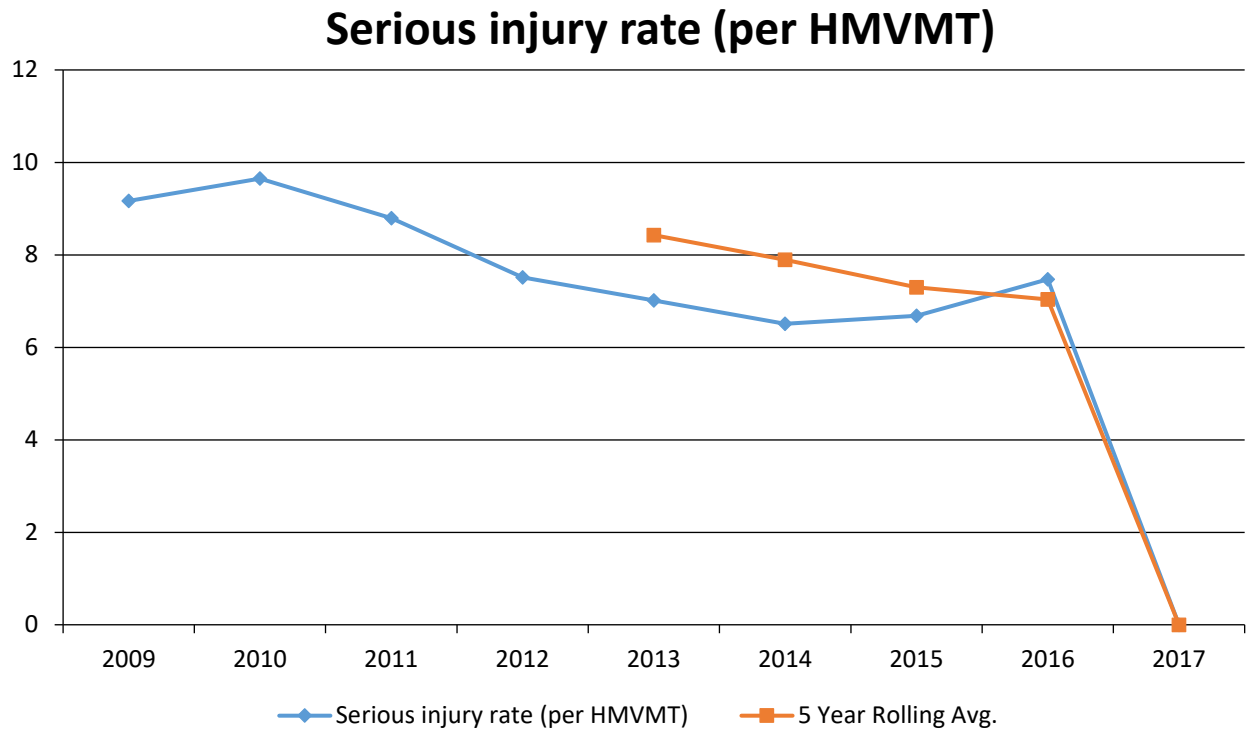
Present data showing the general highway safety trends in the State for the past five years.

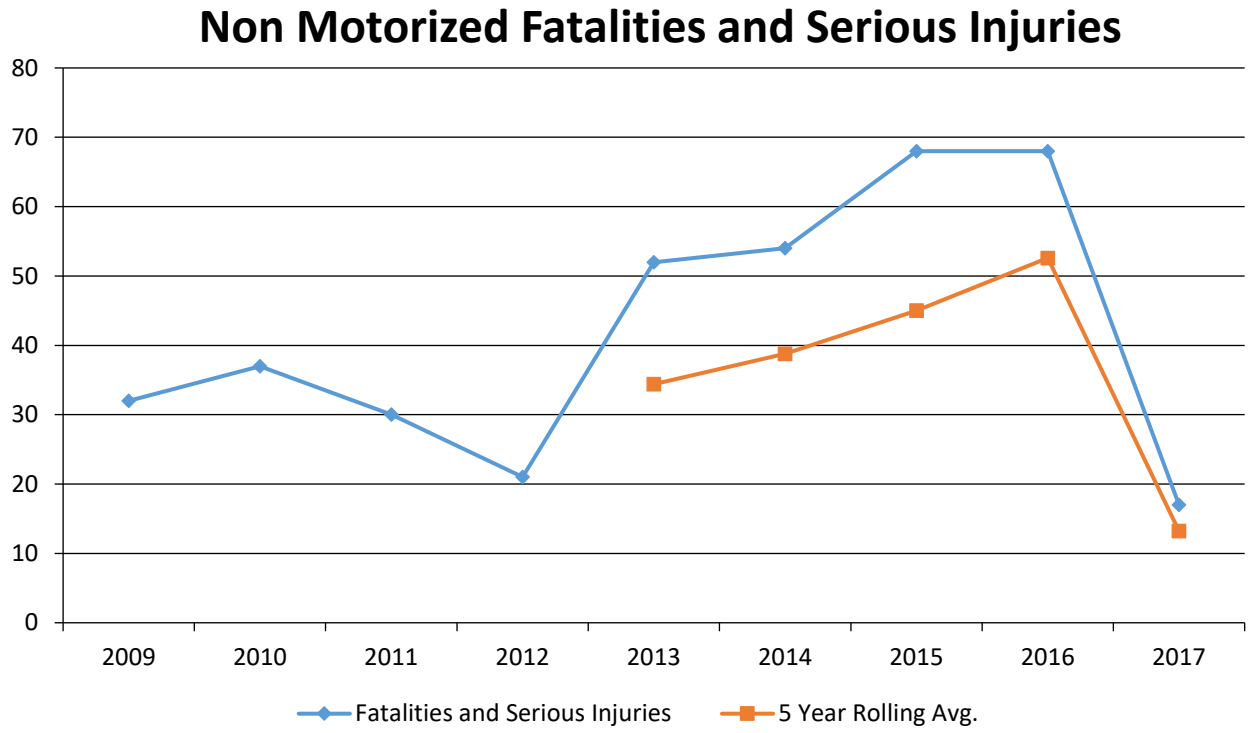
PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	64	56	72	59	51	73	65	84	79
Serious Injuries	452	463	404	359	340	316	337	392	0
Fatality rate (per HMVMT)	1.298	1.167	1.568	1.235	1.052	1.503	1.288	1.602	1.431
Serious injury rate (per HMVMT)	9.165	9.650	8.796	7.512	7.013	6.507	6.680	7.475	0.000
Number non-motorized fatalities	12	6	11	10	7	17	12	13	17
Number of non-motorized serious injuries	20	31	19	11	45	37	56	55	0


Annual Fatalities
90
80
70
60
50
40
30
20
10
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
500
450
400
350
300
250
200
150
100
50
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
1.8
1.6
1.4
1.2
1
0.8
0.6
0.4
0.2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
12
10
8
6
4
2
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

Serious injury data is not yet available for 2017.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

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

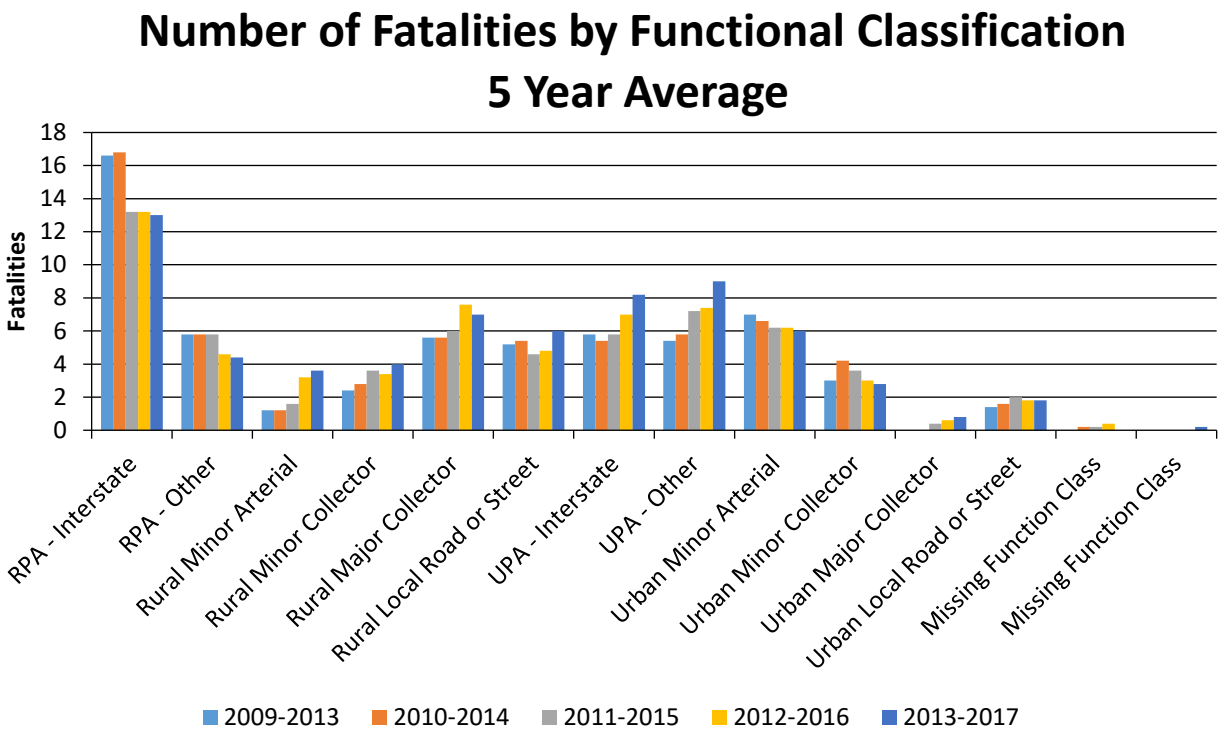
Year 2017

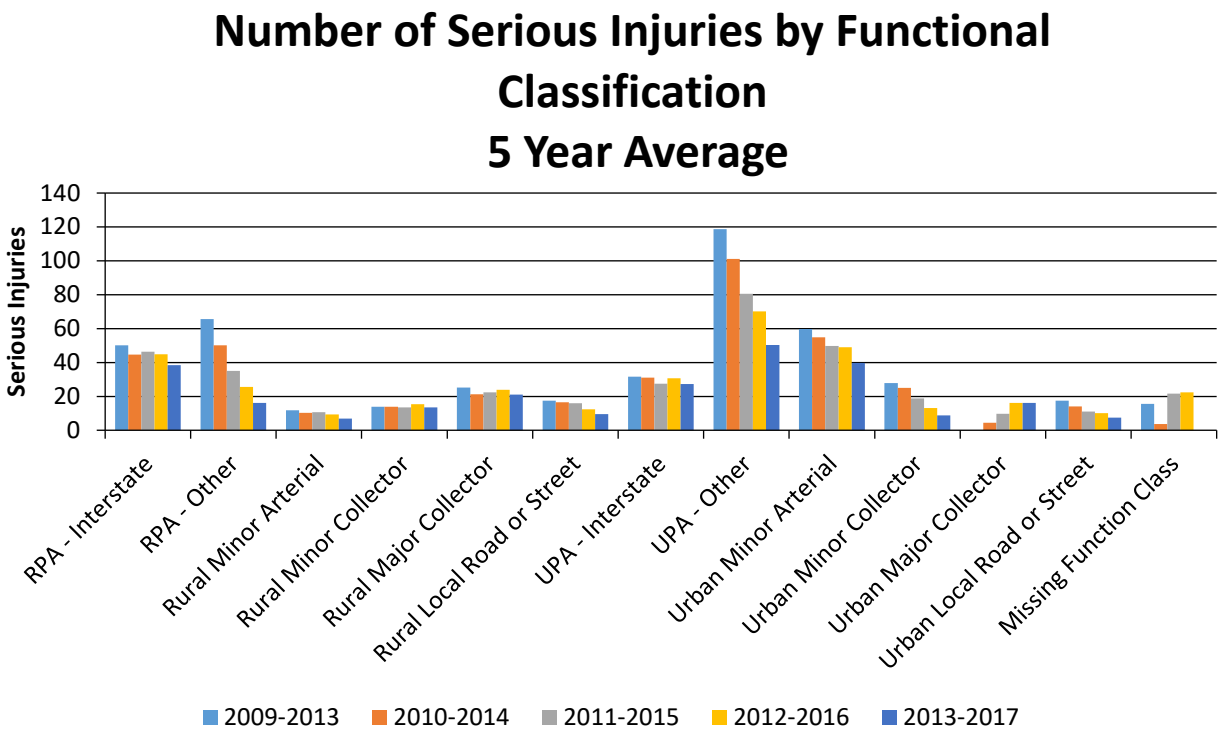
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	13	38.4	1.47	4.37
Rural Principal Arterial (RPA) - Other Freeways and Expressways				
Rural Principal Arterial (RPA) - Other	4.4	16.2	0.88	4.08
Rural Minor Arterial	3.6	6.8	2.74	5.03

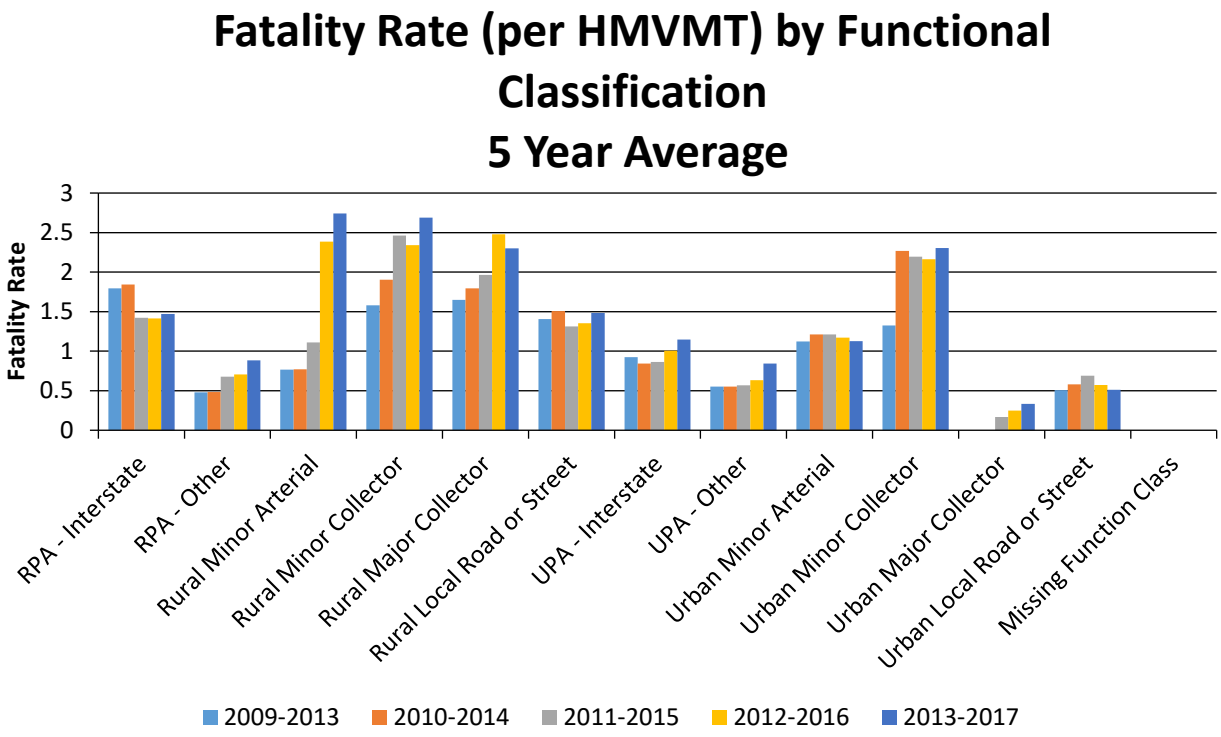
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Minor Collector	4	13.4	2.69	9.12
Rural Major Collector	7	21	2.3	6.8
Rural Local Road or Street	6	9.6	1.48	2.44
Urban Principal Arterial (UPA) - Interstate	8.2	27.2	1.15	3.87
Urban Principal Arterial (UPA) - Other Freeways and Expressways				
Urban Principal Arterial (UPA) - Other	9	50.4	0.84	4.98
Urban Minor Arterial	6	39.8	1.13	7.48
Urban Minor Collector	2.8	8.8	2.3	7.16
Urban Major Collector	0.8	16.2	0.33	6.75
Urban Local Road or Street	1.8	7.4	0.51	2.28
Missing Function Class	0.2			

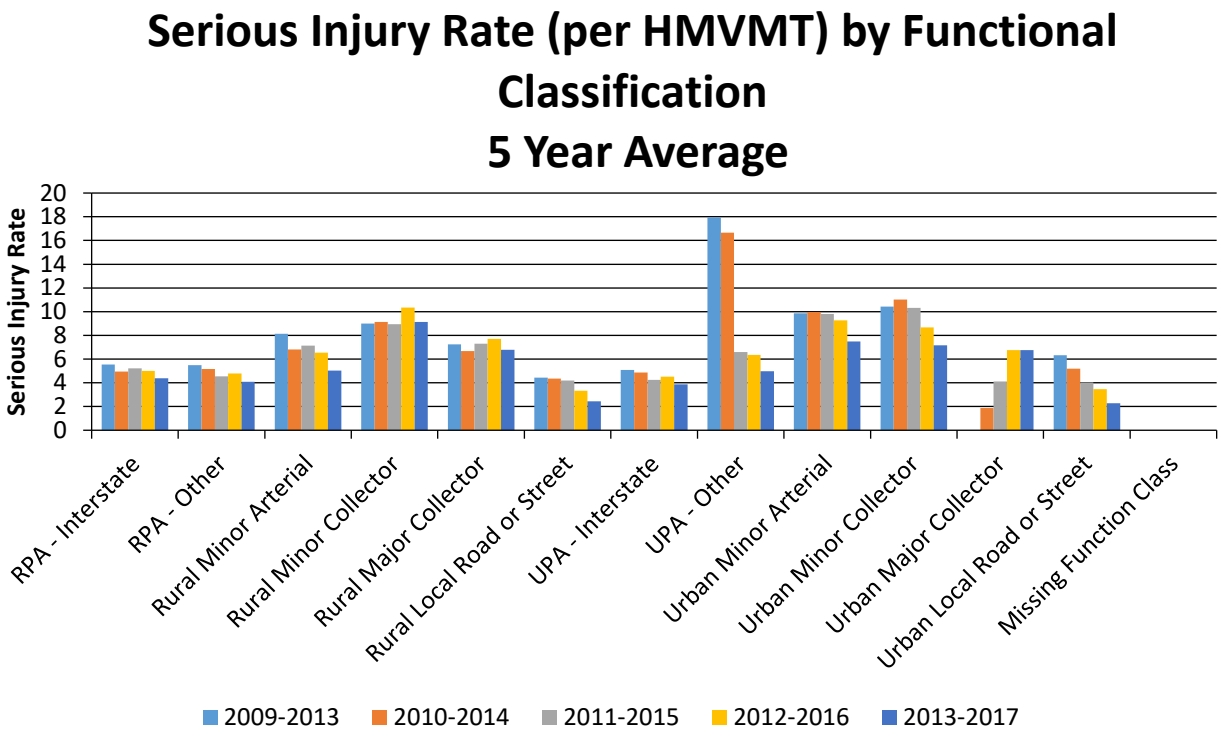
Year 2017

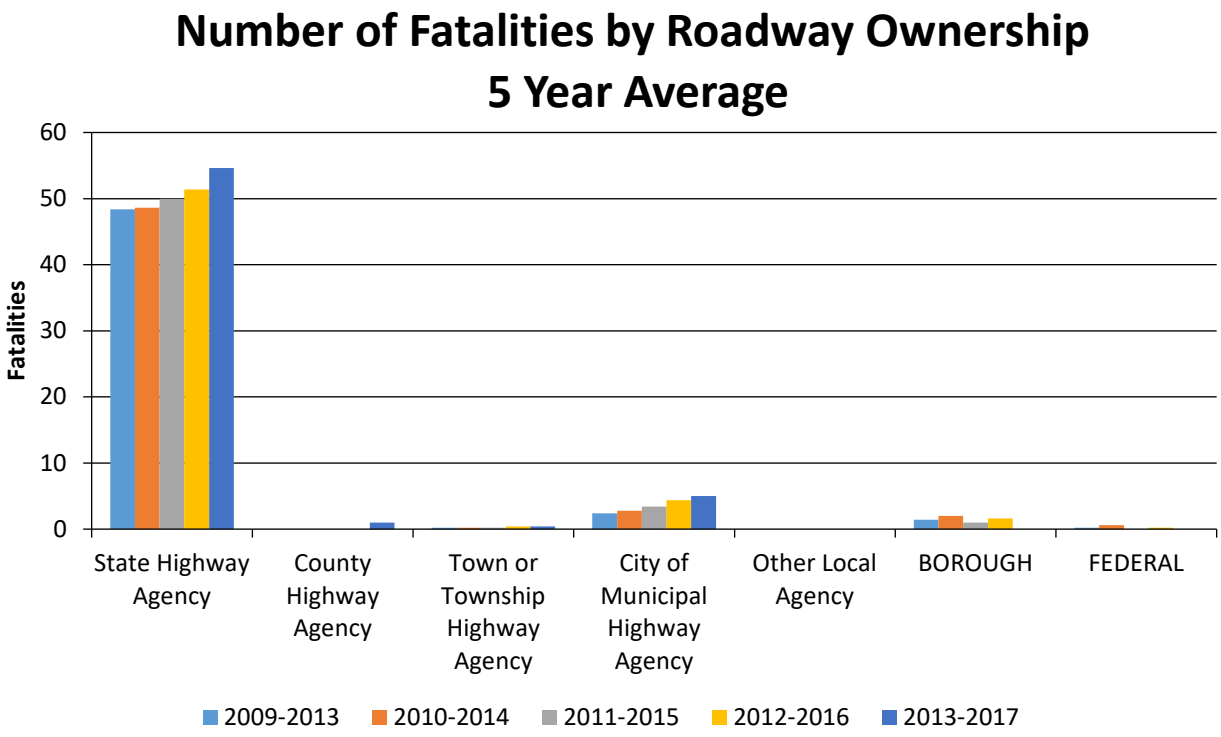
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	54.6	191.8		
County Highway Agency	1	20.2		
Town or Township Highway Agency	0.4	0	0	0
City of Municipal Highway Agency	5	12.6		
State Park, Forest, or Reservation Agency		0.2		
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)		0.2		
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

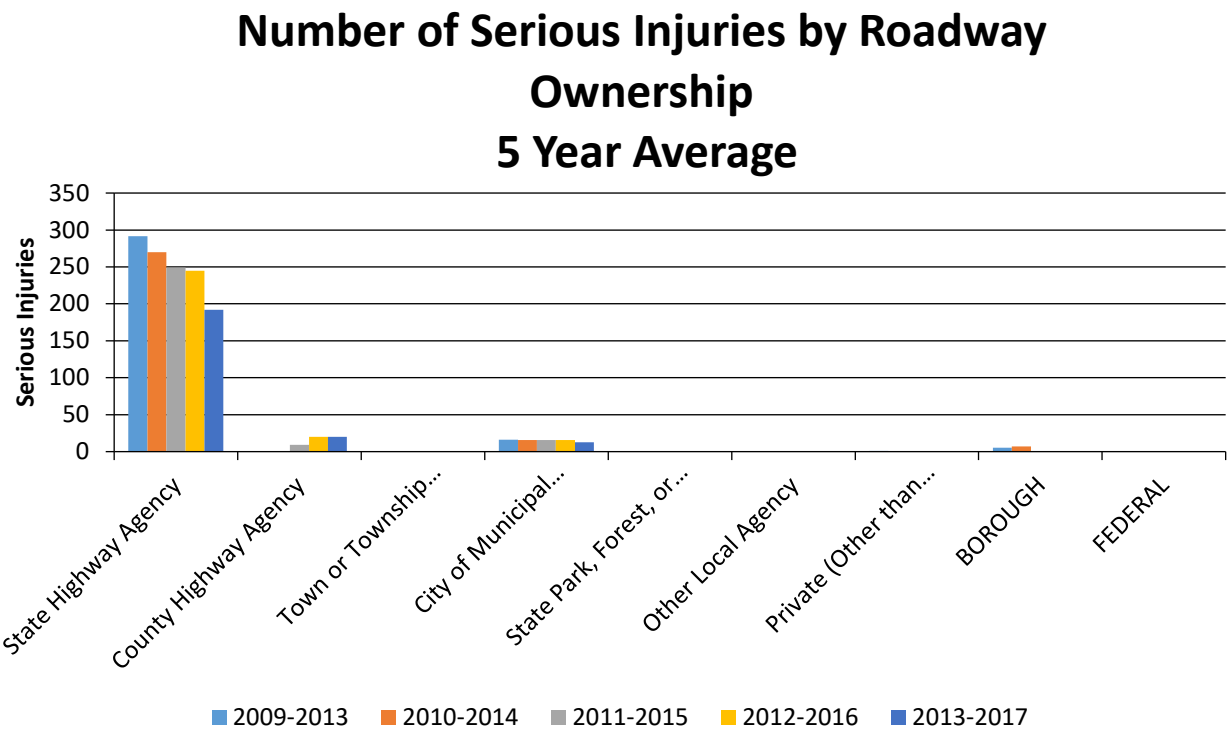

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
18
16
14
12
10
8
6
4
2
0
RPA - Interstate
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Missing Function Class
Missing Function Class
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

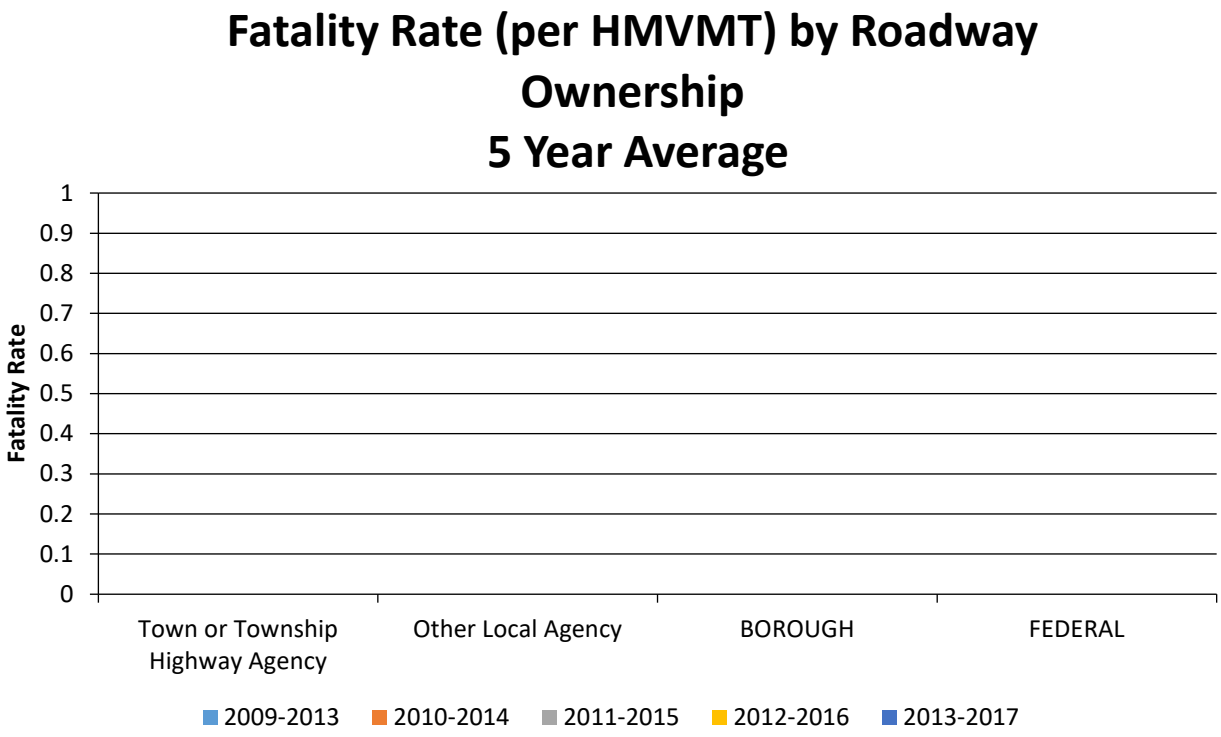

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
140
120
100
80
60
40
20
0
RPA - Interstate
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Missing Function Class
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017

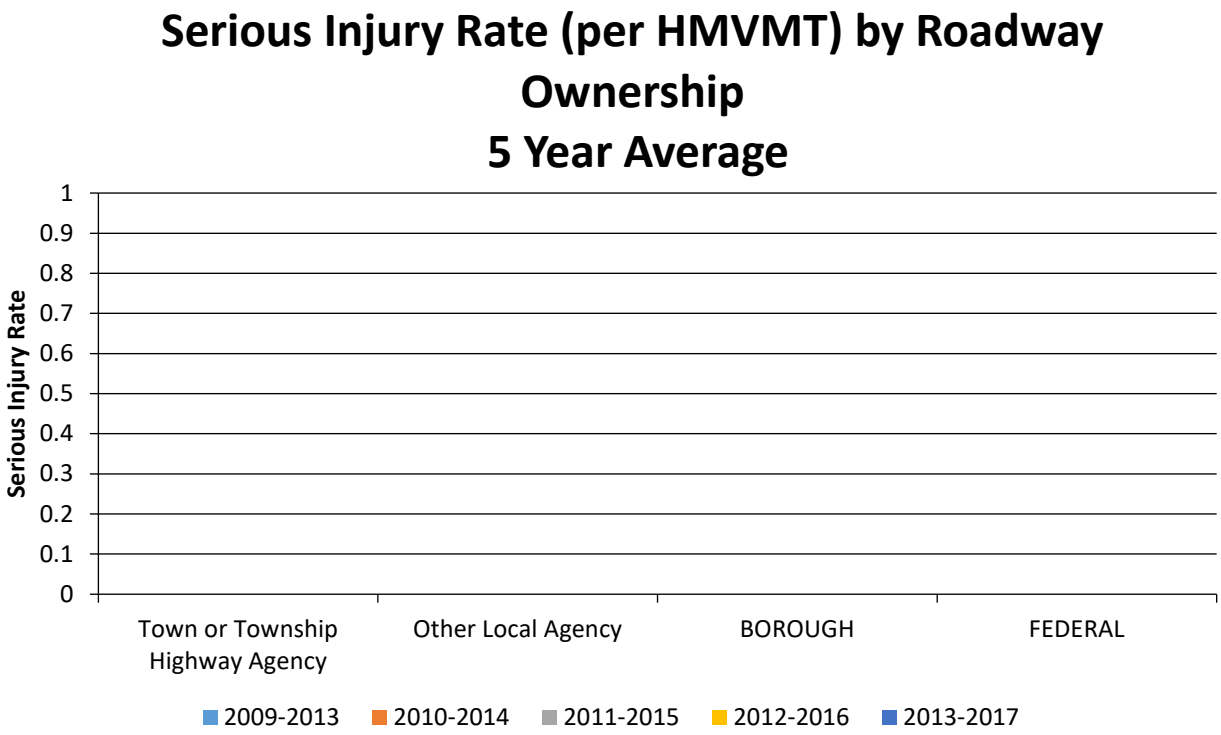

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
3
2.5
2
1.5
1
0.5
0
RPA - Interstate
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Missing Function Class
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
20
18
16
14
12
10
8
6
4
2
0
RPA - Interstate
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Missing Function Class
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
60
50
40
30
20
10
0
State Highway Agency
County Highway Agency
Town or Township Highway Agency
City of Municipal Highway Agency
Other Local Agency
BOROUGH
FEDERAL
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
350
300
250
200
150
100
50
0
State Highway Agency
County Highway Agency
Town or Township...
City of Municipal...
State Park, Forest, or...
Other Local Agency
Private (Other than...
BOROUGH
FEDERAL
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
Town or Township Highway Agency
Other Local Agency
BOROUGH
FEDERAL
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017



Enter additional comments here to clarify your response for this question or add supporting information.

Serious injury data is not yet complete for 2017. Alaska does not have traffic volumes broken down by ownership, and therefore cannot calculate rates by ownership.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

No

Safety Performance Targets

Safety Performance Targets

Calendar Year 2019 Targets *

Number of Fatalities	75.0

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

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an optimistic view of annual fatality numbers leveling off even considering the external upward pressures for this performance

measure in light of the most likely scenarios. Alaska's SHSP is currently under revision and will likely continue to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Number of Serious Injuries 350.0

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

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an optimistic view of annual serious injury numbers continuing to decline even considering the external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP is currently under revision and will likely continue to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Fatality Rate 1.500

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

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an optimistic view of annual fatality numbers leveling off even considering the external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP is currently under revision and will likely continue to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Serious Injury Rate 7.000

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

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an optimistic view of annual serious injury numbers continuing to decline even considering the external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP is currently under revision and will likely continue to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Total Number of Non-Motorized Fatalities and Serious Injuries 55.0

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

Alaska followed the process described in FHWA-SA-16-101 to establish targets based on trend analysis, the influence of external factors, and the consideration of select scenarios. This target is representative of an upward trend combined with external upward pressures for this performance measure in light of the most likely scenarios. Alaska's SHSP is currently under revision and will likely continue to reflect the State's vision of Toward Zero Deaths. Reporting on this target annually will keep the TZD vision firmly planted in Alaska's traffic safety efforts and will assist Alaska in consideration of program improvements to reinforce the SHSP TZD vision.

Enter additional comments here to clarify your response for this question or add supporting information.

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

Both the Fairbanks Metropolitan Area Transportation System (FMATS) Executive Director and Anchorage Metropolitan Area Transportation Solutions (AMATS) Coordinator were included in meetings during the development of initial target recommendations that were delivered to DOT&PF management for review and edits.

The Alaska Highway Safety Office (AHSO) was involved in establishing targets throughout the entire process. An AHSO data analyst attended every meeting and was instrumental in the analysis of data trends and external factors. The Governor's highway safety representative was a signatory to the memo signed by the Governor establishing the State's targets.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

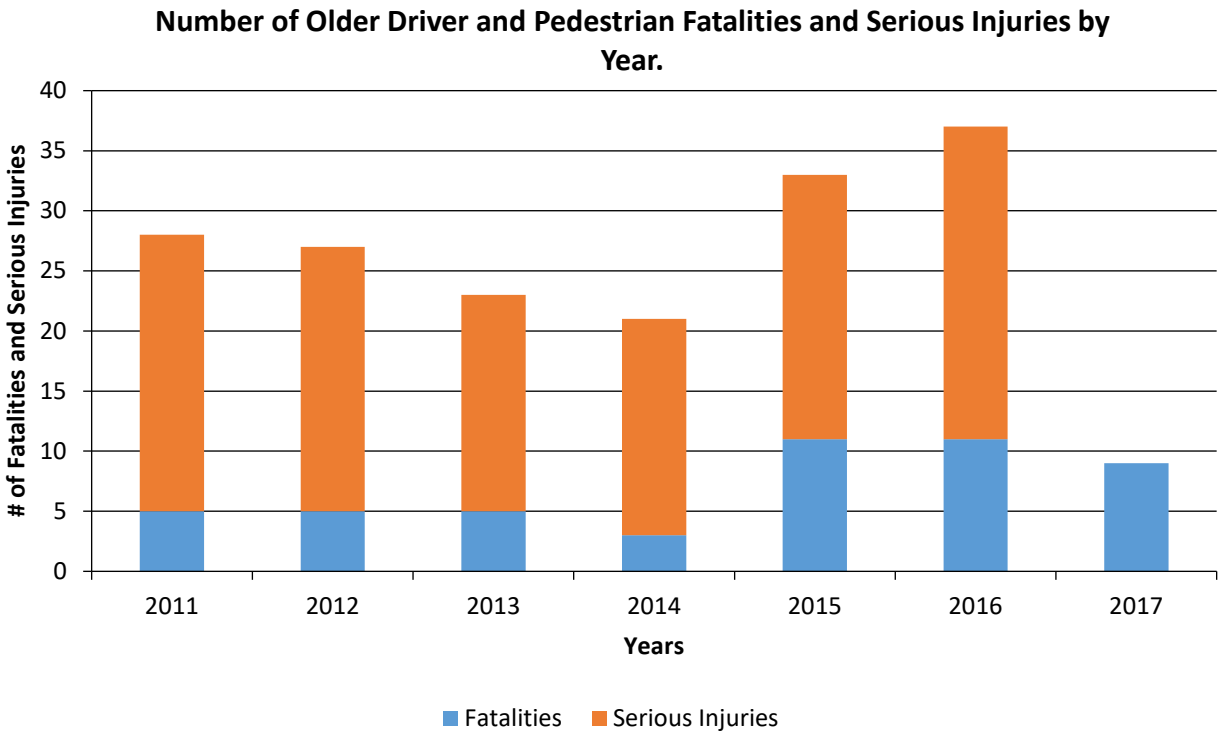
Does the HRRR special rule apply to the State for this reporting period?

Yes

Enter additional comments here to clarify your response for this question or add supporting information.

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

PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017
Number of Older Driver and Pedestrian Fatalities	5	5	5	3	11	11	9
Number of Older Driver and Pedestrian Serious Injuries	23	22	18	18	22	26	0



Enter additional comments here to clarify your response for this question or add supporting information.

2017 serious injury data is not yet available.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

Benefit/Cost Ratio

Enter additional comments here to clarify your response for this question or add supporting information.

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

The overall benefit / cost ratio of Alaska's HSIP program is 6.4:1 over the last 5 years of completed projects with at least 3 years of post construction crash data available. The B/C ratio includes three projects which may be considered outliers due to their high B/C ratios and excluding them would result in a 5 yr program B/C of 2.6:1.

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

Other-None

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any significant programmatic changes that have occurred since the last reporting period?

No

Effectiveness of Groupings or Similar Types of Improvements

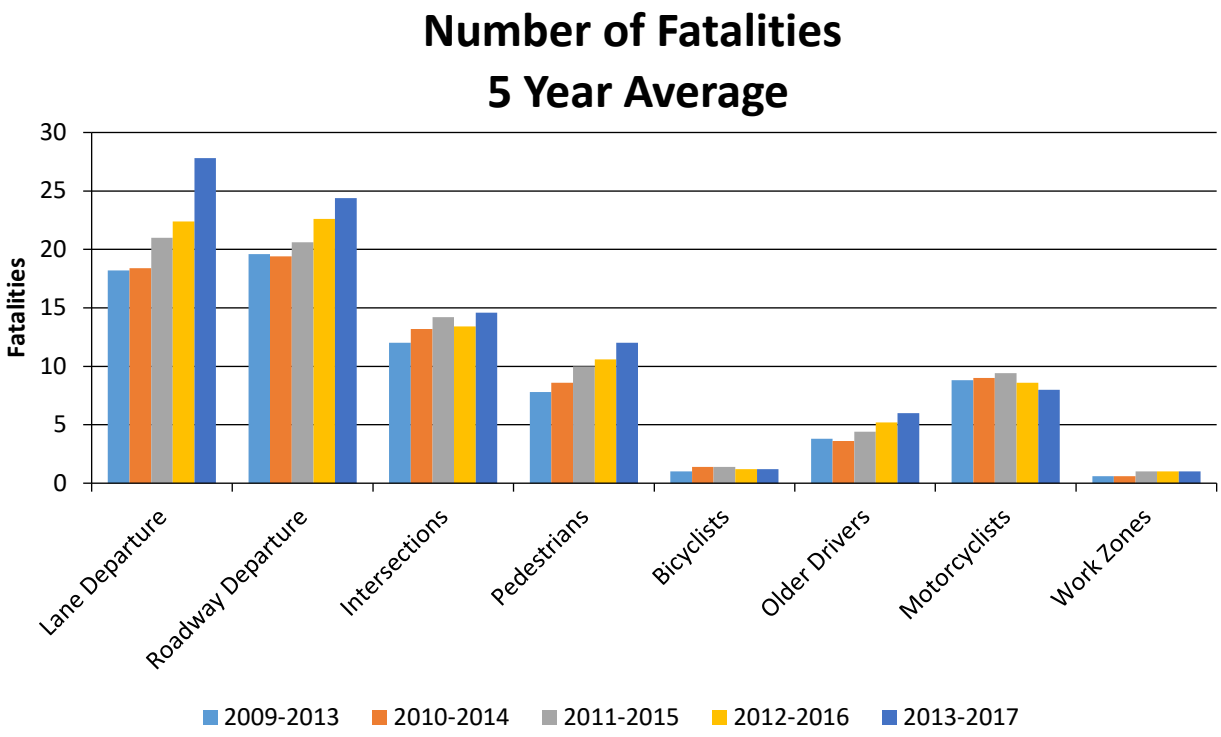
Present and describe trends in SHSP emphasis area performance measures.

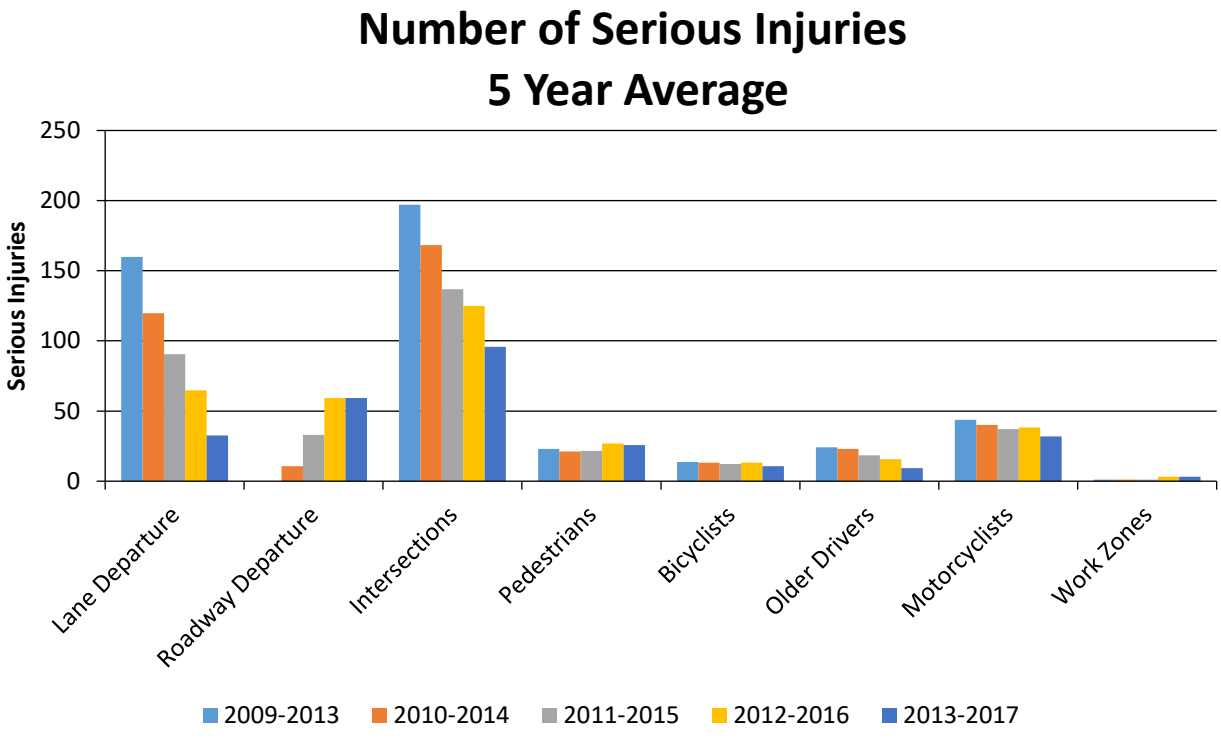
Year 2017

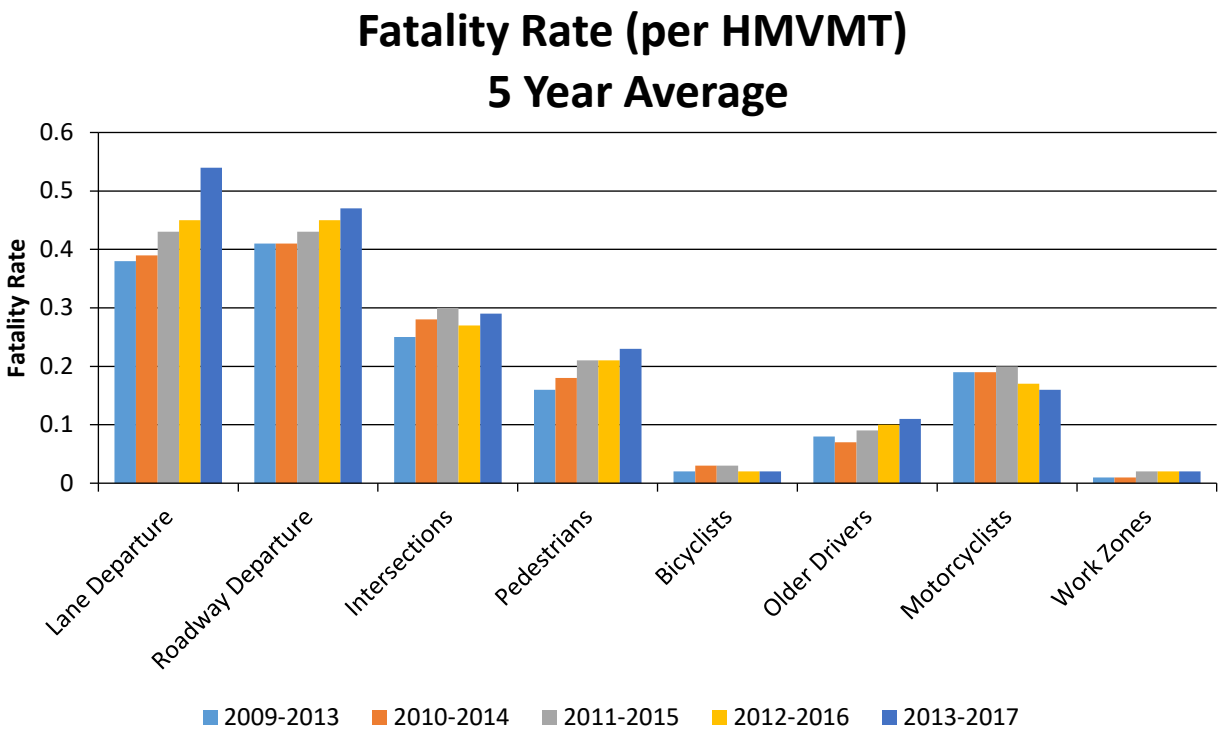
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Lane Departure		27.8	32.6	0.54	0.65	0	0	0

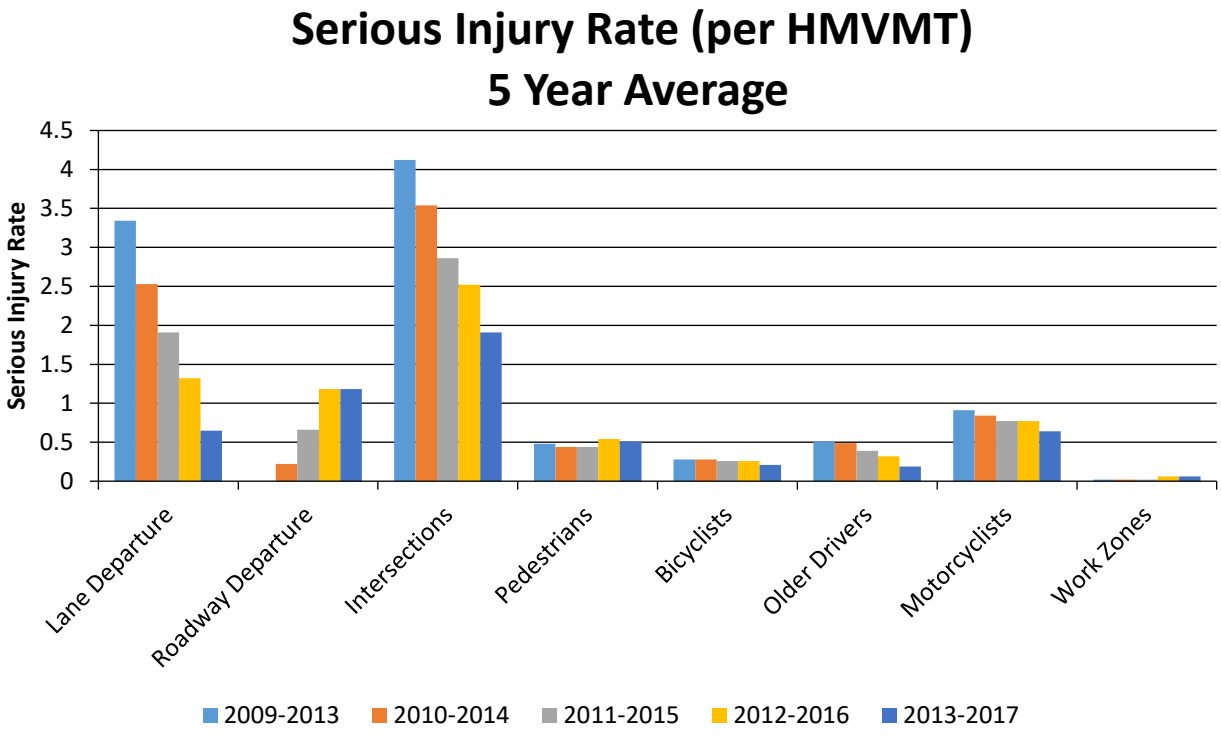
2018 Alaska Highway Safety Improvement Program

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	Other 1	Other 2	Other 3
Roadway Departure		24.4	59.2	0.47	1.18	0	0	0
Intersections		14.6	95.8	0.29	1.91	0	0	0
Pedestrians		12	25.8	0.23	0.51	0	0	0
Bicyclists		1.2	10.6	0.02	0.21	0	0	0
Older Drivers		6	9.4	0.11	0.19	0	0	0
Motorcyclists		8	31.8	0.16	0.64	0	0	0
Work Zones		1	3.2	0.02	0.06	0	0	0


Number of Fatalities
5 Year Average
Fatalities
30
25
20
15
10
5
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries
5 Year Average
Serious Injuries
250
200
150
100
50
0
Lane Departure
Roadway Departure
Intersections
Pedestrians
Bicyclists
Older Drivers
Motorcyclists
Work Zones
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017





Enter additional comments here to clarify your response for this question or add supporting information.

Serious injury data is not yet complete for 2017.

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

2018 Alaska Highway Safety Improvement Program

No

Enter additional comments here to clarify your response for this question or add supporting information.

Project Effectiveness

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

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
05CR03: Gambell Street	Urban Principal Arterial (UPA) - Interstate	Roadside	Removal of roadside objects (trees, poles, etc.)	3.00	1.00	2.00				1.00	2.00	6.00	3.00	2.57:1
07CR11: Anchorage - Internation Airport Rd at Jewel Lake Rd	Urban Principal Arterial (UPA) - Other	Intersection geometry	Auxiliary lanes - add left-turn lane	72.00	2.00			4.00		38.00	1.00	114.00	3.00	3.10:1
08CR06: Anchorage - Jewel Lake Rd: 63rd Ave to Old International Airport Rd	Urban Minor Arterial	Access management	Median crossover - close crossover	43.00	5.00	1.00		4.00		20.00	2.00	68.00	7.00	2.02:1
JNU Thane Rd	Urban Minor Collector	Roadside	Roadside grading	6.00				1.00		2.00		9.00		0.95:1
SEA Signal Upgrade	Regionwide	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	43.00	5.00			1.00		14.00	2.00	58.00	7.00	2.48:1
JNU Egan / Yandukin	Urban Principal Arterial (UPA) - Other Freeways and Expressways	Intersection geometry	Intersection geometrics - miscellaneous/other/unspecified	8.00	6.00			2.00		12.00	3.00	22.00	9.00	5.76:1
JNU Cordova & Douglas Hwy	Urban Major Collector	Lighting	Intersection lighting							1.00		1.00		13.37:1

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

Compliance Assessment

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

09/30/2013

What are the years being covered by the current SHSP?

From: 2013 To: 2018

When does the State anticipate completing it's next SHSP update?

2018

Enter additional comments here to clarify your response for this question or add supporting information.

Update process expected to be completed before end of calendar year 2018.

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

	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	100	100
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	100					100	75		
Begin Point Segment Descriptor (10)	100	100					100	100	100	100
End Point Segment Descriptor (11)	100	100					100	100	100	100
Segment Length (13)	100	100								
Direction of Inventory (18)	0	0								
Functional Class (19)	100	100					100	100	100	100
Median Type (54)	60	60								

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Access Control (22)	100	100								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	80		
Average Annual Daily Traffic (79)	100	100					100	100		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	100	100
INTERSECTION										
Unique Junction Identifier (120)			0	0						
Location Identifier for Road 1 Crossing Point (122)			0	0						
Location Identifier for Road 2 Crossing Point (123)			0	0						
Intersection/Junction Geometry (126)			30	30						
Intersection/Junction Traffic Control (131)			0	0						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			0	0						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					0	0				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					100	100				
Ramp Length (187)					100	100				
Roadway Type at Beginning of Ramp Terminal (195)					0	0				

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Roadway Type at End Ramp Terminal (199)					0	0				
Interchange Type (182)					0	0				
Ramp AADT (191)					100	100				
Year of Ramp AADT (192)					100	100				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					100	100				
Totals (Average Percent Complete):	**92.22**	**92.22**	**28.75**	**28.75**	**63.64**	**63.64**	**100.00**	**95.00**	**100.00**	**100.00**

*Based on Functional Classification

Enter additional comments here to clarify your response for this question or add supporting information.

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

Since the last report the Alaska Department of Transportation and Public Facilities (DOT&PF) Information Systems and Services Division (ISSD) completed migration from a custom LRS management solution to version 10.5 of Environmental Systems Research Institute's Roads and Highways (R&H). ISSD now uses R&H to maintain the state's road centerline/linear reference system network as well as the related roadway features and attributes required for the annual submittal to the Highway Performance Monitoring System. It's expected R&H will also be the system of record for the MIRE FDEs.

In addition to deploying R&H, ISSD is meeting regularly with Statewide Traffic and Safety to develop a plan to meet the MIRE FDE requirements and deadline. The initial meetings were used to review each FDE and group them into the following categories:

- Elements that already exist as feature classes or those that could be derived from existing feature classes in the department's R&H geodatabase,
- Elements that could be produced from feature classes in the department's R&H geodatabase but would require modifications to the existing data set,
- Elements that will need to be added to the departments R&H geodatabase, and
- Elements which the department needs clarification to fully understand and develop a solution.

Potential data owners and data sources for each FDE were also identified and technical questions for some of the elements were documented.

During the coming performance period the FDE plan and timeline will be finalized. Anticipated tasks in the formalization process include:

- Seek clarification from FHWA on some of the FDEs
- Model the modifications to the existing R&H feature classes as well as the new feature classes required to address the FDE requirements
- Designate data owners and data stewards
- Verify data sources and secure funding (if needed)
- Develop a strategy to prioritize element deployment
- Deploy the initial subset of prioritized elements (likely to be those that already exist or could be derived from the current geodatabase)

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Suspected Serious Injury	Yes	N/A	Yes	N/A	Yes
Crash Report Form Instruction Manual	Suspected Serious Injury	Yes	Suspected Serious Injury is an injury other than fatal which results in one or more of the following:	Yes	? Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood ? Broken or distorted extremity (arm or leg) ? Crush injuries ? Suspected skull, chest or abdominal injury other than bruises or minor lacerations ? Significant burns (second and third degree burns over 10% or more of the body) ? Unconsciousness when taken from the crash scene ? Paralysis	Yes
Crash Database	Suspected Serious Injury	Yes	N/A	Yes	N/A	Yes
Crash Database Data Dictionary	Suspected Serious Injury	Yes	N/A	Yes	N/A	Yes

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?

Yes

Describe the purpose and outcomes of the State’s HSIP program assessment.

The purpose of the recent HSIP program assessment was to compare current conditions to the baseline 2011 assessment.

Assessment outcomes:
Leadership - improved in general
Administration - improved in general
Planning - stable
Implementation - regressed slightly since the last assessment, but perhaps because the program hasn't advanced on goal activities as much as we'd have liked.
Evaluation - regressed slightly since data availability has been an issue, but is improving recently.

Optional Attachments

Program Structure:

L_8-31-18 HSIP Ann Report Cover_signed.pdf
hsip_hdbk_18th_ed_180221.pdf

Project Implementation:

Safety Performance:

Evaluation:

Compliance Assessment:

Glossary

5 year rolling average	means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area	means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
Highway safety improvement project	means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
HMVMT	means hundred million vehicle miles traveled.
Non-infrastructure projects	are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
Older driver special rule	applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
Performance measure	means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Programmed funds	mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
Roadway Functional Classification	means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
Strategic Highway Safety Plan (SHSP)	means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
Systematic	refers to an approach where an agency deploys countermeasures at all locations across a system.
Systemic safety improvement	means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.
Transfer	means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.