

REQUEST FOR FEDERAL HIGH HAZARD ELIMINATION FUNDS

DIVISION _____	COUNTY _____	DATE _____
I.D. NO. _____	PROJECT # _____	FISCAL YEAR _____
DESCRIPTION OF WORK (including route & termini) _____		

JUSTIFICATION _____

AMOUNT REQUESTED _____
TOTAL ESTIMATED COST _____

Benefit/Cost Analysis _____ *Attach federal criteria.

Recommended by _____ (State Traffic Engineer)
Recommended by _____ (Safety Oversight Committee)
Action by _____ (Secretary of Transportation)
Conditions, if any _____

APPROVED AMOUNT _____ DATE _____

POLICIES AND PROCEDURES FOR HIGH HAZARD ELIMINATION FUNDS

Background

- The High Hazard Elimination program is a federally funded safety program, which requires that a systematic approach be used to add eligible safety projects to the TIP. These projects typically cost in the range of several hundred thousand dollars.
- Already in place is a rigorous and definitive procedure approved by the Federal Highway Administration (FHWA) for ranking such projects for funding.
- All projects considered for this program must go through this evaluation and ranking procedure and all projects funded will be based on this ranking process.

Benefit Cost Analysis

- This method, approved by the FHWA, prioritizes safety projects based on benefit verses cost. The analysis evaluates savings in traffic accident reductions and the annual cost of the safety improvement project.
- The result of the analysis is expressed as a ratio of the annual accident cost reduction divided by the annual cost of the improvement. To be a viable project, the benefit cost ratio must exceed 1.0 – and the higher the ratio, the better.
- If this criteria is not met, the FHWA will not allow federal safety funds to be used.

Safety Oversight Committee

A Safety Oversight Committee will be select/approve all safety projects – including High Hazard and Spot Safety – before they are presented to the Board of Transportation. Committee members will include the Director of Preconstruction, the State Traffic Engineer, the Traffic Safety Systems Engineer, a DOT board member from the Safety & Emergency Issues Committee (board members to rotate), a member of the State Highway

Patrol, a representative from Mothers Against Drunk Driving (MADD), and a member of the Governor's Highway Safety Commission.

- See attached federal guidelines.