Federal Fiscal Year 2011

ALASKA HIGHWAY SAFETY OFFICE

ALASKA HIGHWAY SAFETY PERFORMANCE PLAN

Department of Transportation and Public Facilities

FFY 2011

ALASKA HIGHWAY SAFETY OFFICE PERFORMANCE PLAN

LEO VON SCHEBEN
COMMISSIONER

CINDY CASHEN
GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE

3132 CHANNEL DRIVE P.O. BOX 112500 JUNEAU, ALASKA 99811-2500
PHONE: 907 465-4374 FAX: 907 465-4030
www.dot.alaska.gov/ahso

EMAIL: HIGHWAYSAFETYOFFICE@ALASKA.GOV

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Cover photo courtesy of the Alaska State Troopers.

Mission Statement

It is the primary mission of the Alaska Highway Safety Office to enhance the health and well being of the people of Alaska through a program to save lives and prevent injuries on Alaska's highways.

Executive Summary

On behalf of the Alaska Highway Safety Office, I am pleased to present our state's 2011 Highway Safety Performance Plan. I believe that, with the help of others interested in traffic safety across the state, the projects selected for funding in FFY 2011 will save lives and prevent injuries on Alaska's highways.

The document consists of three principal parts- the Performance Plan, the Highway Safety Plan and Certifications and Assurances.

The *Performance Plan* explains the process used by the Alaska Highway Safety Office to identify problems, establish goals and performance measures, and select which projects will be funded within the state of Alaska. It contains data, goals and performance measures applicable to key traffic safety emphasis areas identified in the "Alaska Strategic Highway Safety Plan". The goal of the Alaska Strategic Highway Safety Plan is reflected in each of the performance goals: to reduce the rate of traffic fatalities and major injuries by one third over the next 10 years. We are on our way to achieving that goal through carefully selected programs which are driven by data, recognized in their field and supported by our communities. Alaska's traffic fatalities continue to trend downward, from 101 in 2004 to 64 in 2009 however, one traffic fatality is one too many.

The *Highway Safety Plan* describes specific projects selected through the grant review process for FFY 2011 funding and provides a general budget and cost summary showing federal allocations within traffic safety program areas.

Finally, the *Certifications and Assurances* section lists certain conditions that govern the use of federal Highway Safety funds. This document is required by Federal rule as part of our annual application for National Highway Traffic Safety Administration and Federal Highway Administration funds appropriated under the federal transportation budget, SAFETEA-LU. These funds will be used to improve safety on Alaska roadways throughout FFY2011, which runs from October 1, 2010 through September 30, 2011.

Cindy Cashen

Administrator

Alaska Highway Safety Office

PERFORMANCE PLAN

Identify Problems

The purpose of the HSPP problem identification and assessment process is to:

- UNDERSTAND THE SCOPE OF THE STATE'S TRAFFIC CRASH PROBLEM AND CAUSATION FACTORS
- DEVELOP EFFECTIVE COUNTERMEASURES TO REDUCE OR ELIMINATE THE PROBLEMS
- DESIGN EVALUATION MECHANISMS TO MEASURE CHANGES IN PROBLEM SEVERITY
- MANAGE INFLUENCING FACTORS BY USING STATISTICAL CRASH DATA TO HIGHLIGHT A PARTICULAR PROBLEM IN ORDER TO OBTAIN THE NECESSARY SUPPORT FOR INSTITUTING AN EFFECTIVE COUNTERMEASURE

The Performance Plan section of the annual HSPP is required to include a brief description of the processes used each year by the AHSO to identify its highway safety problems. In describing these processes, the State shall identify the participants in the processes (e.g., highway safety committees, community and constituent groups) and list the information and data sources consulted.

The problem identification process used by the AHSO includes analysis of traffic safety data from established statewide sources. The process is completed by the Research Analyst by the end of the calendar year annually and provided to the AHSO staff for review.

The statistics analyzed are historical data collected over time through a uniform process and include:

- State of Alaska Highway Analysis System (HAS) accident database - crash, vehicle, and person data
- HAS traffic database - data on average daily traffic counts and vehicle miles traveled
- Fatality Analysis Reporting System (FARS)
- Alaska Vehicle Information Network - the State's driver license, vehicle registration, and citation/conviction files
- Alaska Trauma Registry
- Census and demographic data from the Alaska Department of Labor

The result of the AHSO problem identification process is the establishment of the major traffic safety program areas in which to focus the State's efforts.

Data elements fall into three general categories: people, vehicles, and roadway. These categories may be broken down into subgroups and assigned relevant characteristics, as shown in the following table:

Categories of Traffic Safety Data

Data Category	Subgroups	Notes:
People	Drivers, occupants, pedestrians	Age, gender, blood alcohol level, driver's education experience and training
Vehicles	Passenger cars, trucks, buses, motorcycles, bicycles, etc.	Sedans, convertibles, airbags, anti-lock brakes
Roadway	Interstate, primary, secondary	Political subdivisions, lighting conditions, surface conditions

Data subgroups should be reviewed to determine over-representation. Such over-represented subgroups indicate traffic safety problems. A good example is the high percentage of crashes among teenage drivers compared to the lower percentage of crashes among all drivers. Further analysis should focus on identifying subgroup characteristics (for example, increased severity) or any other specific factors suggested by the data when asking the traditional "who, what, where, why and how" questions.

Over-represented factors can be determined by comparing the rate of crashes for a subgroup or characteristic within the jurisdiction to the same rate in a comparable or larger jurisdiction. The rate may be expressed either as a percentage or a ratio.

Percentage Example*:* If the percentage of adult vehicle occupants that do not use safety belts within a jurisdiction is greater than the statewide percentage, then that characteristic is over-represented.
Ratio Example: Dividing nighttime (10 p.m. to 6 a.m.) crashes by the total number of crashes for the jurisdiction within a given time frame produces a ratio. If that ratio is higher than the statewide ratio, a DWI problem may be indicated since typically most nighttime crashes are DWI related.

Questions which help with Data Analysis and Program Identification:

Question	Examples
Are high crash incidence locations identified?	Specific road sections, highways, streets, and intersections
What appears to be the major crash causation?	Alcohol, other drugs, speed, other traffic violations, weather, road condition
What characteristics are over-represented or occur more frequently than would be expected in the crash picture?	Number of crashes involving 16- to 19-year-olds versus other age groups or number of alcohol crashes occurring on a particular roadway segment as compared with other segments
Are there factors that increase crash severity which are or should be addressed?	Non-use of occupant protection devices (safety belts, motorcycle helmets, etc.)

Information That May Be Applied to Problem Analysis:

Causal Factors:	Crash Characteristics:	Factors Affecting Severity:
violation	time of day	occupant protection non-use
loss of control	day of week	position in vehicle
weather alcohol involvement	age of driver	roadway elements (marking, guardrail, shoulders, surface, etc.)
roadway design	gender of driver	

The following factors may impede effective problem identification and therefore appropriate adjustments are made when necessary:

• Data access restrictions
• Inability to link automated files
• Lack of location-specific data
• Poor data quality
• Reporting threshold fluctuations (variations among jurisdictions in the minimum damage or crash severity they routinely report)
• Insufficient data
• Non-reportable crashes, near misses, bicycle crashes, etc.

The Goal Setting Process

Performance goals and objectives have been determined with 2010 as the year by which we expect to meet these objectives. Progress toward reaching these goals is expected to be linear. Performance goals for each program are established by AHSO staff, after taking into consideration the reliable data that represents the outcomes of the program. Performance measures incorporate elements of the Alaska Strategic Highway Safety Plan, the Safety Management System, recommendations by the Alaska Traffic Records Assessment and nationally recognized measures. Both long-range (by the year 2010) and short-range (current year) measures are utilized and updated annually.

The goals identified in this report were determined during the problem identification process. These goals are accompanied by appropriate performance measures using absolute numbers, percentages or rates. Data for a five to ten-year period was utilized in setting these goals. AHSO recognizes that the achievement of these goals is dependent on the collaborative and ongoing efforts of other agencies and organizations involved in improving highway safety.

Partnerships exist from the creation of the Alaska Strategic Highway Safety Plan. The Alaska Traffic Records Coordinating Committee reviews the traffic record related grant applications. The Alaska Motorcycle Safety Advisory Committee reviews section 2010 motorcycle safety grant applications. The four regional Law Enforcement Liaisons and the Traffic Safety Resource Prosecutor are members of the AHSO grant review team.

A Safety Corridor Review team consists of the Bureau of Highway Patrol Commander, the Central Region Traffic Engineer, a Municipality of Anchorage Engineer, and the Alaska Highway Safety Office Administrator. The team conducts an annual road review of designated and prospective safety corridors. A report with recommendations is provided to the Commissioners of Transportation & Public Facilities, and Public Safety.

THE HIGHWAY SAFETY PLANNING PROCESS

The following table illustrates the twelve-month planning calendar for the AHSO HSPP development process.

Month	Activity
January	Debrief the previous year's program results with staff and review the NHTSA Regional Office Priority Letter to help set State goals Conduct problem identification process including review of State traffic crash data and other related data sources
February	Host an annual internal planning session to guide funding distribution and overall direction of the traffic safety program
March	Convene program area sessions to assist with creating specific goals, strategies and performance measures within each program area Request input from partner agencies and stakeholders on program area direction and potential strategies
April - May	Post sub grantee RFP on AHSO web site Determine revenue estimates and draft an initial HSPP budget
June – July	Draft the HSPP Performance Plan and Highway Safety Plan for internal review draft HSPP with Department officials and other appropriate local, State and Federal officials Develop AHSO in-house grants Invite AHSO Grant Advisory Review Team to review selected project proposals
August	Conduct AHSO final internal review of HSPP for compliance with Federal requirements, completeness and accuracy Submit HSPP for approval by Program Development Division Director and Department Commissioner Review project proposals and make selections Finalize HSPP budget
September 1	Submit the final HSPP to NHTSA Regional Office for review Notify successful applicants and develop final grant agreements Obtain approval for grants and contracts from the appropriate Department officials Submit AHSO in-house grants for Department approval
October 1	Issue Notice To Proceed to selected grantees Implement HSPP, grants and contracts
November	Begin preparation of annual evaluation report for previous fiscal year
December 31	Submit annual evaluation report to NHTSA Regional Office

Select Performance Measures

NHTSA-GHSA performance measures are used for project goals:
1. Fatalities (actual)
2. Fatality rate per 100M VMT
3. Number of serious injuries
4. Number of fatalities involving driver or motorcycle operator with .08 or above
5. Number of unrestrained passenger vehicle occupant fatalities
6. Number of speeding-related fatalities
7. Number of motorcyclist fatalities
8. Number of un-helmeted motorcyclist fatalities
9. Number of drivers age 20 or younger involved in fatal crashes
10. Number of pedestrian fatalities
11. Percent observed belt use for passenger vehicles – front seat outboard occupants
12. Number of seat belt citations issued during grant-funded enforcement activities
13. Number of impaired driving arrests made during grant-funded enforcement activities

Prioritize Programs and Strategies

Using the data and information gathered through the problem identification process, AHSO selects key program areas for emphasis and coordinates the development of priority traffic safety performance goals and strategies for each program area using a documented planning process. The AHSO Performance Plan has addressed all of the NHTSA program areas:

Title
Alcohol and other drug countermeasures
Police Traffic Services
Occupant Protection
Traffic Records
Emergency Medical Services
Motorcycle Safety
Roadway Safety
Pedestrian and Bicycle Safety
Speed Control

The Alaska Highway Safety Office meets with agencies during the annual Alaska Strategic Enforcement Partnership (ASTEP) Summit and the NHTSA Lifesavers Conference. The AHSO works with inter-agency groups, State and local government agencies, community coalitions and many others to develop the annual Performance Plan.

The initial planning meetings are attended by AHSO staff and allow for a review of previous year comments on prior activities (by Federal, State and local partners), the assignment of staff to assist with the drafting of the HSPP program areas, the development of an initial budget and the production of rough drafts for each program area.

Once an initial draft is produced, the HSPP development meetings include other AHSO traffic safety partners for solicitation of comments and input on potential strategies. Regional NHTSA and Divisional Federal Highway Administration (FHWA) representatives support AHSO during the planning process and provide input and make recommendations.

The AHSO strives to prevent the loss of life, personal injury, and property damage caused by traffic crashes and to reduce the resulting economic losses to the residents of Alaska.

The efforts necessary to reach these goals require partnering with public agencies and special interest groups to foster the sense of cooperation vital to accomplishing the mission.

Project prioritization and selection is conducted because we seek countermeasures which have the greatest potential for achieving the goals and objectives:

1. Establish program targets. These can be defined as opportunities for making the most progress in reducing crashes, injuries and fatalities.

2. Research good practice. Specialists and professionals related to a specific program area are consulted; since they are most likely have a good feel for what will work in Alaska. In addition, The Governor's Highway Safety Association (GHSA) and NHTSA are consulted since there may have already created, implemented and evaluated programs applied to the specific targets under consideration. Researching good practice may reveal opportunities for replication.

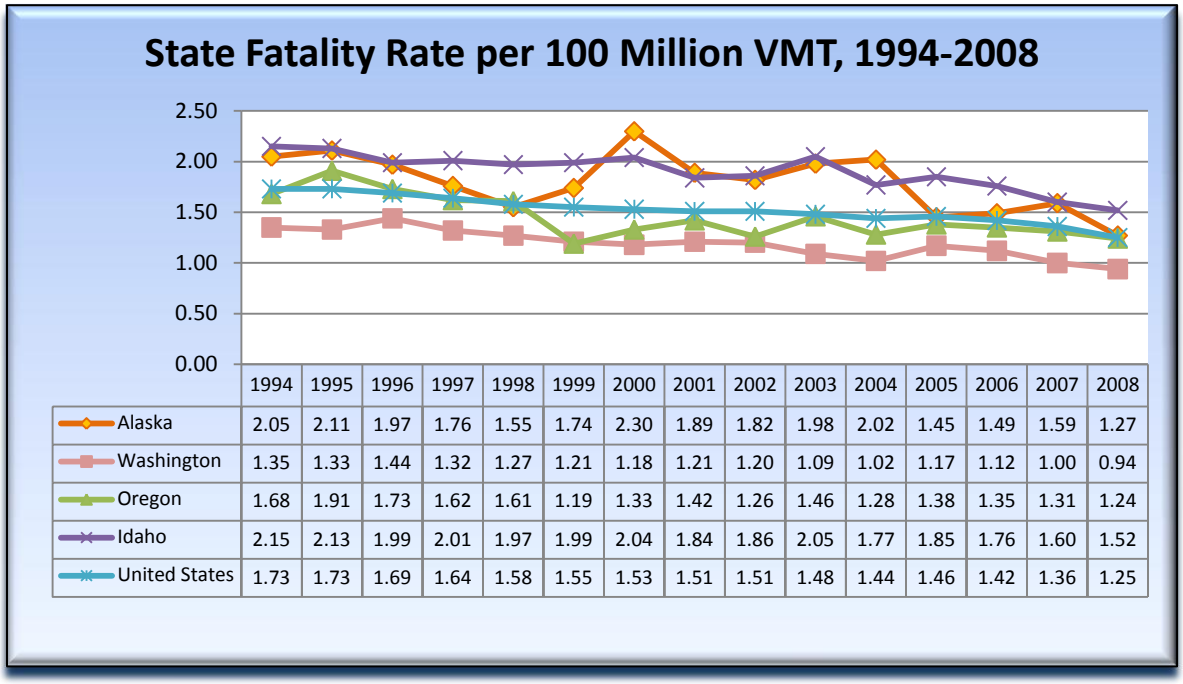
3. Study the available resources and define priorities in terms of programs, legislation, etc. Studying data and environmental conditions leads to the identification of programs targets, but resources are limited and will never stretch to cover all opportunities for improvement; therefore, priorities must be identified. Careful strategy is critical because at first a problem may appear to simply need funding and other resources in and successfully reduce crashes, deaths and injuries. However, policy issues, advocacy groups, leadership priorities, the community awareness level and other factors may also influence resource allocation.

4. Limited resources require the selection of certain projects which will save the most lives and prevent the most injuries. The analysis of crash data will identify high crash locations where the placement of grant resources will have the most potential for achieving a positive impact. Targeting resources to problems in specific locations with overrepresented crash characteristics is essential for making the best use of limited resources.

Performance Goals

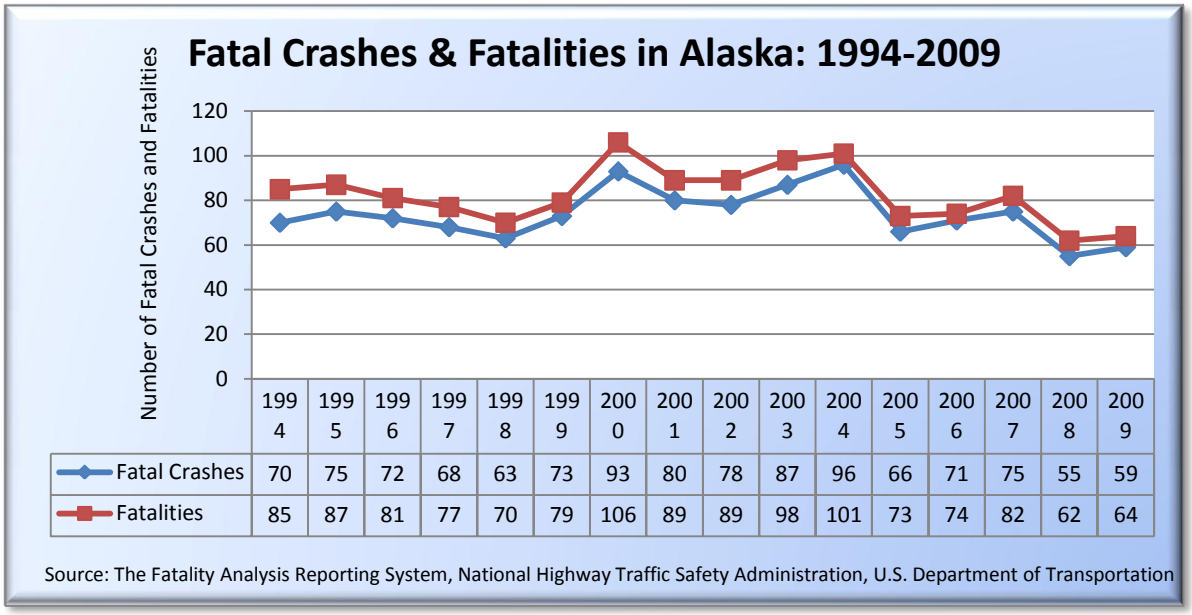
Fatalities and Injuries

There are substantial differences when comparing state traffic systems. A more accurate method is to compare the number of deaths per 100 million vehicle miles traveled (VMT) within each state. For every 100 million VMT in Alaska during 2008, 1.27 trafficway users were killed. This is higher than the national rate of 1.25 but less than Idaho's rate of 1.52.



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Alaska	2.05	2.11	1.97	1.76	1.55	1.74	2.30	1.89	1.82	1.98	2.02	1.45	1.49	1.59	1.27
Washington	1.35	1.33	1.44	1.32	1.27	1.21	1.18	1.21	1.20	1.09	1.02	1.17	1.12	1.00	0.94
Oregon	1.68	1.91	1.73	1.62	1.61	1.19	1.33	1.42	1.26	1.46	1.28	1.38	1.35	1.31	1.24
Idaho	2.15	2.13	1.99	2.01	1.97	1.99	2.04	1.84	1.86	2.05	1.77	1.85	1.76	1.60	1.52
United States	1.73	1.73	1.69	1.64	1.58	1.55	1.53	1.51	1.51	1.48	1.44	1.46	1.42	1.36	1.25

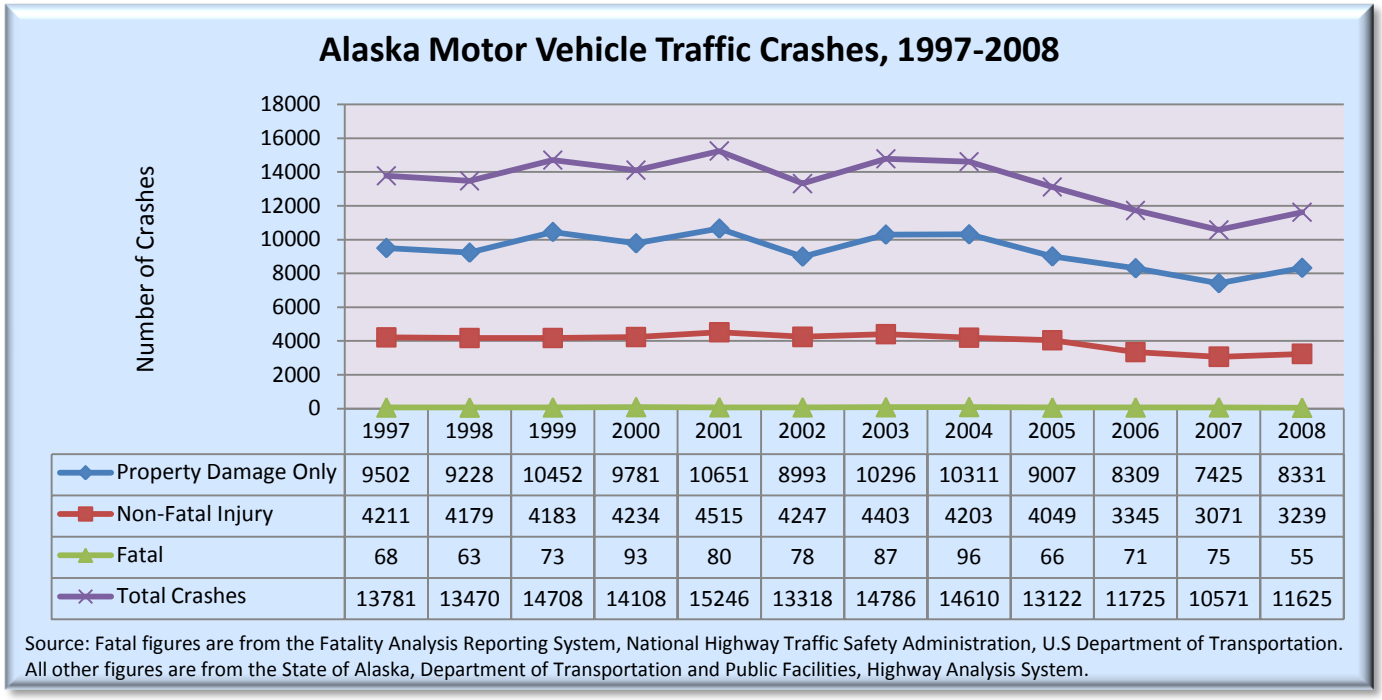
In 2009 there were 59 fatal traffic crashes in which 64 people died. This is a slight increase when compared to 2008 in which 62 people died in 55 fatal crashes, but continuing an overall downward trend.



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatal Crashes	70	75	72	68	63	73	93	80	78	87	96	66	71	75	55	59
Fatalities	85	87	81	77	70	79	106	89	89	98	101	73	74	82	62	64

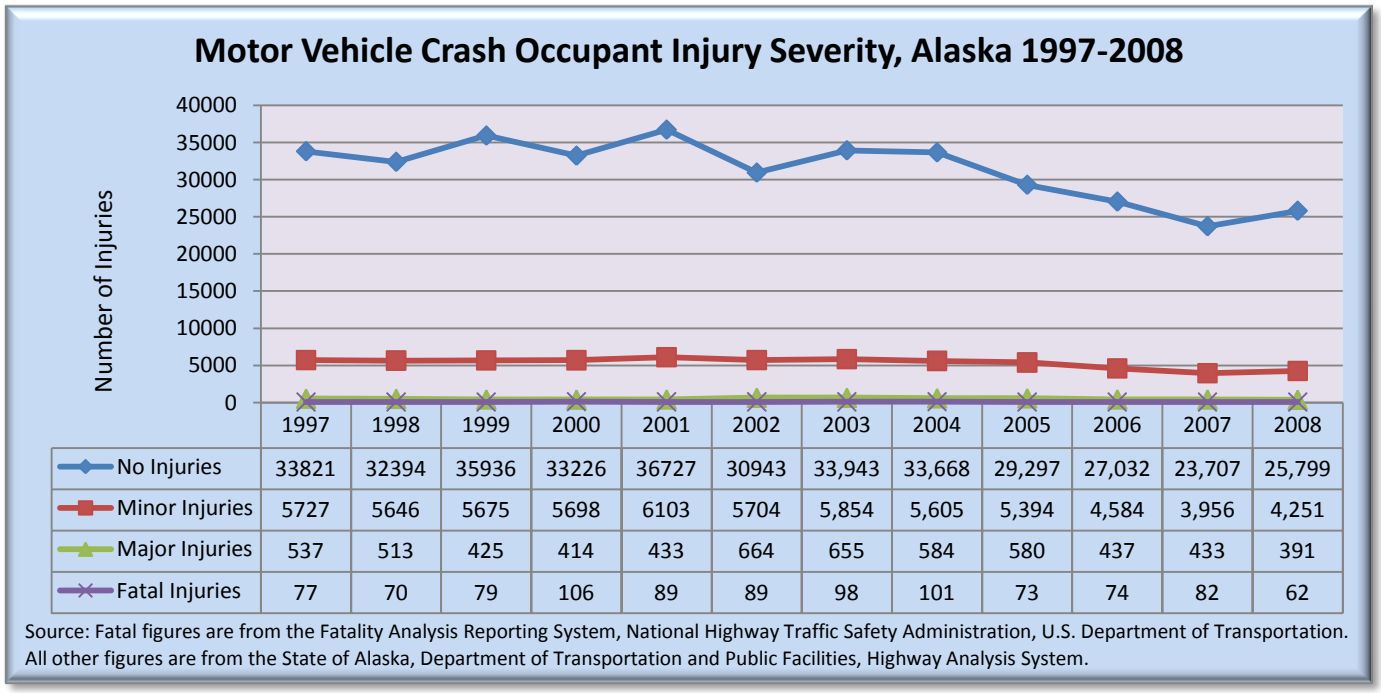
Source: The Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation

Between 1997-2008, traffic crash injuries remained consistently high. National studies have suggested that the switch from dying to surviving a traffic crash is due to improved emergency room technology, trained emergency responders and safer vehicles; particularly in the use of safety restraints.



	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Property Damage Only	9502	9228	10452	9781	10651	8993	10296	10311	9007	8309	7425	8331
Non-Fatal Injury	4211	4179	4183	4234	4515	4247	4403	4203	4049	3345	3071	3239
Fatal	68	63	73	93	80	78	87	96	66	71	75	55
Total Crashes	13781	13470	14708	14108	15246	13318	14786	14610	13122	11725	10571	11625

Source: Fatal figures are from the Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S Department of Transportation. All other figures are from the State of Alaska, Department of Transportation and Public Facilities, Highway Analysis System.



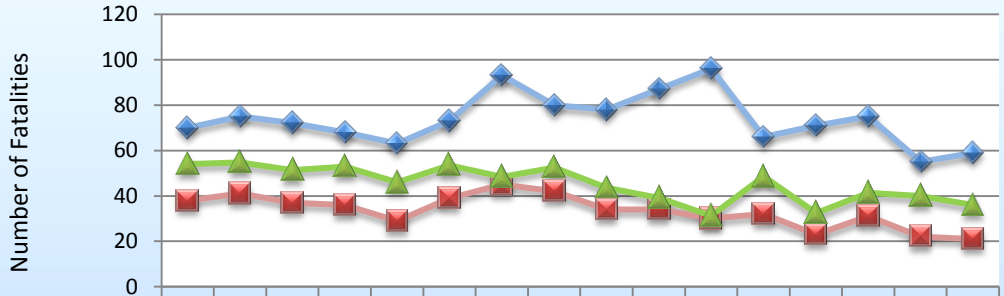
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
No Injuries	33821	32394	35936	33226	36727	30943	33,943	33,668	29,297	27,032	23,707	25,799
Minor Injuries	5727	5646	5675	5698	6103	5704	5,854	5,605	5,394	4,584	3,956	4,251
Major Injuries	537	513	425	414	433	664	655	584	580	437	433	391
Fatal Injuries	77	70	79	106	89	89	98	101	73	74	82	62

Source: Fatal figures are from the Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation. All other figures are from the State of Alaska, Department of Transportation and Public Facilities, Highway Analysis System.

Impaired Driving

Impaired driving is the number one priority for the Alaska Highway Safety Office, because it is a preventable crime. Alcohol and drug use continues to be a major contributing factor to motor vehicle crashes and fatalities in Alaska. In 2008, 22 out of 55 fatal crashes were alcohol-related. Alcohol-related figures include non-occupant persons (e.g. pedestrians, pedal cyclists, etc.) in addition to drivers and passengers of motor vehicles.

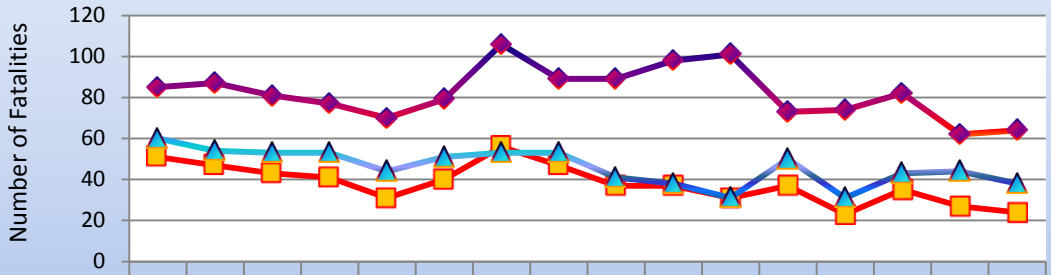
Alcohol Related Fatal Motor Vehicle Crashes Compared to Total Fatal Motor Vehicle Crashes, Alaska 1994-2009



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Total Fatal Crashes	70	75	72	68	63	73	93	80	78	87	96	66	71	75	55	59
Alcohol-Related Fatal Crashes	38	41	37	36	29	39	45	42	34	34	30	32	23	31	22	21
Percent Alcohol Related Fatal Crashes	54	55	51	53	46	53	48	53	44	39	31	48	32	41	40	36

Source: The Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation

Alcohol-Related Motor Vehicle Fatalities Compared to Total Motor Vehicle Fatalities, Alaska 1994-2009

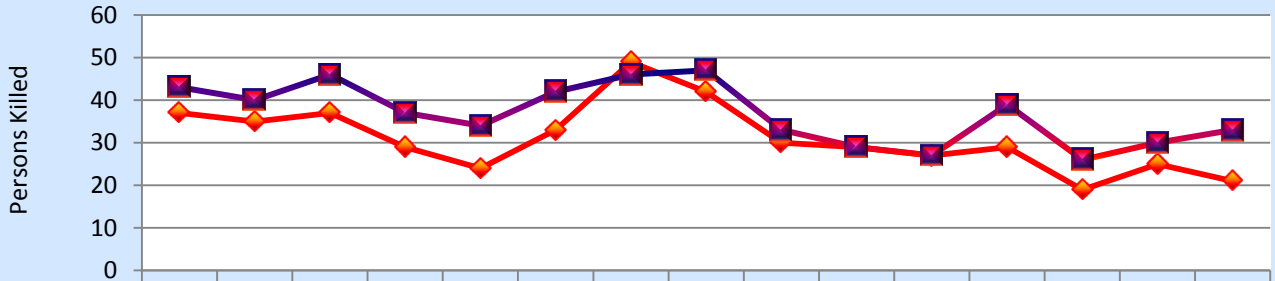


	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Total Fatalities	85	87	81	77	70	79	106	89	89	98	101	73	74	82	62	64
Alcohol-Related Fatalities	51	47	43	41	31	40	56	47	37	37	31	37	23	35	27	24
Percent Alcohol-Related	60	54	53	53	44	51	53	53	41	38	31	50	31	43	44	38

Source: The Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation

In Alaska, as in Nationwide, impaired drivers with a blood alcohol concentration (BAC) greater than .08 are the most dangerous on the road. They tend to drive fast and hit hard. In 2008, 21 people died in Alaska involving a driver with a BAC of at least .08 BAC.

Persons Killed in Motor Vehicle Crashes
with highest Blood Alcohol Concentration in Crash at .08 or higher, Alaska 1994-2008



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Number	37	35	37	29	24	33	49	42	30	29	27	29	19	25	21
Percent	43	40	46	37	34	42	46	47	33	29	27	39	26	30	33

Source: Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation

Photo courtesy of the Alaska State Troopers.

In 2008 the most dangerous hours for fatalities involving alcohol were between 6:00 pm and 8:59 pm. In 2008 Saturday and Monday are the most dangerous days of the week overall. Interestly, in 2007 the most dangerous hours for fatalities involving alcohol are between 9:00 pm and 11:59 pm, and Saturday, Monday, and Friday were the most dangerous days of the week overall.

Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type, Alaska 2008

	Crash Type									
	Single Vehicle				Multiple Vehicle				Total	
	Number	Alcohol-Impaired Driving	Percent Alcohol-Impaired Driving		Number	Alcohol-Impaired Driving	Percent Alcohol-Impaired Driving		Number	Alcohol-Impaired Driving	Percent Alcohol-Impaired Driving
Midnight to 2:59 am	4	3	75%		1	0	0%		5	3	60%
3:00 am to 5:59 am	4	3	75%		1	0	0%		5	3	60%
6:00 am to 8:59 am	2	1	50%		1	0	0%		3	1	33%
9:00 am to 11:59 am	1	0	0%		3	0	0%		4	0	0%
Noon to 2:59 pm	1	0	0%		3	0	0%		4	0	0%
3:00 pm to 5:59 pm	3	1	33%		10	1	10%		13	2	15%
6:00 pm to 8:59 pm	6	4	67%		6	2	33%		12	6	50%
9:00 pm to 11:59 pm	3	1	33%		5	1	20%		8	2	25%
Unknown	1	0	0%		0	0	0%		1	0	0%
TOTAL	25	13	52%		30	4	13%		55	17	31%

Source: Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation

Fatal Crashes by Time of Day and Day of Week, Alaska 2008

	Day of Week								
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Unknown	TOTAL
Midnight to 2:59 am	2	0	0	1	0	0	2	0	5
3:00 am to 5:59 am	2	1	0	0	1	0	1	0	5
6:00 am to 8:59 am	0	2	0	0	0	0	1	0	3
9:00 am to 11:59 am	0	0	0	1	1	0	2	0	4
Noon to 2:59 pm	0	0	1	1	0	1	1	0	4
3:00 pm to 5:59 pm	0	2	3	1	1	3	3	0	13
6:00 pm to 8:59 pm	1	5	0	2	0	1	3	0	12
9:00 pm to 11:59 pm	3	1	1	0	3	0	0	0	8
Unknown	0	0	1	0	0	0	0	0	1
TOTAL	8	11	6	6	6	5	13	0	55

Source: Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation

According to the following chart, 6 percent of Adult DUI charges were dismissed by prosecutors in 2008, a slight decline from 6.5 percent who were dismissed by prosecutors in 2007. In Alaska, refusing a blood alcohol test is a somewhat common practice with repeat offenders because their prior court experience has provided a common misperception that the U.S. and Alaska Constitutions protect offenders from self incrimination. The courts interpret convictions on refusals as a violation of that provision.

A large number of refusals occur in Alaska and the prosecutors most often dismiss those cases. The refusal problem is further documented in the following table.

Breakdown of Alaska Outcomes of DUI Cases, 2007-2009						
	2007		**2008**		**2009**	
Alaska DUIs:	**Adult**	**Minor**	**Adult**	**Minor**	**Adult**	**Minor**
No Disposition	251	32	434	50	727	61
Guilty Other	3	1	2		4	
Guilty	4872	610	5222	570	4906	468
Not Guilty: DISMISSED	417	46	375	34	338	40
Not Guilty: NOT PROSECUTED	88	11	78	12	139	13
Not Guilty: REDUCED TO VIOLATION	39	9	51	18	63	7
Not Guilty: ACQUITTED	5		7		2	
Not Guilty: NO TRUE BILL	1					
Not Guilty: NOT GUILTY	7	1	6		3	
Alaska Refusals:	**Adult**	**Minor**	**Adult**	**Minor**	**Adult**	**Minor**
No Disposition	34	4	54	5	124	3
Guilty	195	10	180	9	146	5
Not Guilty: DISMISSED	499	29	531	25	471	30
Not Guilty: NOT GUILTY	3		1		1	
Not Guilty: ACQUITTED	1					
Not Guilty: NOT PROSECUTED	7		4	1	4	
Not Guilty: REDUCED TO VIOLATION			1	1		
Not Guilty: NO COMPLAINT FILED					1	
Source: State of Alaska, Department of Public Safety						

BREATH TEST RESULTS	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	ANNUAL
.079 AND UNDER	0	0	0	0	0	0	0	0	0	0	0	0	0
.080 TO .099	39	44	46	38	48	48	38	46	42	38	38	46	511
.100 TO .149	102	142	143	132	167	136	147	156	164	160	150	148	1747
.150 TO .199	109	118	156	111	152	168	136	161	131	162	127	152	1683
.200 TO .249	58	53	73	56	75	81	60	49	78	62	64	72	781
.250 TO .299	11	22	23	23	27	20	14	16	16	11	17	10	210
.300 TO .349	4	3	3	8	10	3	8	4	8	6	4	8	69
.350 TO .999	0	1	0	1	2	2	1	0	3	0	2	1	13
DRUGS/PBT/BLOOD	0	0	0	0	0	0	0	0	0	0	0	0	0
REFUSAL	51	61	60	54	64	79	69	76	69	75	74	52	784
NO ACTION TAKEN	6	7	10	10	7	11	9	8	8	5	5	4	90
TOTAL	380	451	514	433	552	548	482	516	519	519	481	493	5888

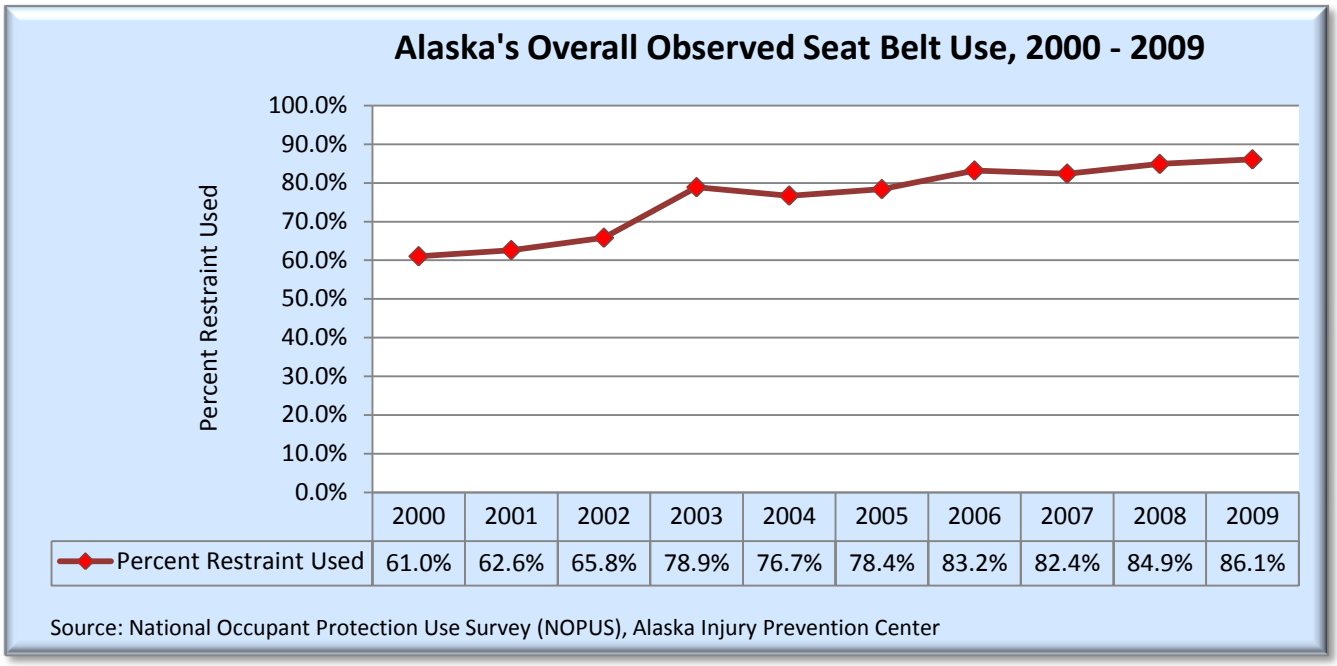
COLLISION	JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	ANNUAL
	3	2	8	5	9	18	30	31	49	16	17	40	228

Source: Alaska Division of Motor Vehicles, Department of Administration

Photo courtesy of the Alaska State Troopers.

Seat Belt Usage

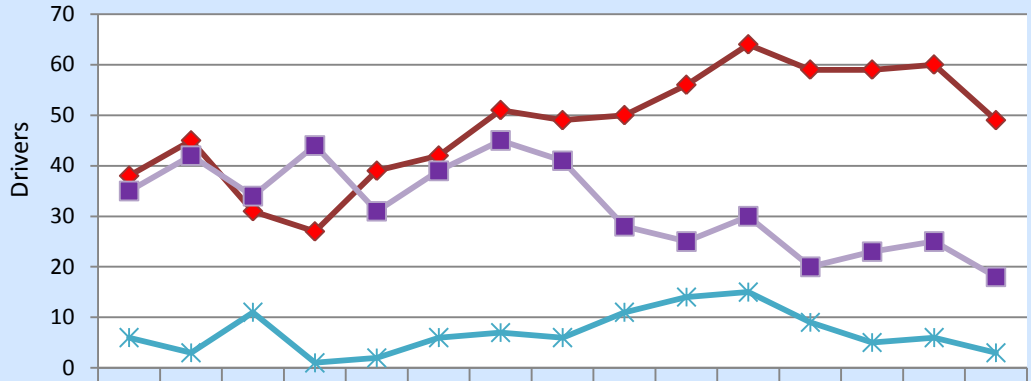
Beginning in May 2002, Alaska adopted the national enforcement and media campaign "Click It or Ticket," and the Primary Seatbelt Law became effective on May 1st, 2006. Alaska's observed seat belt usage has risen from 65.8 percent in 2002 to 86.1 percent in 2009. In 2006 Alaska surpassed the National Seat Belt use of 81 percent and while we have remained above the national average, Alaska's goal is to reach an 87.2 percent usage rate by 2010.



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Percent Restraint Used	61.0%	62.6%	65.8%	78.9%	76.7%	78.4%	83.2%	82.4%	84.9%	86.1%

Source: National Occupant Protection Use Survey (NOPUS), Alaska Injury Prevention Center

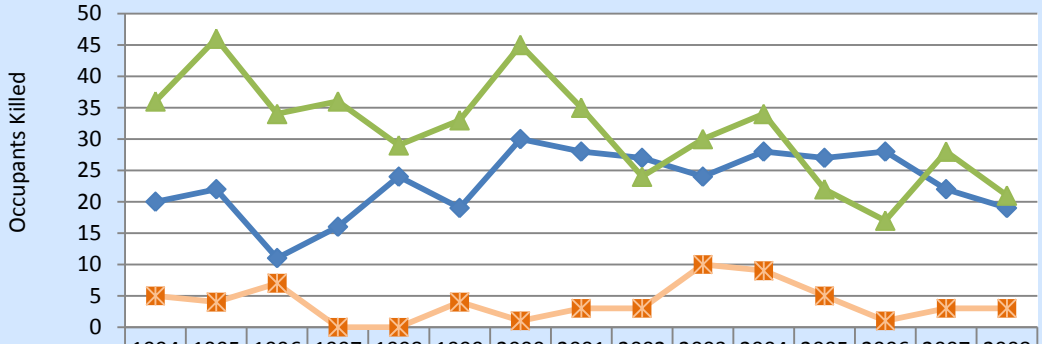
Drivers of Passenger Cars and Light Trucks in Fatal Crashes by Restraint use, Alaska 1994-2008



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Restraint Used	38	45	31	27	39	42	51	49	50	56	64	59	59	60	49
Restraint Not Used	35	42	34	44	31	39	45	41	28	25	30	20	23	25	18
Restraint Use Unknown	6	3	11	1	2	6	7	6	11	14	15	9	5	6	3

Source: Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation.

Occupants of Passenger Cars and Light Trucks Killed in Crashes by Restraint Use, Alaska 1994-2008



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Restraint Used	20	22	11	16	24	19	30	28	27	24	28	27	28	22	19
Restraint Not Used	36	46	34	36	29	33	45	35	24	30	34	22	17	28	21
Restraint Use Unknown	5	4	7	0	0	4	1	3	3	10	9	5	1	3	3

Source: Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation.

Motor Vehicle Occupant and Motorcyclist Fatalities by Age Group, Alaska 1994-2008													
	Age												
	< 5	5 -- 9	10 -- 15	16 -- 20	21 -- 24	25 -- 34	35 -- 44	45 -- 54	55 -- 64	65 -- 74	> 74	Unknown	TOTAL
1994	1	0	2	11	7	12	12	10	3	6	5	0	69
1995	4	1	3	8	4	22	10	11	7	8	2	0	80
1996	0	0	3	12	8	14	13	6	3	5	4	0	68
1997	1	3	3	13	7	10	12	7	7	1	2	0	66
1998	1	0	3	13	5	12	9	10	3	4	0	0	60
1999	2	1	0	13	6	15	10	5	8	6	3	0	69
2000	3	0	4	21	6	15	10	19	3	5	5	0	91
2001	2	2	3	12	9	14	7	16	7	5	4	0	81
2002	0	0	4	8	6	15	14	11	5	8	1	0	72
2003	0	1	4	16	9	11	11	19	6	5	3	0	85
2004	1	0	4	10	8	12	14	24	5	3	7	1	89
2005	1	0	4	6	5	14	8	14	6	4	2	0	64
2006	1	3	3	5	5	11	10	8	12	3	2	0	63
2007	1	0	4	11	13	5	11	11	6	3	2	0	67
2008	0	1	4	12	10	8	8	5	4	8	2	0	62
TOTAL	18	12	48	171	108	190	159	176	85	74	44	1	1086
Source: Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation.													

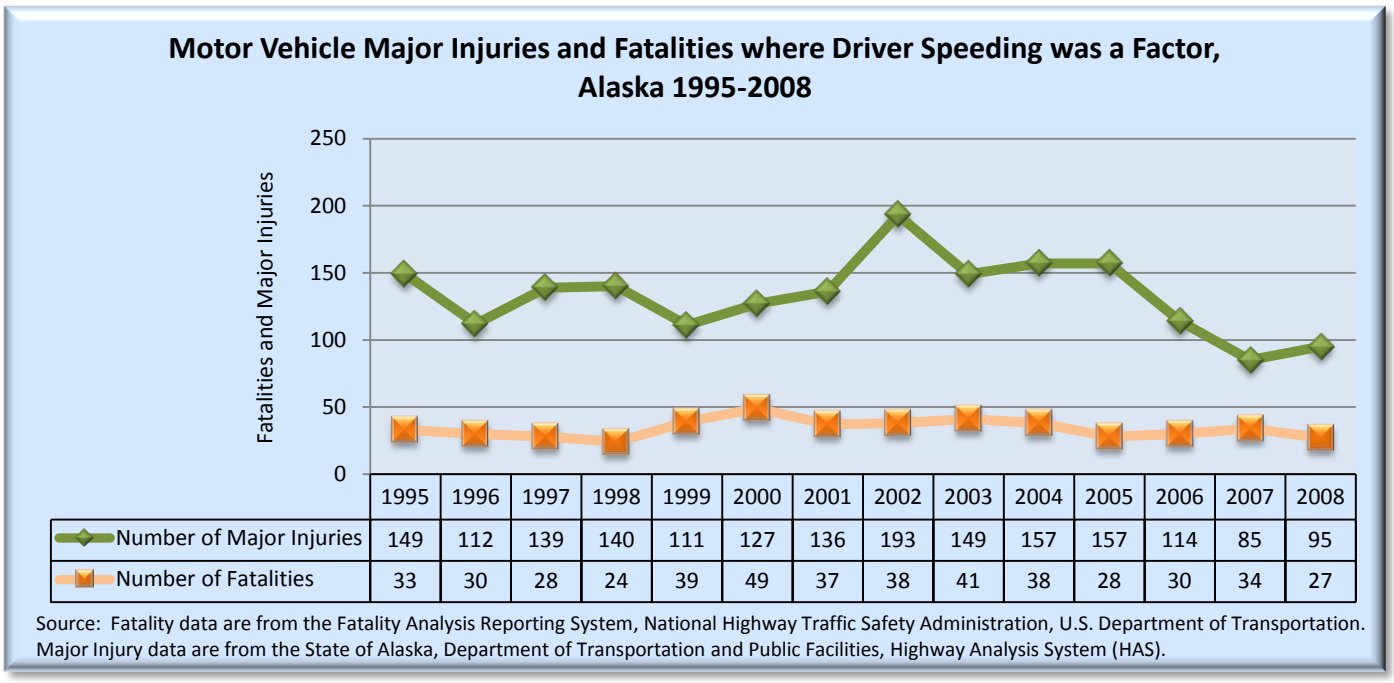
Motorcycle riders on the Sterling Highway. Photo by Tucker Hurn, Alaska DOT&PF.

Speeding (Aggressive) Driving

Speeding, or aggressive driving, is not a new practice in the US, but it is a growing phenomenon. It is difficult to calculate the size of the problem in Alaska because the behavior is not defined in law. This behavior usually involves speeding as well as other factors, e.g. following too closely, improper lane change, etc. Speeding is often the most egregious factor in aggressive driving crashes.

The following table and graph present statistics related to fatalities and major injuries in speeding-related crashes.

Fatalities and Major Injuries Involving Speeding					
	2004	**2005**	**2006**	**2007**	**2008**
Speeding Fatalities	38	28	30	34	27
Speeding Fatalities as a Percent of All Fatalities	38%	38%	41%	41%	44%
Speeding Major Injuries	157	157	114	85	95
Speeding Major Injuries as a Percent of All Major Injuries	27%	27%	26%	20%	24%
Speeding Fatalities and Major Injuries	195	185	144	119	122
Speeding Fatalities and Major Injuries as a Percent of All Fatalities and Major Injuries	28%	28%	28%	23%	27%
Source: Fatality data are from the Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation. Major Injury data are from the State of Alaska, Department of Transportation and Public Facilities, Highway Analysis System.					



Distracted Driving

Hindered by crash reporting systems which make it difficult for an officer to indicate whether or not distracted driving was a crash factor, state's data across the nation indicate that driver inattention is increasing as a major contributor to traffic crashes. In 2004, the National Highway Traffic Safety Administration estimated that at least one quarter (25%) of police-reported crashes nationwide involve some form of driver inattention. In Alaska driver inattention is cited in 28% of all traffic-related crashes.

Driver distraction is one form of inattention, and occurs when a driver is delayed in the recognition of information needed to safely accomplish the driving task, because something within or outside the vehicle draws their attention away from driving.

Driver distractions or inattentive driving play a part in more than 1.5 million collisions a year in the U.S. - more than 4,300 crashes each day

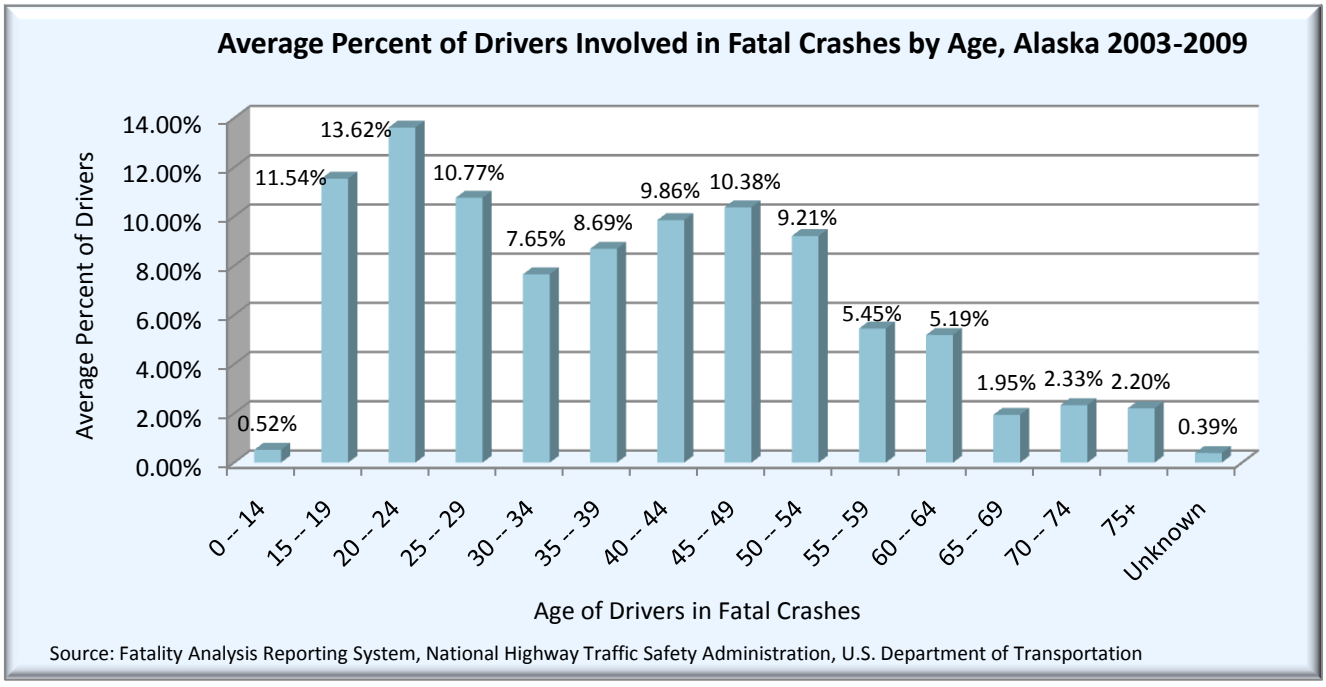
The most common distraction for drivers is the use of cell phones. The available research indicates that whether it is a hands-free or hand-held cell phone, the cognitive distraction is significant enough to degrade a driver's performance.

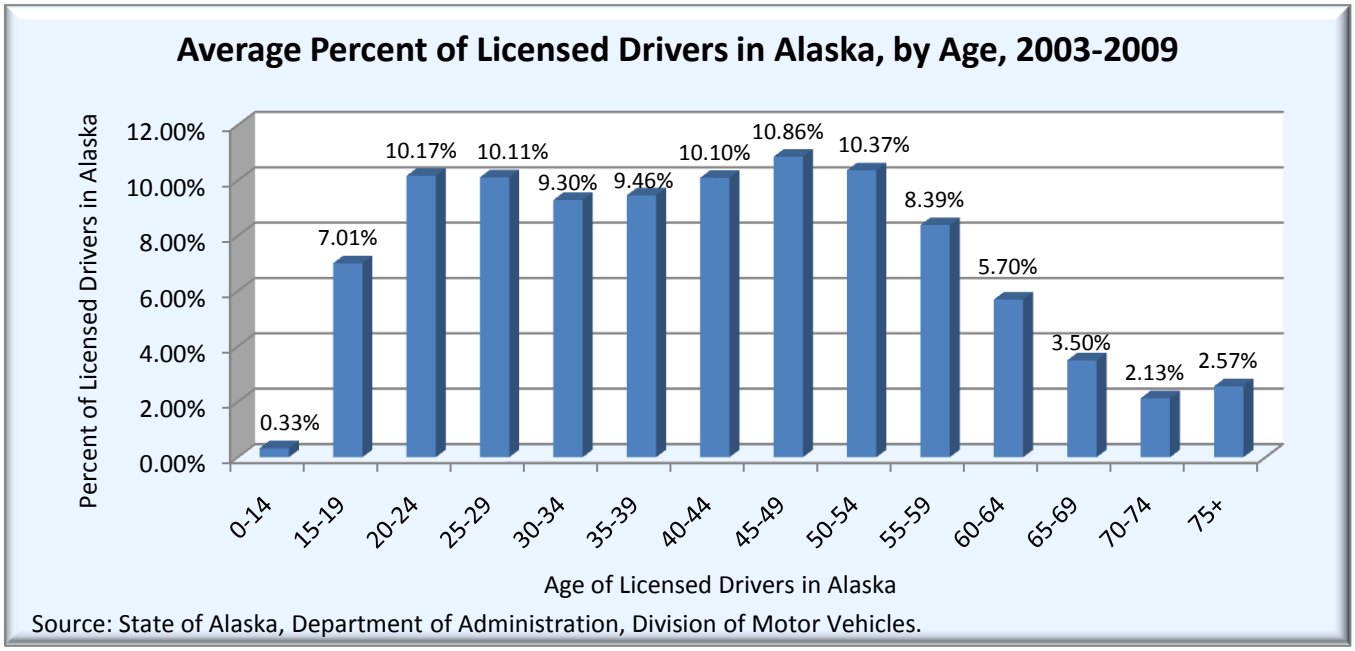
In 2010 the Governors Highway Safety Association (GHSA) released a new report that provides the first comprehensive look at state activities and programs to address the growing problem of distracted driving. The report, "Curbing Distracted Driving: 2010 Survey of State Safety Programs," details a host of approaches states like Alaska are implementing. The survey found that states are aggressively pursuing solutions to distracted driving including: stronger laws, increased data collection, new education programs, public/private partnerships and a growing reliance on new media to spread the message.

Alaska Distracted Driving Statistics (Highway Analysis System):
From 2002-2007 there were 78,162 motor vehicle crashes in Alaska.
From 2002-2007 there were **335 motor vehicle crashes** involving cell phone use.
189 resulted in property damage only, 127 resulted in minor injuries, 19 in major injuries and 0 fatalities.
From 2002-2007 there were **895 injuries** in traffic crashes involving cell phone use.
200 resulted in minor injuries, 20 resulted in major injuries, and 0 fatalities.
National Distracted Driving Statistics:
In 2008, there were a total of 34,017 fatal crashes in which 37,261 individuals were killed.
In 2008, 5,870 people were killed in crashes involving driver distraction (16% of total fatalities).
The proportion of drivers reportedly distracted at the time of the fatal crashes has increased from 8 percent in 2004 to 11 percent in 2008.

Young Drivers

Alaska, like every other state, faces a problem with young drivers. These drivers are less likely to recognize and adjust for hazards on the road due to lack of experience and the maturity necessary for good judgment. Hence, they have a lower belt use rate than other segments of the population and they often drive too fast and/or impaired. Drivers age 15 to 19 represent on average 7.01% of Alaska's licensed drivers, but have been involved in approximately 11.54% of traffic crashes where at least one person was killed. Drivers age 20 to 24 represent on average 10.17% of licensed drivers in Alaska, but have been involved in approximately 13.62% of fatal traffic crashes; higher than any other age group.





A 2008 DOT&PF research project "Evaluation of Risk Factors for Repeat DUI Offenses" investigated the relationship between individuals in Alaska that have minor consuming court cases and the likelihood of DUI offenses later in life. The report identified individuals with minor consuming cases during the period 1995-1999 and those that had DUI court cases during the period 1995-2006, and found that 24.4 percent of youth with minor consuming arrests go on to have DUI offenses before their 31st birthday. The relevance of these findings is that identification of individuals that have a high likelihood of committing DUI offenses before the fact provides society with an opportunity to act in a timely manner.

Number of Minor Consuming Offenders (total and with subsequent DUI) by number of minor consuming offenses

Number of MC Offenses	Total Individuals		MC Individuals with DUI	
	Count	Percentage	Count	Percentage
Single MC Offense	7263	72.5%	1590	65.14%
Two MC Offenses	1533	15.3%	454	18.60%
Three MC Offenses	561	5.6%	153	6.27%
Four or More MC Offenses	661	6.60%	244	10.00%

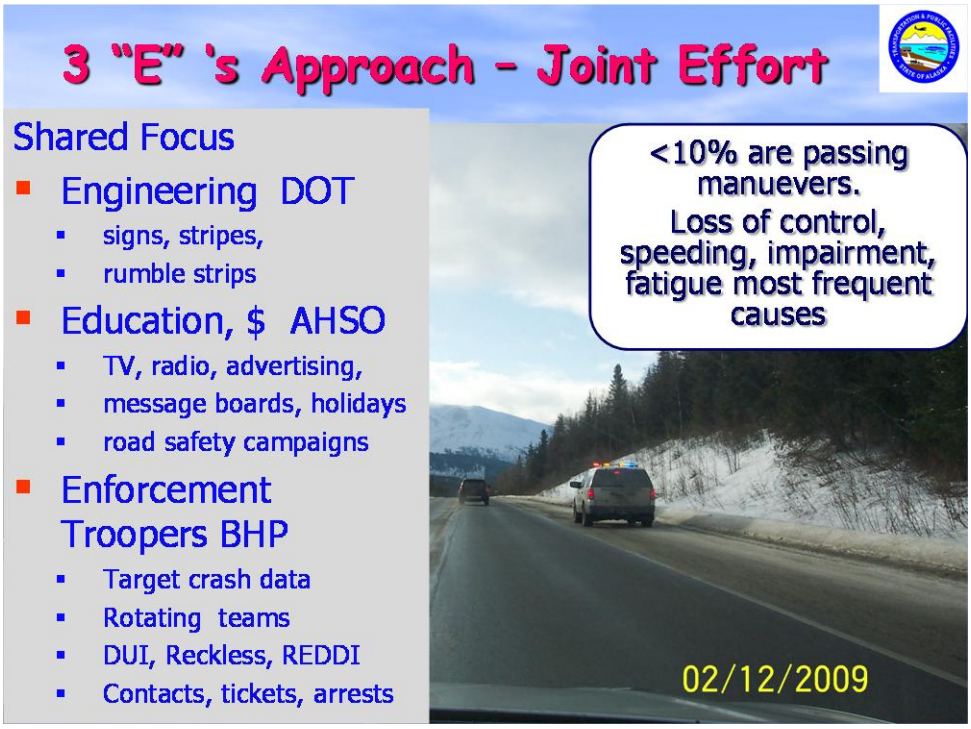
Source: Hamilton, Steven. "Evaluation of Risk Factors for Repeat DUI Offenses Report," prepared for Alaska Department of Transportation and Public Facilities, November 2008.

Photo courtesy of the Alaska State Troopers.

Safety Corridors

On July 1, 2009, the Knik/Goose Bay Road (MP 3 to MP 17) and the Sterling Highway (MP83 to MP 93) became the third and fourth designated highway safety corridors. Currently the Seward, the Parks, the Knik/Goose Bay Road and the Sterling are the four highways designated as safety corridors. The safety corridor law requires additional education, engineering and enforcement before the roads can be designated. Accordingly, the Alaska Highway Safety Office administers funding in all three of the "E's: *Education* through a radio and television paid media campaign, *Engineering* through "Highway Safety Corridor" signs along the new corridors, and *Enforcement* through the Bureau of Highway Patrol, the AST Detachments "B" and "E" and local law enforcement including the Houston, Kenai, Palmer, Soldotna and Wasilla Police Departments.

Collaboration between the Central Region Traffic Safety Engineers, the Alaska State Troopers, local law enforcement and the AK Highway Safety Office is being regularly conducted through monthly meeting of the AK Traffic Records Coordinating Committee, the TraCS (Traffic and Criminal Software) Steering Committee and the quarterly teleconferences of the AK Highway Safety Office Law Enforcement Liaisons. According to AHSO records, these multi-agency jurisdictional efforts are increasing the number of citations and arrests of high risk drivers.



Seward Highway: MP 87 to MP 117 (Potter)

1977-2009 Fatal & Major Injury Crashes, Fatal & Major Injury Accident Rates, and Trooper Manpower @ Girdwood Station (Fatals current to 2008)

YEAR	Fatality	Major Injury	Grand Total	Number of Troopers	Segment Length	ADTs at Potter Marsh	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate	Fatal+Major Injury Accident Rate
1977	7	24	31	1	30.41	3469	105492	18.180	62.330	80.510
1978	7	12	19	1	30.41	3499	106405	18.024	30.898	48.922
1979	1	6	7	1	30.41	3368	102421	2.675	16.050	18.725
1980	0	7	7	1	30.41	3081	93693	0.000	20.469	20.469
1981	0	4	4	1	30.41	3561	108290	0.000	10.120	10.120
1982	3	4	7	1	30.41	3994	121458	6.767	9.023	15.790
1983	1	10	11	1	30.41	4550	138366	1.980	19.801	21.781
1984	2	12	14	1	30.41	5139	156277	3.506	21.037	24.544
1985	2	8	10	1	30.41	5423	164913	3.323	13.290	16.613
1986	4	6	10	1	30.41	5692	173094	6.331	9.497	15.828
1987	2	8	10	1	30.41	5674	172546	3.176	12.703	15.878
1988	1	4	5	1	30.41	5650	171817	1.595	6.378	7.973
1989	0	6	6	1	30.41	6380	194016	0.000	8.473	8.473
1990	4	8	12	1	30.41	6600	200706	5.460	10.920	16.381
1991	1	9	10	1	30.41	6621	201345	1.361	12.246	13.607
1992	5	5	10	2	30.41	6929	210711	6.501	6.501	13.002
1993	3	7	10	2	30.41	7366	224000	3.669	8.562	12.231
1994	0	6	6	2	30.41	7571	230234	0.000	7.140	7.140
1995	0	9	9	2	30.41	7565	230052	0.000	10.718	10.718
1996	0	4	4	3	30.41	7464	226980	0.000	4.828	4.828
1997	3	2	5	4	30.41	7574	230325	3.569	2.379	5.948
1998	2	2	4	4	30.41	8296	252281	2.172	2.172	4.344
1999	1	7	8	4	30.41	8294	252221	1.086	7.604	8.690
2000	2	4	6	4	30.41	8309	252677	2.169	4.337	6.506
2001	2	7	9	4	30.41	8514	258911	2.116	7.407	9.524
2002	1	13	14	4	30.41	9311	283148	0.968	12.579	13.546
2003	2	8	10	4	30.41	9224	280502	1.953	7.814	9.767
2004	3	11	14	4	30.41	9356	284516	2.889	10.592	13.481
2005	3	9	12	4	30.41	9321	283452	2.900	8.699	11.599
2006 (pre)	2	6	8	4	30.41	8936	271744	5.041	15.123	20.164
2006 (post)	1	4	5	4	30.41	8936	271744	1.680	6.721	8.402
2007	2	3	5	4	30.41	9316	283300	1.934	2.901	4.835
2008	4	2	6	4	30.41	8670	263655	4.157	2.078	6.235
2009	4	1	5	4	30.41	8700	264567	5.305	1.326	6.631
TOTALS	75	238	313							

= Estimated Value

Source: State of Alaska, Department of Transportation and Public Facilities, Central Rgion Highway Safety Improvement Program.

Parks Highway: Wasilla to Houston
1977-2009 Fatal & Major Injury Crashes, Fatal & Major Injury Accident Rates

YEAR	Fatality	Major Injury	Grand Total	Number of Troopers	Segment Length	Segment ADT	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate	Fatal+Major Injury Accident Rate
1977	1	2	3		8.35	3937	32874	8.334	16.668	25.002
1978	1	2	3		8.35	4454	37188	7.367	14.735	22.102
1979	1	0	1		8.35	4799	40073	6.837	0.000	6.837
1980	0	2	2		8.35	4953	41355	0.000	13.250	13.250
1981	0	3	3		8.35	5258	43901	0.000	18.722	18.722
1982	1	2	3		8.35	5426	45306	6.047	12.094	18.142
1983	0	4	4		8.35	5936	49568	0.000	22.109	22.109
1984	0	5	5		8.35	6574	54893	0.000	24.955	24.955
1985	1	5	6		8.35	6715	56071	4.886	24.431	29.317
1986	1	2	3		8.35	6742	56296	4.867	9.733	14.600
1987	0	1	1		8.35	7500	62625	0.000	4.375	4.375
1988	1	0	1		8.35	8147	68027	4.027	0.000	4.027
1989	0	3	3		8.35	7400	61790	0.000	13.302	13.302
1990	4	3	7		8.35	7300	60955	17.979	13.484	31.463
1991	0	3	3		8.35	7100	59285	0.000	13.864	13.864
1992	0	0	0		8.35	7010	58534	0.000	0.000	0.000
1993	0	3	3		8.35	7275	60746	0.000	13.530	13.530
1994	2	3	5		8.35	9138	76303	7.181	10.772	17.953
1995	1	3	4		8.35	10866	90729	3.020	9.059	12.079
1996	2	2	4		8.35	11486	95908	5.713	5.713	11.426
1997	0	7	7		8.35	11602	96877	0.000	19.796	19.796
1998	1	7	8		8.35	12238	102191	2.681	18.767	21.448
1999	0	5	5		8.35	13103	109412	0.000	12.520	12.520
2000	1	3	4		8.35	13607	113616	2.411	7.234	9.646
2001	4	6	10		8.35	13340	111388	9.839	14.758	24.596
2002	1	4	5		8.35	13838	115548	2.371	9.484	11.855
2003	1	6	7		8.35	14385	120112	2.281	13.686	15.967
2004	0	4	4		8.35	14830	123827	0.000	8.850	8.850
2005	5	5	10		8.35	15126	126304	10.846	10.846	21.692
2006 (pre)	1	3	4		8.35	14100	117735	2.939	8.817	11.756
2006 (post)	1	1	2		8.35	14100	117735	11.176	11.176	22.352
2007	1	4	5		8.35	14855	124039	2.209	8.835	11.044
2008	2	1	3		8.35	15277	127563	4.295	2.148	6.443
2009	1	0	1		8.35	15277	127563	2.751	0.000	2.751
TOTALS	35	104	139							

= Estimated Value
= OLD Alignment
= NEW Alignment

Source: State of Alaska, Department of Transportation and Public Facilities, Central Region Highway Safety Improvement Program.

Sterling Highway: Sterling (MP 83) to Soldotna (MP 94)
1977-2009 Fatal & Major Injury Crashes, Fatal & Major Injury Accident Rates

YEAR	Fatality	Major Injury	Grand Total	Number of Troopers	Segment Length	Segment ADT	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate
1977	1	3	4		10.99	2050	22530	12.161	36.482
1978	3	3	6		10.99	2200	24178	33.994	33.994
1979	0	4	4		10.99	2300	25277	0.000	43.355
1980	0	0	0		10.99	2450	26926	0.000	0.000
1981	0	4	4		10.99	2760	30332	0.000	36.129
1982	0	2	2		10.99	3090	33959	0.000	16.135
1983	1	5	6		10.99	3685	40498	6.765	33.825
1984	0	3	3		10.99	4186	46004	0.000	17.866
1985	2	4	6		10.99	4688	51521	10.635	21.271
1986	2	4	6		10.99	4688	51521	10.635	21.271
1987	0	3	3		10.99	4764	52356	0.000	15.699
1988	0	2	2		10.99	4786	52598	0.000	10.418
1989	2	3	5		10.99	4956	54466	10.060	15.090
1990	6	8	14		10.99	5055	55554	29.590	39.453
1991	0	2	2		10.99	5158	56686	0.000	9.666
1992	1	3	4		10.99	5700	62643	4.374	13.121
1993	0	2	2		10.99	5898	64819	0.000	8.453
1994	1	1	2		10.99	6165	67753	4.044	4.044
1995	0	4	4		10.99	6406	70402	0.000	15.566
1996	0	1	1		10.99	6526	71721	0.000	3.820
1997	1	1	2		10.99	6871	75512	3.628	3.628
1998	0	3	3		10.99	7278	79985	0.000	10.276
1999	0	4	4		10.99	7335	80612	0.000	13.595
2000	0	0	0		10.99	7344	80711	0.000	0.000
2001	2	1	3		10.99	7731	84964	6.449	3.225
2002	2	5	7		10.99	8238	90536	6.052	15.131
2003	1	1	2		10.99	8221	90349	3.032	3.032
2004	1	4	5		10.99	8311	91338	3.000	11.998
2005	0	1	1		10.99	8303	91250	0.000	3.002
2006	1	1	2		10.99	8212	90250	3.036	3.036
2007	0	1	1		10.99	8430	92646	0.000	2.957
2008	2	TBD	TBD		10.99	8000	87920	6.232	#VALUE!
2009	1	TBD	TBD		10.99	8000	87920	3.116	#VALUE!
TOTALS	30	83	110						

= OLD Alignment
= NEW Alignment
= Estimated Value

Source: State of Alaska, Department of Transportation and Public Facilities, Central Region Highway Safety Improvement Program.

Knik/Goose Bay Road: Parks Highway to Goose Bay Airport
1977-2009 Fatal & Major Injury Crashes, Fatal & Major Injury Accident Rates

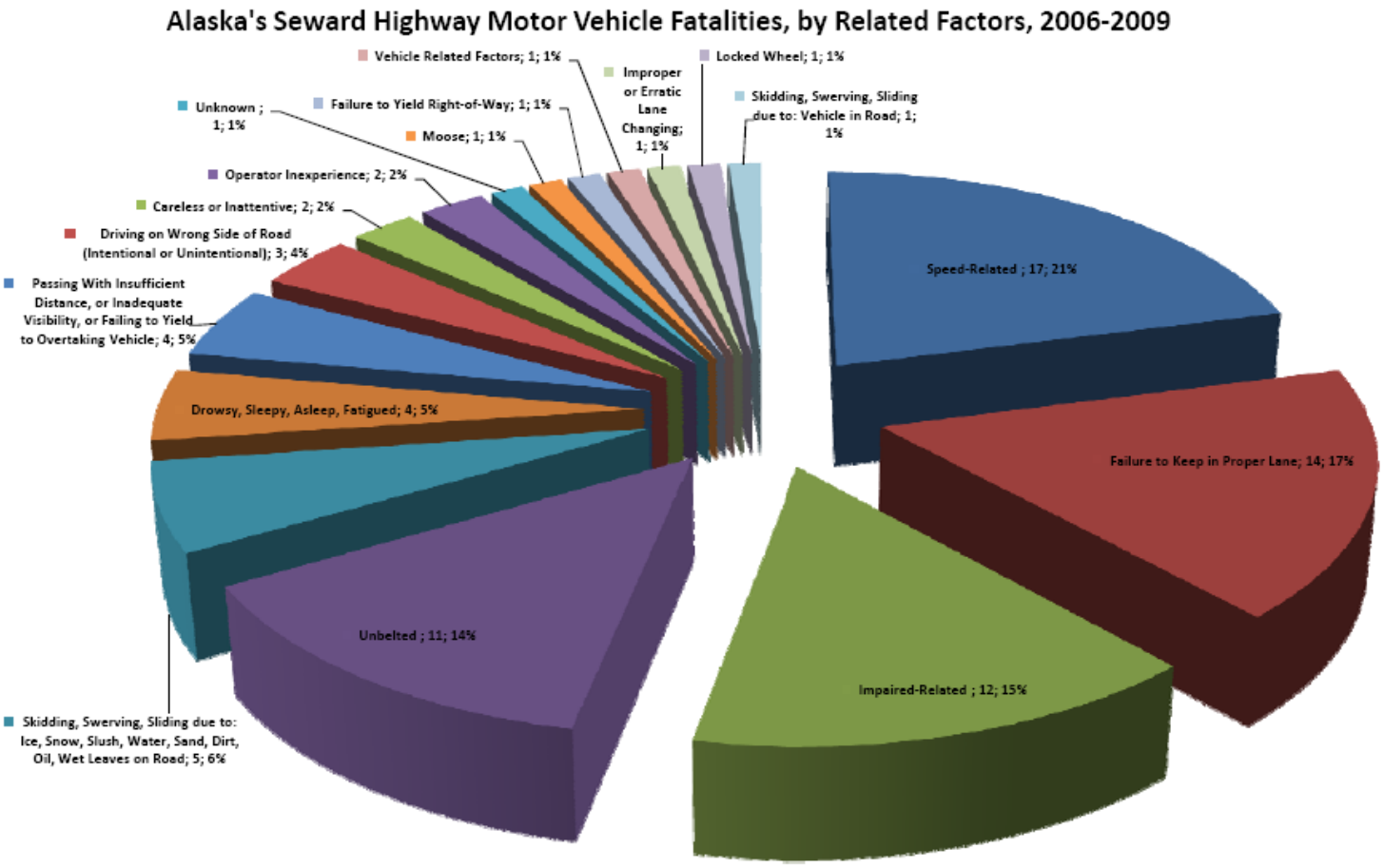
YEAR	Fatality	Major Injury	Fatal & Majory Injury Crashes	Number of Troopers	Segment Length	Segment ADT	Vehicle/Miles	Fatal Accident Rate	Major Injury Accident Rate	Fatal+Major Injury Accident Rate
1977	1	1	2		19.04	1100	20944	13.081	13.081	26.162
1978	2	2	4		19.04	1590	30274	18.100	18.100	36.200
1979	1	2	3		19.04	1400	26656	10.278	20.556	30.834
1980	0	0	0		19.04	800	15232	0.000	0.000	0.000
1981	0	0	0		19.04	1200	22848	0.000	0.000	0.000
1982	1	2	3		19.04	1240	23610	11.604	23.209	34.813
1983	1	2	3		19.04	2304	43868	6.245	12.491	18.736
1984	3	2	5		19.04	2640	50266	16.351	10.901	27.252
1985	1	6	7		19.04	3240	61690	4.441	26.647	31.088
1986	1	3	4		19.04	3642	69344	3.951	11.853	15.804
1987	1	0	1		19.04	3136	59709	4.588	0.000	4.588
1988	1	4	5		19.04	2650	50456	5.430	21.720	27.150
1989	1	0	1		19.04	2435	46362	5.909	0.000	5.909
1990	0	5	5		19.04	2500	47600	0.000	28.779	28.779
1991	1	3	4		19.04	2560	48742	5.621	16.862	22.483
1992	1	3	4		19.04	2580	49123	5.577	16.732	22.309
1993	1	2	3		19.04	2755	52455	5.223	10.446	15.669
1994	1	1	2		19.04	3260	62070	4.414	4.414	8.828
1995	2	2	4		19.04	3550	67592	8.107	8.107	16.213
1996	2	3	5		19.04	3304	62908	8.710	13.065	21.776
1997	0	5	5		19.04	3465	65974	0.000	20.764	20.764
1998	0	3	3		19.04	3670	69877	0.000	11.762	11.762
1999	1	3	4		19.04	3914	74523	3.676	11.029	14.705
2000	2	3	5		19.04	3850	73304	7.475	11.212	18.687
2001	1	2	3		19.04	4050	77112	3.553	7.106	10.659
2002	1	7	8		19.04	4110	78254	3.501	24.507	28.008
2003	2	6	8		19.04	4711	89697	6.109	18.326	24.435
2004	2	8	10		19.04	4770	90821	6.033	24.133	30.166
2005	2	7	9		19.04	6130	116715	4.695	16.432	21.126
2006	0	3	3		19.04	6570	125093	0.000	6.570	6.570
2007	2	2	4		19.04	6763	128768	4.255	4.255	8.511
2008	0	TBD	TBD		19.04	6126	116639	0.000	#VALUE!	#VALUE!
2009	0	TBD	TBD		19.04	6126	116639	0.000	#VALUE!	#VALUE!
TOTALS	35	92	127							

= OLD Pavement & Shoulders

= NEW Paved Surface & Shoulders

= Estimated Value

Source: State of Alaska, Department of Transportation and Public Facilities, Central Region Highway Safety Improvement Program.



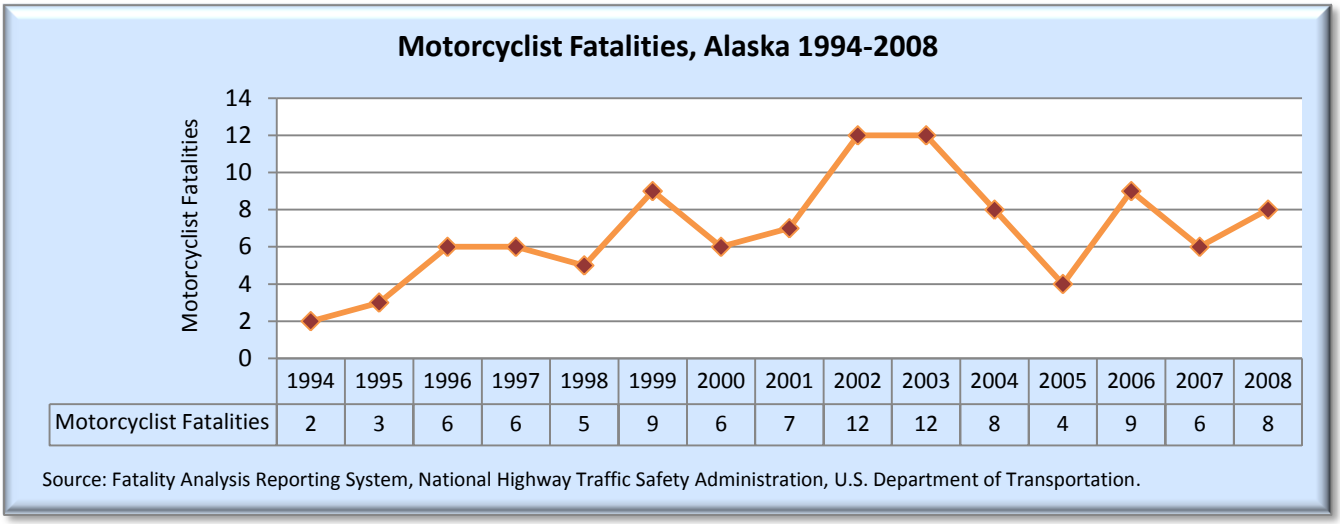
Note: 2009 data are preliminary only and subject to change. Fatalities may have more than one related factor, therefore these data do not add up to the total fatalities for each year.
Source: Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration, U.S. Department of Transportation.

Photo courtesy of the Alaska State Troopers.

Other Statistics

Fatal Motor Vehicle Crashes by Weather Condition and Light Condition, Alaska 2008						
	Light Condition					
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Unknown	TOTAL
Normal	26	7	11	3	0	47
Rain	1	0	0	0	0	1
Snow/Sleet	3	0	2	0	0	5
Other	1	0	0	0	0	1
Unknown	0	0	0	0	1	1
TOTAL	31	7	13	3	1	55

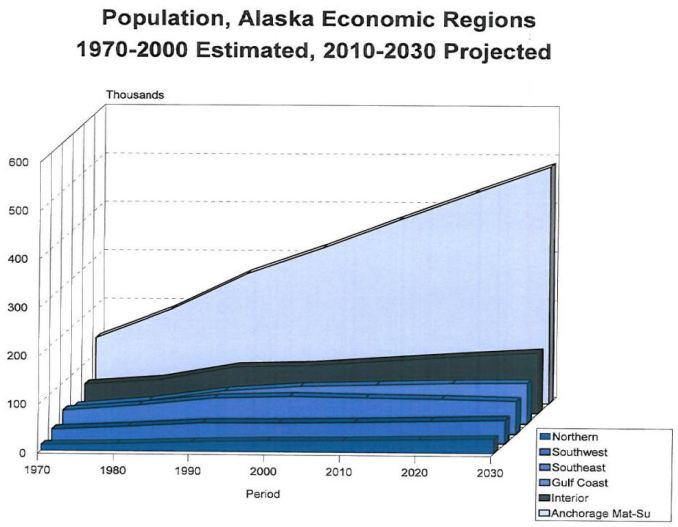
Source: Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation.



Crash Data / Trends

	Baseline Data 1999-2002				Progress Report Data 2003-2009						
	1999	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**
Fatalities (Actual)	79	106	89	89	98	101	73	74	82	62	64
Fatality Rate /100 million VMT	1.7	2.3	1.9	1.8	2.0	2.0	1.5	1.5	1.6	1.3	
# of Serious Injuries	425	414	433	664	655	584	580	437	433	391	
# of Fatalities Involving Driver or Motorcycle Operator w/ ≥ .08 BAC	33	49	42	30	29	27	29	19	25	21	18
# of Unrestrained Passenger Vehicle Occupant Fatalities	33	45	35	24	30	34	22	17	31	24	13
# of Speeding-Related Fatalities	39	49	37	38	41	38	28	30	34	27	28
# of Motorcyclist Fatalities	9	6	7	12	12	8	4	9	6	8	7
# of Unhelmeted Motorcyclist Fatalities	2	1	7	7	6	5	1	2	1	4	2
# of Drivers Age 20 or Younger Involved in Fatal Crashes	18	30	17	18	21	17	13	17	21	17	10
# of Pedestrian Fatalities	8	10	7	16	9	10	7	9	13	3	9
% Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	61%	61%	63%	66%	79%	77%	78%	83%	82%	85%	86%
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities									8104	4145	3773
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities									1369	1606	1699
# of Speeding Citations Issued During Grant-Funded Enforcement Activities									5002	3353	3091

Note: Blue Fields Represent Data Not Available



Sources: Alaska Department of Labor & Workforce Development, Research and Analysis Section

Alaska 2010 Highway Safety Phone Survey

An Alaskan View of: Drivers' attitudes, Awareness of enforcement and media and Self-reported driving behavior

The Alaska Injury Prevention Center (AIPC) designed and implemented a phone survey, in compliance with the National Highway Traffic Safety Administration guidelines. A randomly selected representative sample of Alaska licensed drivers was asked a series of questions in the five-minute phone survey. The questions addressed driver attitudes, awareness of highway safety enforcement and communication activities and self-reported driving behavior. The questions addressed the following topics: seatbelt use, drinking and driving, headlight use, talking and texting while driving, speeding and booster seat use.

A five-minute telephone survey was conducted in August, 2010. The survey included 40 questions, mostly closed-ended, introduction, screener, and demographics questions. Craciun Research Group (CRG) was contracted with to conduct the survey. AIPC provided CRG with questions, conducted analysis and wrote the report of survey findings. CRG reviewed the survey and made suggestions for changes; programmed the approved survey; prepared the four sample frames from CRG's database of Alaska residents, with quotas for age categories; conducted the survey, and provided the data to the client.

Total sample size for the survey was four hundred (n=400) Anchorage, Kenai/Soldotna, Mat-Su and Fairbanks and Juneau residents for a total margin of error of +/-5% with 95% confidence.

As reported by Alaskan Drivers:

- One in four have driven within two hours of drinking an alcoholic drink in the past 60 days.
- Nearly 70% believe that the court system is somewhat to very tough on enforcing drunk driving laws.
- Almost half believe that chances of getting arrested for drinking and driving are at least very likely.
- 91% always buckle up.
- 41% think it is unlikely they'll get a ticket for not wearing a seatbelt.
- 49% rarely or never drive over 35mph in a 30 mph zone.
- 81% rarely or never drive over 70 mph in a 65 mph zone.
- 79% of 4-8 years olds always use booster seats.
- 61% talk on their cell phone while driving.
- 86% never text while driving.
- 72% usually use headlights when driving in daylight.

Drinking and Driving

Just over one in four (27%) persons of driving age reported driving a motor vehicle within 2 hours of consuming an alcoholic drink in the past sixty days. These persons are referred to as "drinking- drivers" throughout this report. Thirty-two percent of males and 21% of females reported at least one drinking-driving trip in the past 60 days. Within these groups, 8% of men and 4% of women have taken 4 or more drink-driving trips in the past 60 days.

When examined by education, the percentage of the driving-age public who reported driving a motor vehicle within 2 hours of drinking any alcoholic beverages ranged from 22% - 26% for respondents with a GED to those with a 4-year degree. The percent jumped to 42% for those with a postgraduate degree.

Looking at type of vehicle driven revealed that drivers of cars, SUV's and trucks all had about a 30% chance of drinking and driving. Only 4% of van drivers reported having made at least one trip after drinking alcohol.

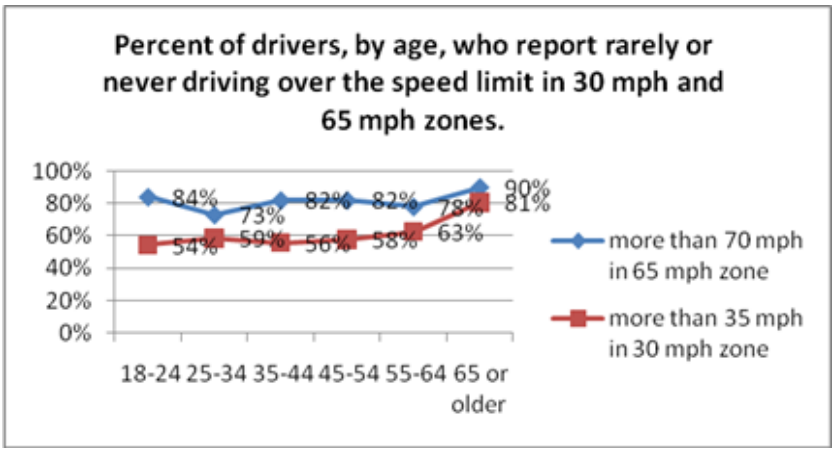
Seatbelt Use

In the 2010 seatbelt observation survey for Alaska, 86.7% or drivers and passengers were observed wearing a seatbelt. When asked: "How often do you use a seatbelt when you drive or ride in your personal vehicle" 91% answered "always" and 5% said "almost always." Only 1.2% said never. Fifty-five percent said they had read, seen or heard about seatbelt enforcement in the past 60 days. And 29% believed that a person would always or nearly always get a ticket for not using a seatbelt.[1] Forty-two percent answered that the chance was never or seldom.

Speeding

Two scenarios were presented concerning speeding. The first was how often a driver goes more than 70 mph in a 65 mph zone. And the second how often the driver goes faster than 35 mph in a 30 mph zone. People report being more likely to speed in 30 mph areas than 65 mph areas. Eighty-one percent say they rarely or never go over 70 in a 65 area. However, 59% say they rarely or never drive more than 35 mph in a 30 mph zone.

Considering this further, gender makes a difference. Eighty percent of men and 82% of women report never or rarely driving over 70 in a 65 zone. While Sixty-three percent of men and 56% of women report rarely or never driving faster than 35 in a 30 mph zone.



Cell Phones:

Ninety-three percent of respondents said that there is at least one cell phone in their households. Cell phones have become commonplace in and out of cars. This is the first time cell phone use and ownership questions were asked in an Alaska Highway Safety phone survey. The answers here will serve as baseline data.

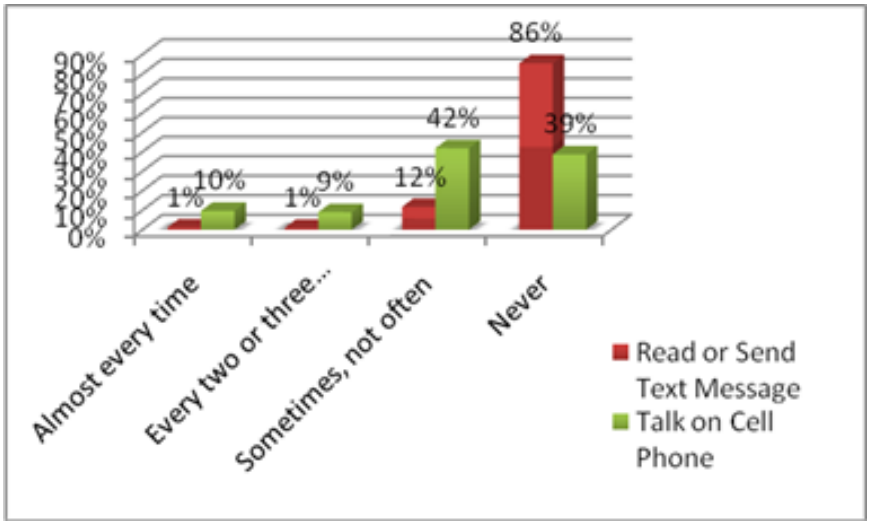
Multiple questions were asked concerning cell phone use in cars. Questions included how often the driver talks on the phone, reads of sends texts, makes or answers calls, whether these happen more often on city or rural roads, and whether hands-free devices are used while driving.[2] Additionally, the 2010 Alaska NOPUS observational surveys collected data about observed cell phone usage rate for drivers. The statewide observed cell phone use rate was 5.1%.

The observed usage rates by borough were:

MatSu 8.0%, Kenai/Soldotna 6.0%, Anchorage 5.0%, Fairbanks 4.9%, and Juneau 2.0%. These numbers do not include use where a hands-free device was in use.

Most people (86%) report that they never read or send texts while driving. Two percent say they text at least every two or three times that they drive. While 19% of drivers talk on their cell phones at least every two or three times that they drive. And 42% say they talk on their phone sometimes but not often. Thirty-nine percent of drivers say they never talk on a cell phone while driving.

The next three questions were only asked of those who have used a cell phone while driving. Just over a third (36%) of cell phone using drivers have a hands-free device. Seventy-six percent of users have both made and received phone calls. Twenty-one percent have only answered calls. Sixty percent use cell phones in both rural and urban areas. Twelve percent use them only is urban areas, and 9% in only rural areas.

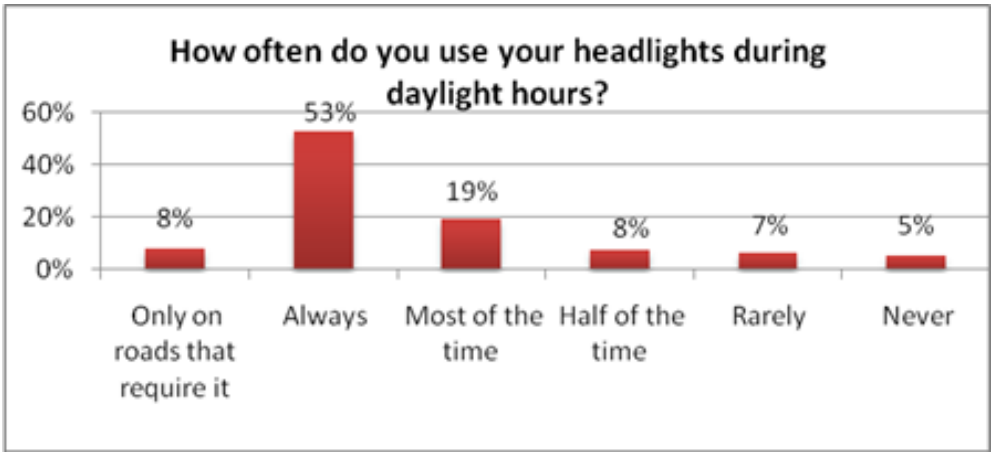


Headlights:

Headlight use was defined as a crash prevention strategy in the Alaska Strategic Highway Safety Plan. The survey asked two questions concerning headlight use in order to determine baseline behavior and attitudes.

Drivers were asked how often they use their headlights during daylight hours, and how much they think doing so makes them safer. Fifty-three percent said they use their lights all of the time and 72% said always or most of the time. This is slightly higher than the NOPUS observations of headlight use, in which observers determined that headlight use was 45.5% in Anchorage, 45.3% in Fairbanks, 22.9% in Juneau, 29.3% in Kenai/Soldotna, and 30.3% in MatSu 30.3%. Statewide, 42.5% of cars observed had their headlights on during daylight hours.

There was a statistically significant correlation between those who felt that using headlights makes a person safer, and people who use headlights.



Booster Seats

The Alaska Injury Prevention Center conducted 3 booster seat use observations studies. The first took place in June 2009, prior to implementation of new booster seat legislation. Fifty-two percent of observed children were using appropriate child passenger safety devices. The second took place in October, 2009 after the legislation, mandating booster seat use for most children between 4 and 8 years old was signed into law, and a major public awareness campaign was implemented. At that point, 74% of children were using appropriate child passenger safety devices. In July, one-year follow-up observations were made, with a finding that 80% of children were properly restrained.

This phone survey also asked about booster seat use. It first asked whether the driver being interviewed ever drove in a car with a 4-8 year old. If the answer was yes, a follow-up question was asked, how often that child rode in a booster seat. Drivers' self reported answers mimicked observed use at 79%. This is a dramatic increase from the 52% use observed prior to the media campaign and implementation of the law.

Conclusions:

Results from the 2010 phone survey addressing highway safety issues in Alaska provide useful information for future safety interventions.

- Addressing speeding in low speed limit areas is important, especially since these areas usually involve multiple modes of transportation including bikes and pedestrians.
- Most people wear seatbelts, and at the same time, most people do not think that it is likely that they will get a ticket for being unbuckled. It would be helpful to better understand the motivators for wearing seatbelts, and possibly build them into campaigns for other desired behavior changes.
- Only 16% of people report texting while driving. Tracking changes in this statistic will be important for prioritization of highway safety efforts. It is currently a small number of those who say they text and drive, and texting is reportedly not being done very often. The risk created by texting and driving may be minimal.
- There is a majority belief (70%) that the courts are tough when enforcing drinking and driving laws. Understanding how this perception grew would be helpful for future behavior change and perception creating campaigns.

Highway Safety Office Priorities:

The Alaska Highway Safety Office has identified the following as priorities:

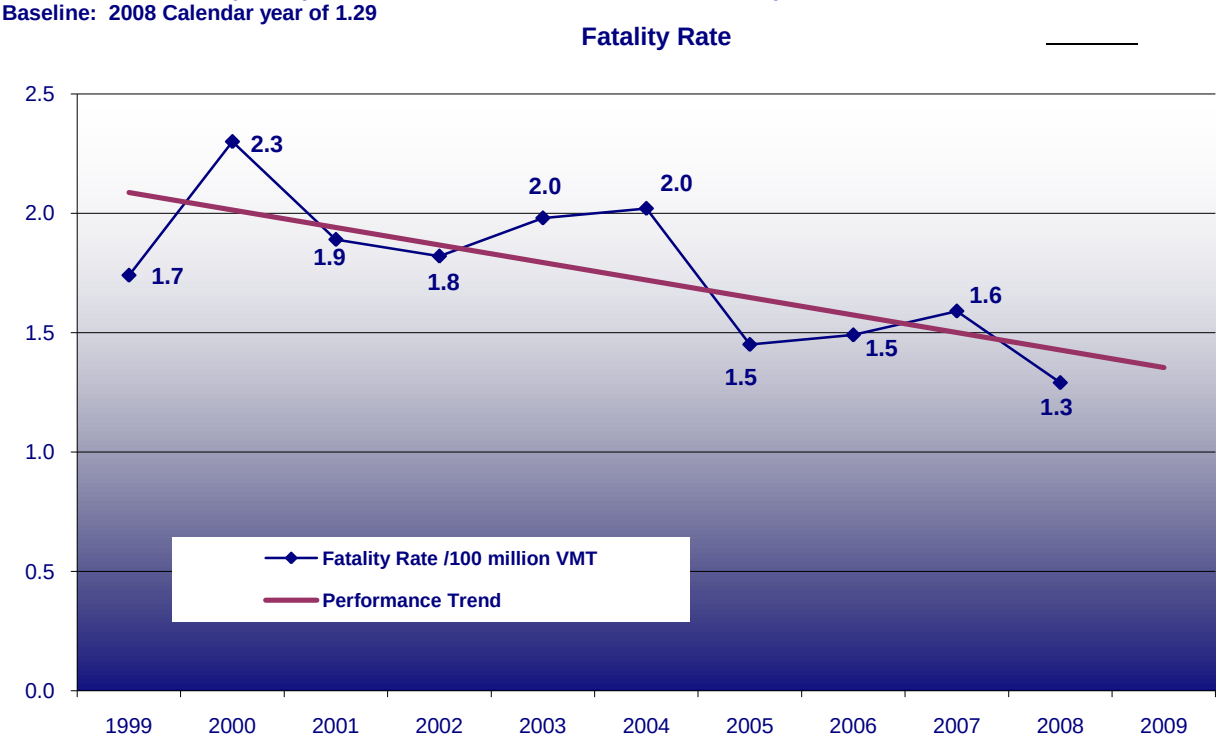
1. **Impaired Driving**
2. **Seat belt Usage**
3. **Speeding (Aggressive) Driving**
4. **Distracted Driving**
5. **Young Drivers**
6. **Safety Corridors**

Performance Goals and Trends

Goal: Reduce Fatalities from 63 in 2008 to 58 by 2010

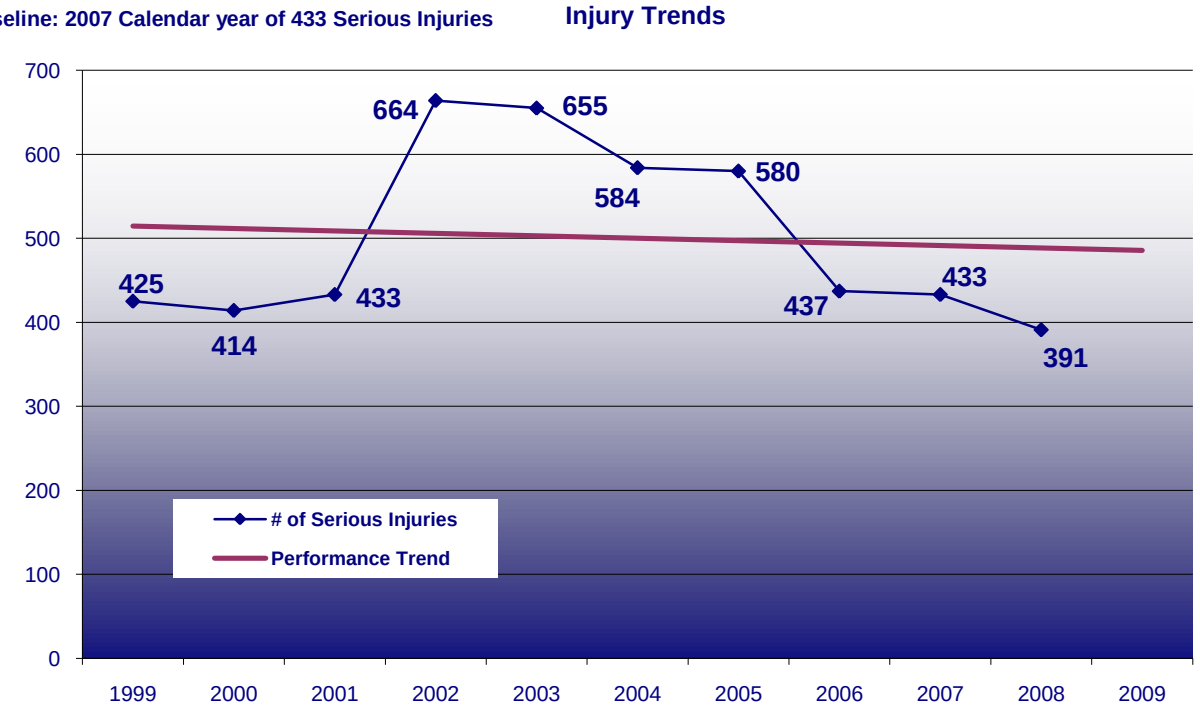
Baseline: 2008 Calendar year of 63 fatalities

Goal: Decrease Fatality Rate per 100 Million VMT from 1.29 in 2008 to 1.19 by 2010
Baseline: 2008 Calendar year of 1.29



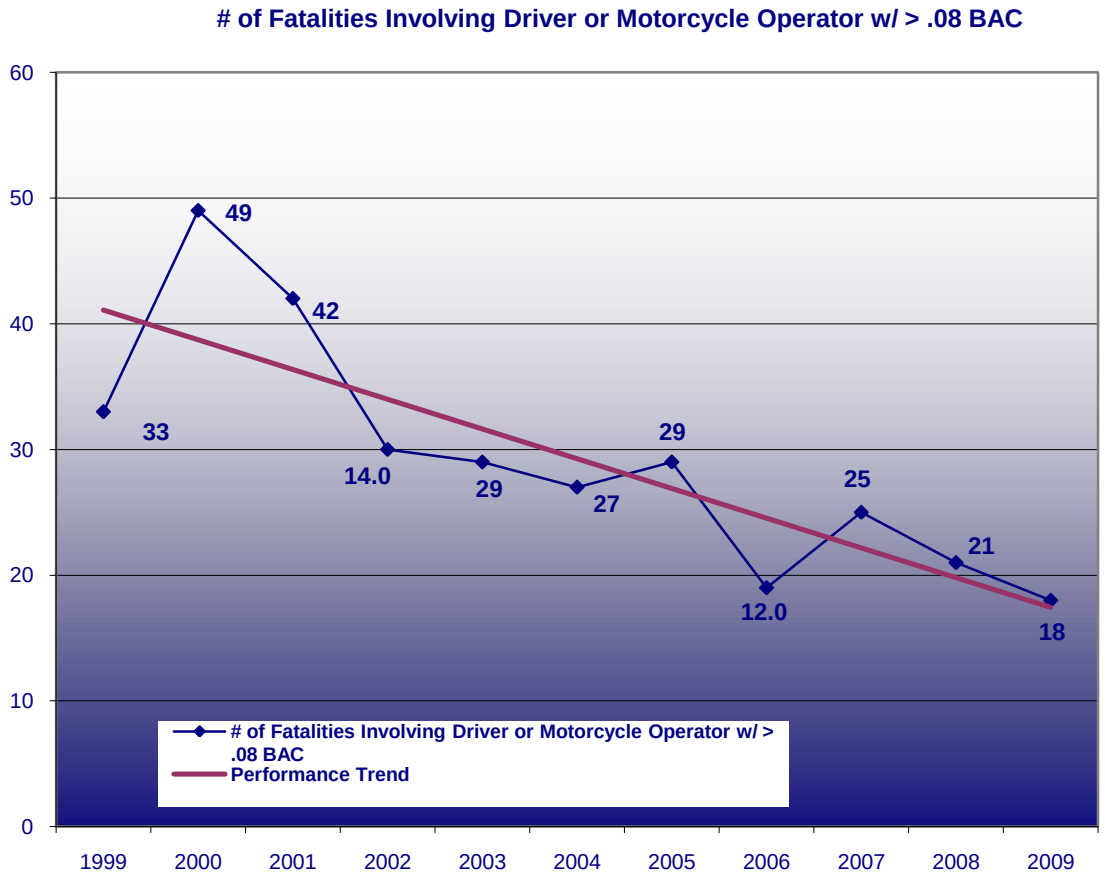
Goal: Decrease Serious Injuries from 433 in 2007 to 385 by 2010

Baseline: 2007 Calendar year of 433 Serious Injuries

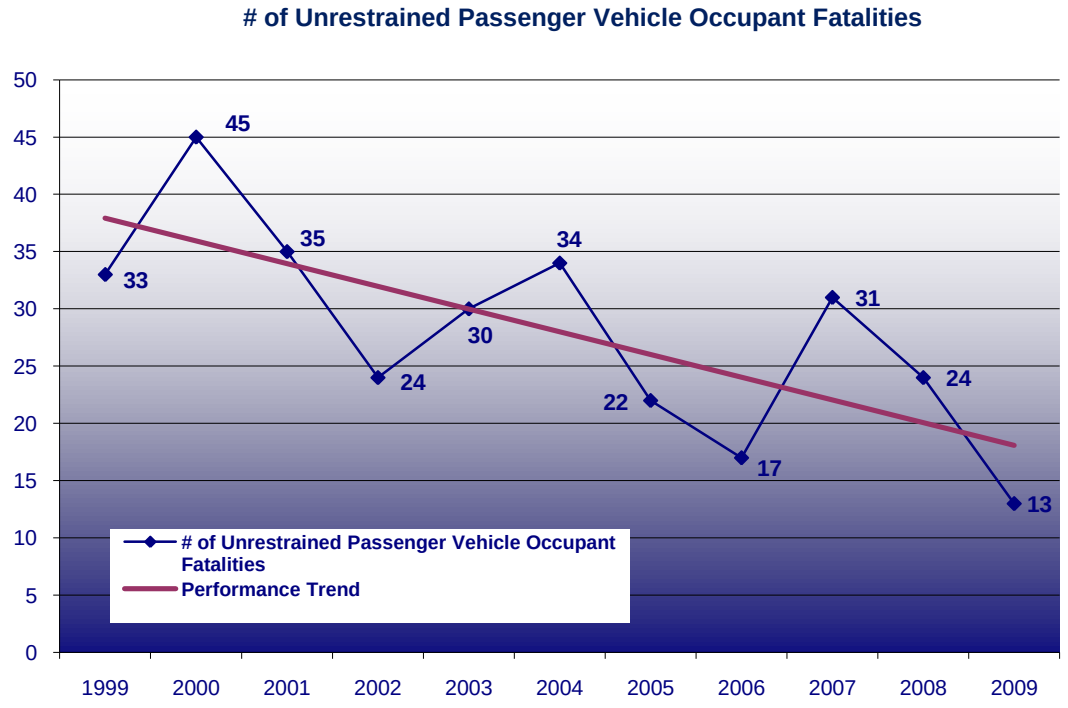


Goal: Decrease Fatalities at .08 or Above from 19 in 2008 to 18 by 2010

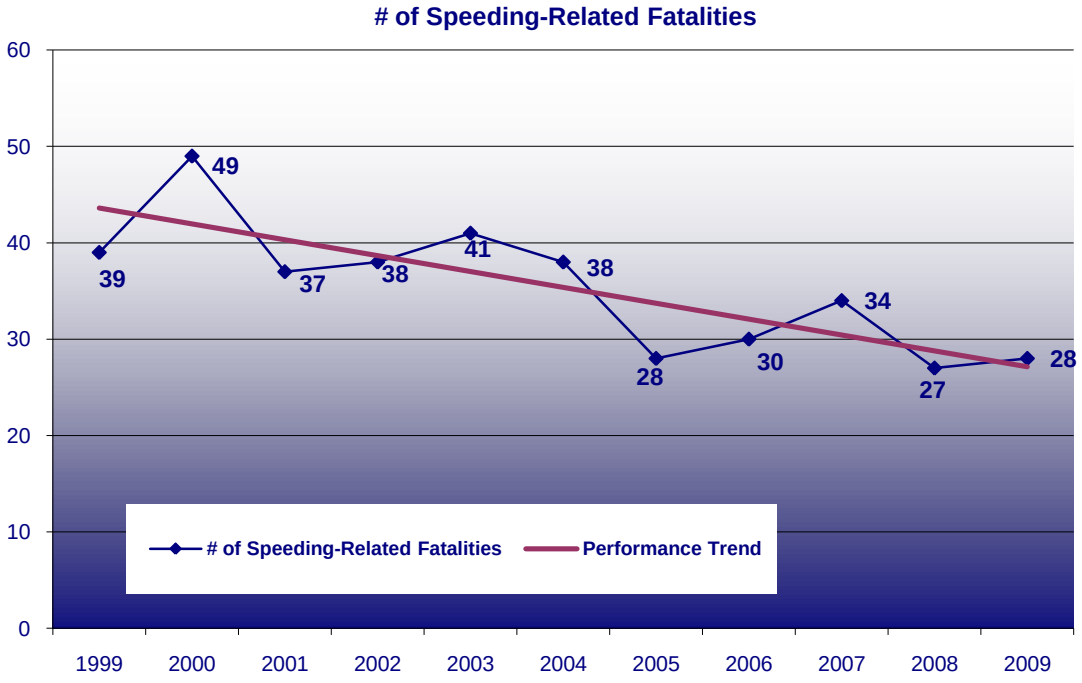
Baseline: 2008 Calendar year of 19 Fatalities



Goal: Decrease Unrestrained Fatalities from 24 in 2008 to 22 by 2010
Baseline: 2008 Calendar year of 24 Fatalities.

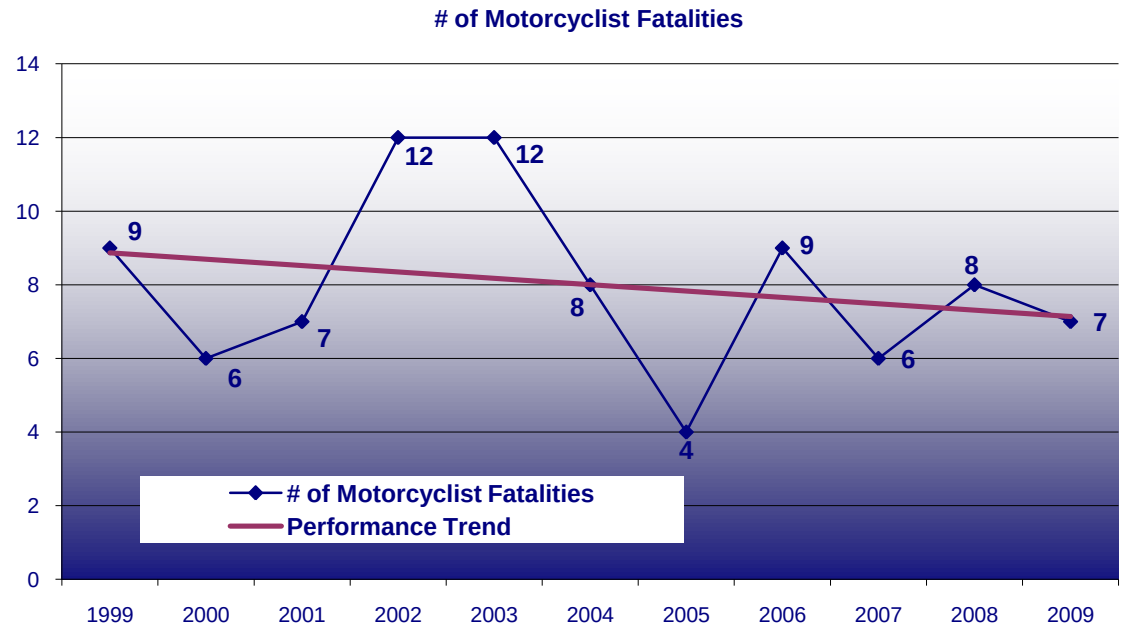


Goal: Reduce Speeding-Related Fatalities from 26 in 2008 to 24 in 2010
Baseline: 2008 Calendar year of 26 Fatalities



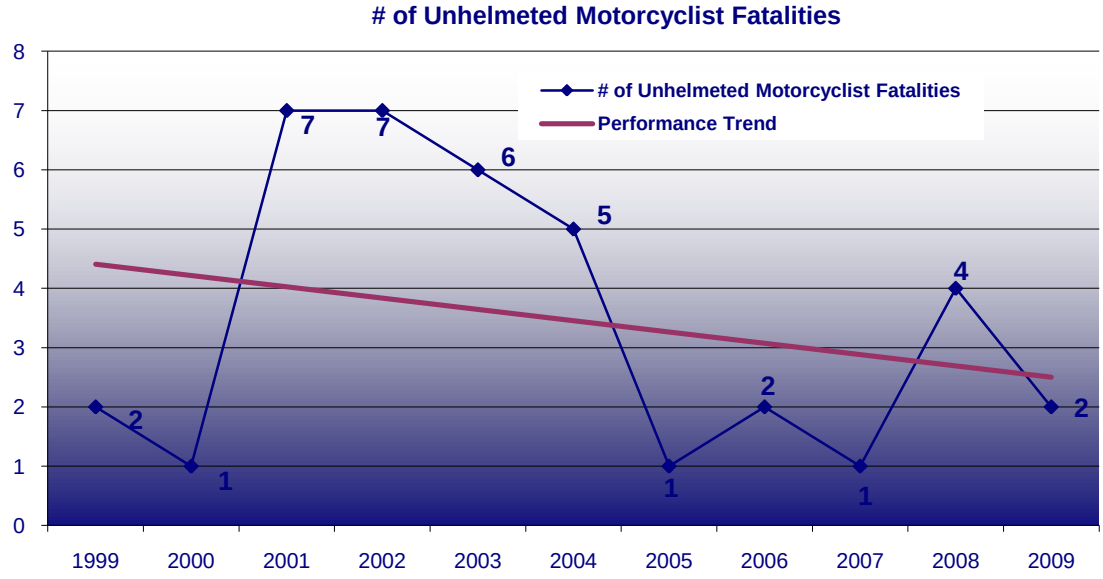
Goal: Reduce Motorcyclist Fatalities from 8 in 2008 to 7 by 2010

Baseline: 2008 Calendar year of 8 fatalities



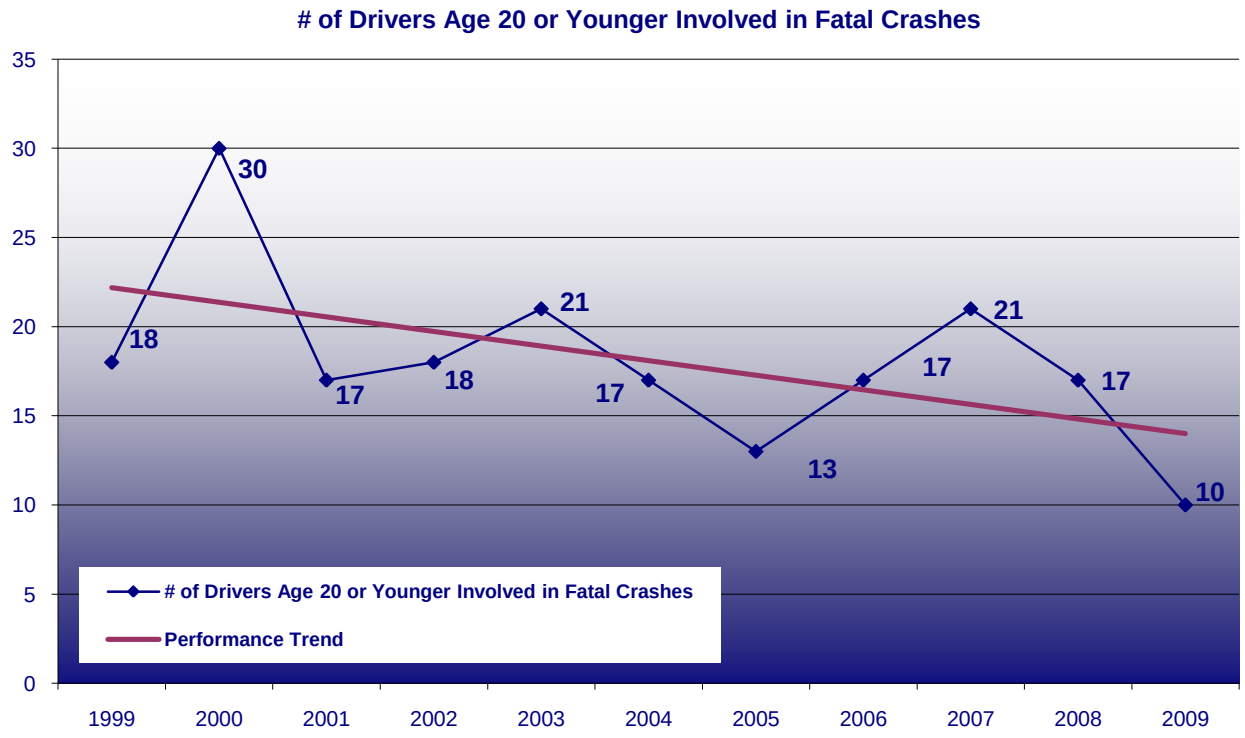
Goal: Maintain Un-helmeted Motorcyclist Fatalities at 4 by 2010

Baseline: 2008 Calendar year of 4 fatalities



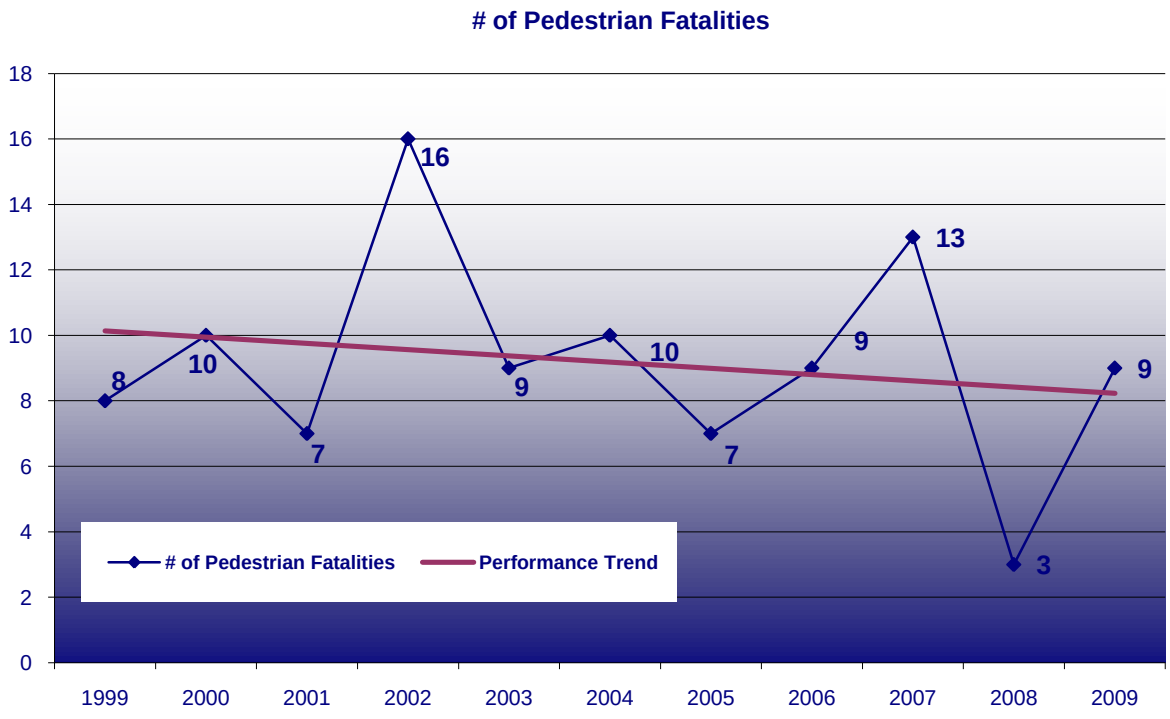
Goal: Reduce Drivers 20 or Under Involved in Fatal Crashes from 17 in 2008 to 16 by 2010

Baseline: 2008 Calendar year of 17 Drivers



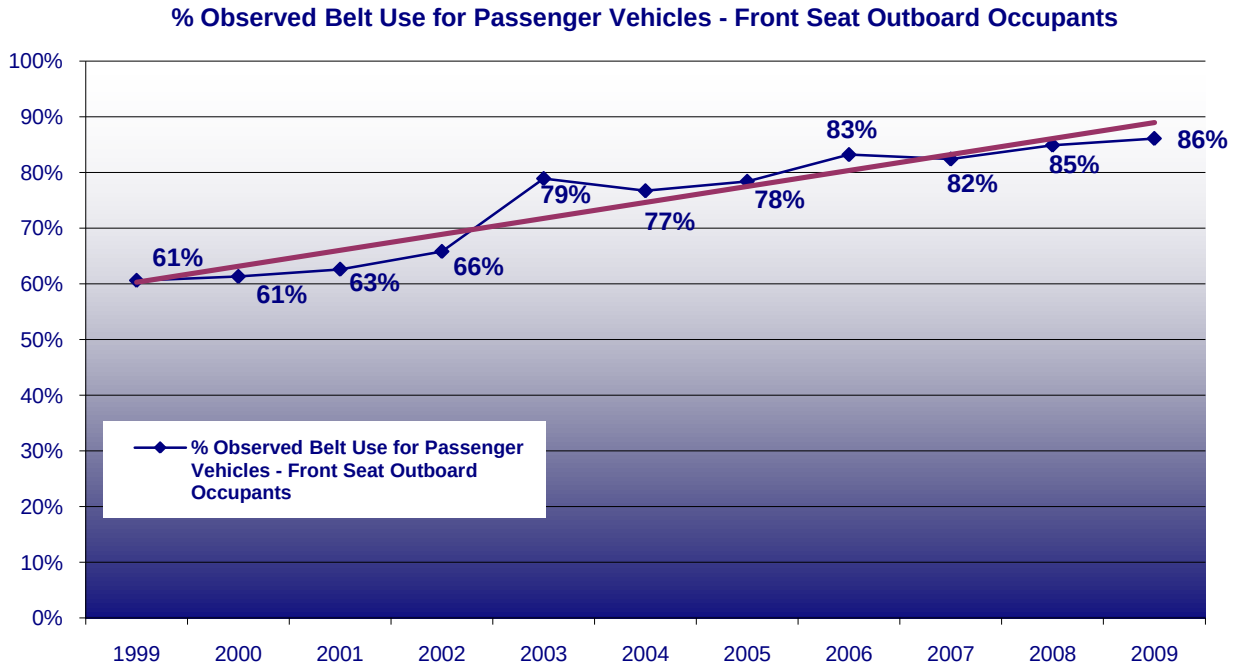
Goal: Maintain Pedestrian Fatalities at 3 by 2010

Baseline: 2008 Calendar Year of 3 fatalities



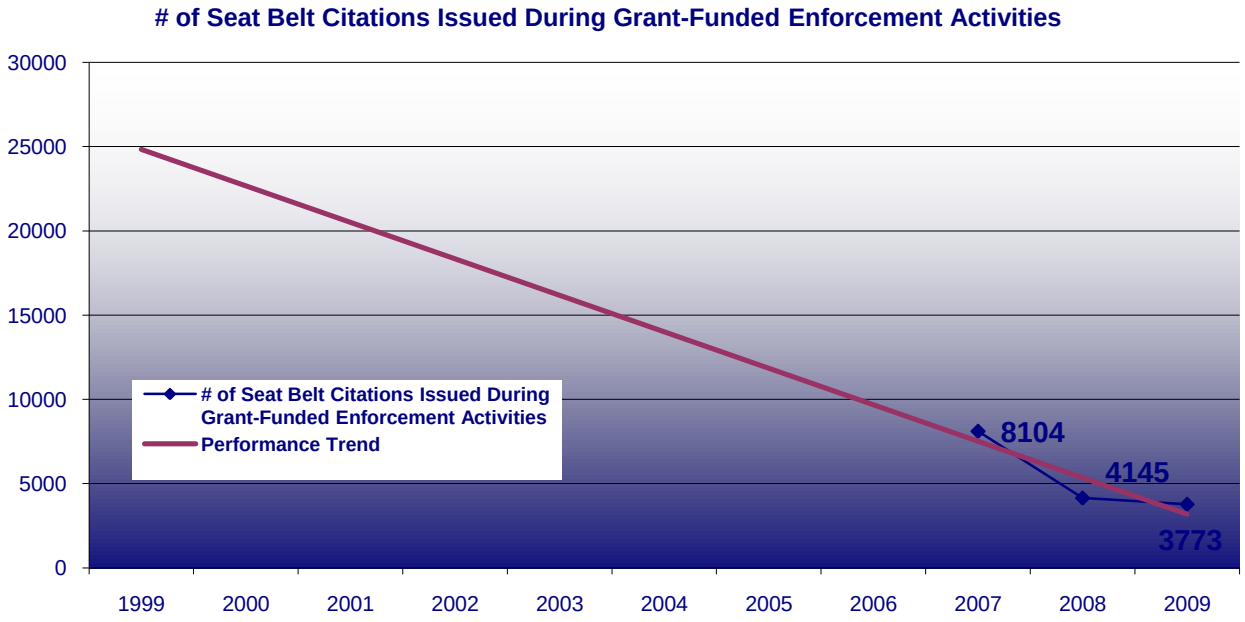
Goal: Increase Observed Belt Use from 84.9% in 2008 to 85.0% in 2009

Baseline: 2008 Calendar year of 84.9%



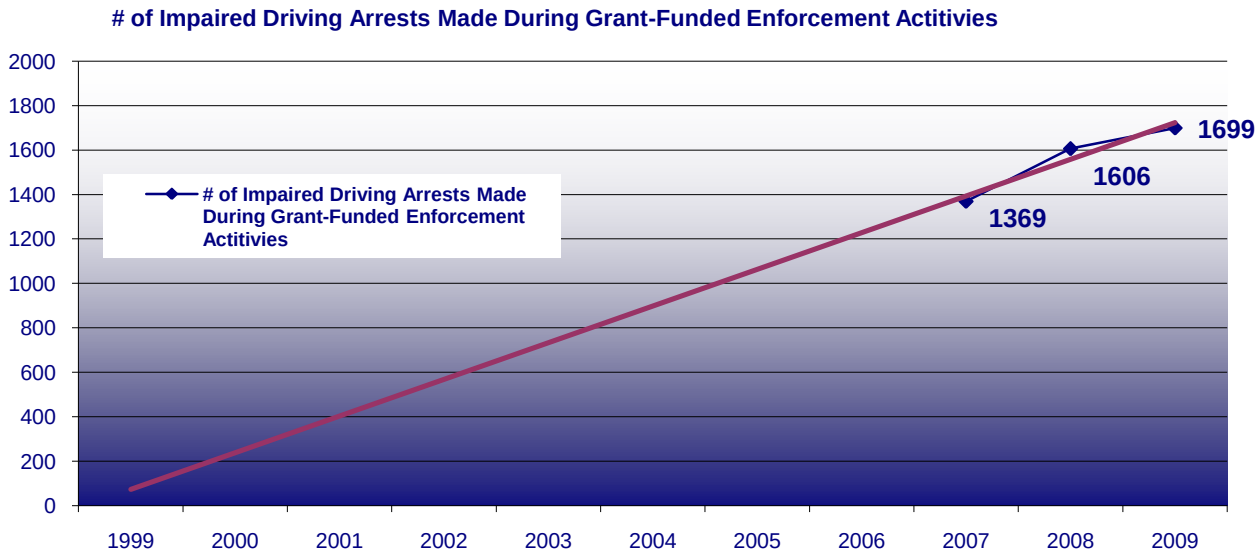
Goal: Increase Seat Belt Citations by 10% from 4145 in 2008 to 4560 Citations in 2010

Baseline: 2008 Calendar year of 4145 Citations



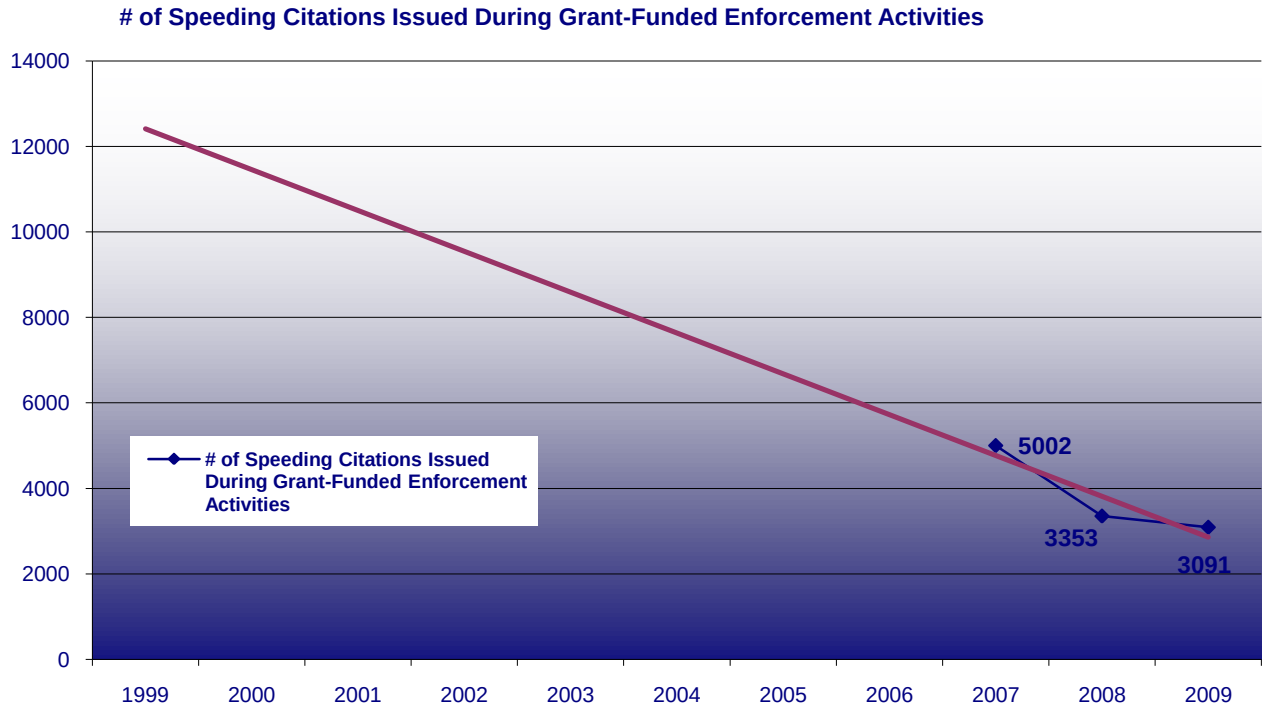
Goal: Increase Impaired Driving Arrests by 10% from 1606 Arrests in 2008 to 1767 Arrests in 2010

Baseline: 2008 Calendar year of 1606 Arrests



Goal: Increase Speeding Citations by 10% from 3353 Citations in 2008 to 3688 Citations in 2010

Baseline: 2008 Calendar year of 3353 Citations



Performance Goals

The data contained in the following Performance Measures reflect the most current available. 2009 data are still preliminary, and subject to change. Corrections have been made with past data. Due to the time frame within which statewide records are complied, transportation statistics for 2009 were not always available.

Overall Program Goal: Reduce the Mileage Death Rate (MDR)

	2004	2005	2006	2007	2008	2009	Objective 2011
Mileage Death Rate	2.02	1.45	1.49	1.59	1.29	TBD	1.14
# of Motor Vehicle Fatalities	101	73	74	82	62	64	58

Source: The Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation.

Performance Goal: Reduce the number fatal crashes

Performance Measures	2004	2005	2006	2007	2008	2009	Objective 2011
# of Fatal Crashes	96	66	71	75	55	59	54
Drivers ages 15-19 in fatal crashes	16	11	12	18	16	5	14

Source: The Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation.

Performance Goal: Reduce alcohol impaired driving related fatalities

Performance Measures	2004	2005	2006	2007	2008	2009	Objective 2011
# of Alcohol Impaired Driving Related Fatalities	13	26	13	20	23	20	19
% Alcohol Impaired Driving related fatalities	13%	36%	18%	24%	37%	31%	30%
# of Alcohol Impaired Driving fatal crashes	13	22	13	18	19	17	16
# of Alcohol Impaired Drivers age 16-19,	0	1	1	3	0	3	2

Note: Impaired Driving is defined here as a known Blood Alcohol Concentration (BAC) of .01 or higher. This data does not include Drivers suspected of impairment, but without a known BAC.

Source: The Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation.

Performance Goal: Increase the restraint use rate by all motor vehicle occupants

Performance Measures	2004	2005	2006	2007	2008	2009	Objective 2011
% Occupants Belted	76.7%	78.4%	83.2%	82.4%	84.9%	86.1%	88.3%
Fatalities Not Using Restraints	34	22	17	31	24	13	21
# of Occupants age 15 and under killed in crashes not using restraints	1	1	4	3	1	0	0

Source: The Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation, and the National Occupant Protection Use Survey-Alaska Injury Prevention Center

Performance Goal: Reduce the number of Bicyclists and Pedestrians Killed in crashes

Performance measures	2004	2005	2006	2007	2008	2009	Objective 2011
Pedestrians Killed	10	8	10	13	3	10	8
Pedestrians age 15 and under killed	1	2	2	0	2	2	2
Bicyclists killed	2	1	1	2	1	2	2
Bicyclists age 15 and under killed	1	1	0	1	0	0	0

Source: The Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation.

FUNDING PRIORITIES

The U. S. Congress authorizes traffic safety funds to be appropriated to the U.S. DOT, NHTSA. NHTSA apportions and distributes these funds to the States. The States obligate these funds through the annual HSPP which is subject to NHTSA review. Any earmarked or special purpose funds shall be used only in that particular program area and cannot be transferred to any other program area. When developing the HSPP, new revenue estimates for each funding source are obtained annually from the NHTSA Regional office by the AHSO typically in the first quarter of the calendar year for the following fiscal year. This information along with estimated prior year unexpended funds is used to develop the estimated total highway safety funding available for the upcoming fiscal year.

The AHSO Administrator is responsible for annually allocating the estimated amount of revenue by program area for the HSP budget based on the information gathered in the problem identification, program goal and strategy processes to assure the greatest potential impact on the State's overall goal of reducing traffic safety related crashes, deaths and injuries. The process for making the budget allocation decision should be documented in the Performance Plan of the HSPP.

The State receives new Section 402 funds annually. The State makes application annually for other Federal program and incentive funding sources and may also receive transfer funds. Planned funds are subject to revision depending on the actual amount of funding received by the State. A Program Cost Summary (HS Form 217 or its electronic equivalent) is required to be completed and submitted with the annual HSPP to reflect the State's proposed allocations of funds (including carry-forward funds) by program area based on the goals identified in the Performance Plan section and the projects and activities identified in the Highway Safety Plan section. The funding level used shall be an estimate of available funding from all Federal sources for the upcoming fiscal year.

The funds distributed are available for expenditure by the State to satisfy the Federal share of expenses under the approved traffic safety program, and shall constitute a contractual obligation of the Federal Government, subject to any conditions or limitations identified in the distributing documentation. Reimbursement of State expenses shall be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent) within 30 days after either the beginning of the fiscal year or the date of the written approval required under 23 CFR 1200.13, whichever is later. The updated HS Form 217 (or its electronic equivalent) shall reflect the State's allocation of Section 402 funds made available for expenditure during the fiscal year including known carry forward funds under 23 CFR 1200.14

The State is required to ensure that at least 40 percent of all (new) Federal funds apportioned under Section 402 to the State for any fiscal year is expended* by the political (local) subdivisions of the State, including Indian tribal governments, in carrying out local highway safety programs. These local highway safety programs must be approved by the Governor and operated in accordance with the minimum standards established by the Secretary under Section 402 of the Highway Safety Act.

The AHSO is required not only to obligate 40 percent of the Section 402 funds to the benefit of locals but must also ensure that the required percentage of funds is actually expended to the benefit of locals. This requires the AHSO to periodically monitor local grant expenditure rates during the fiscal year and to determine that this amount has been entered into the Federal Grant Tracking System (GTS) at fiscal year closeout.

Section 154 and 164 transfer funds obligated and spent on alcohol-impaired driving countermeasures or directed to State and local law enforcement agencies for the enforcement of impaired driving laws or regulations (154AL and 164AL) take on the characteristics and requirements of the Section 402 program. However, no matching funds are required for these transfer funds; per Section 154 (c)(4) and Section 164 (b)(4), the Federal share of the project cost shall be 100 percent. At least 40 percent of the annual 154AL and 164AL funds must be used by or for the benefit of political (local) subdivisions of the State.

In the event that authorizations exist but no applicable appropriation act has been enacted by Congress by October 1 of a fiscal year the NHTSA and FHWA Administrators shall, in writing, distribute a part of the funds authorized under Section 402 contract authority to ensure program continuity and shall specify any conditions or limitations imposed by law on the use of the funds. Upon appropriation of Section 402 funds, the NHTSA Administrator shall, in writing, promptly adjust the obligation limitation and specify any conditions or limitations imposed by law on the use of the Section 402 funds are used by the AHSO to support projects and activities within any National Program Area or any other highway safety program area that is identified in the HSPP as encompassing a major highway safety problem in the State and for which effective countermeasures have been identified. In addition to the Section 402 funds, the State may be eligible to receive additional funds from other Federal incentive and transfer program sources.

The specific available programs typically change with each Federal reauthorization of the highway safety program (usually every six years). The most recent reauthorization is commonly referred to as SAFTEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users) which was enacted August 10, 2005. The prior reauthorization was referred to as TEA-21 (Transportation Equity Act for the 21st Century) which expired in 2004.

As prescribed by Federal regulation, the AHSO must complete an annual application to determine its qualification, or continued qualification, for Federal incentive funds. The AHSO has qualified for several sources of incentives funds in the past including Section 157 Innovative Occupant Protection, Section 405-Occupant Protection and Section 411-Traffic Data.

Regarding transfer funds, an annual determination is made by the U.S. DOT regarding the State's inability to enact or enforce specified State traffic safety laws or policies to address a program area as prescribed by the U.S. Congress in the current reauthorization. Information regarding the State's laws and policies is requested by the U.S. DOT to determine the State's eligibility.

The State is notified annually through a letter to the Department Commissioner and the AHSO Administrator (Governors Highway Safety Representative) from the U.S. Secretary of Transportation of any transfers of funds assessed against the State under a particular section. Transfer funds shall be expended only in the manner specified by the section's authorizing regulation. The AHSO has received transfer funds in the past including Section 154-Open Container Law and 164-Repeat Intoxicated Driver Law.

PUBLIC OUTREACH

The AHSO strives to prevent the loss of life, personal injury, and property damage caused by traffic crashes and to reduce the resulting economic losses to the residents of Alaska. The efforts necessary to reach these goals require partnering with public agencies and special interest groups to foster the sense of cooperation vital to accomplishing the mission. This includes:

Inter-Agency Working Groups: AHSO makes effort to promote inter-agency cooperation relating to highway safety issues using the resources of various State departments and agencies to the best advantage possible. The AHSO has organized working groups with the Department and with the State of Alaska Departments of Public Safety, Administration, Law, Court System and Health and Social Services to fully utilize Federal funding sources available for highway safety programs.

Community Coalitions: AHSO encourages the development of community based coalitions in order to engage citizen involvement in the health and safety of communities. The AHSO promotes the development of safe communities programs and continues work on coordinating a statewide youth alcohol coalition. The AHSO participates in neighborhood safety projects through interactions with local residents and State officials.

Pedestrian and Bicycle Safety Groups: The AHSO works with a large number of local groups dedicated to promoting bicycle safety for youth and adults, pedestrian safety, and elementary school safety education programs. Bicycle clubs, law enforcement auxiliaries, and local service clubs are representative of the many groups involved in bicycle safety and pedestrian issues. The State Routes To School Coordinator is housed in the DOT&PF Program Development Division and collaborates with the AHSO on educational media messages and materials.

Alaska Highway Safety Office reviews the Strategic Highway Safety Plan (SHSP) when considering the Highway Safety Performance Plan (HSPP) to identify possible gaps in addressing driver behavior issues and eliminate any redundancy for the maximum use of resources. The Alaska Highway Safety Office is structurally located within the Program Development Division of the Department of Transportation and Public Facilities. This allows inner agency collaboration on key traffic safety initiatives and sharing of knowledge and experience in the administration of programs subject to U.S. DOT oversight. The Program Development Division is responsible for the development of the State's Strategic Highway Safety Plan (SHSP).

The AHSO coordinates closely with the Department staff responsible for the SHSP to maximize integration and utilization of data analysis resources, fully represent driver behavior issues and strategies, and utilize the statewide safety forums to obtain input from State and local traffic safety partners for the AHSO Highway Safety Performance Plan (HSPP).

This ensures that the goals and objectives contained in the SHSP are considered in the annual development of the Highway Safety Performance Plan and incorporated to the fullest extent possible. A core group is involved in the transportation safety planning process and meets regularly to ensure incorporation of effective safety considerations. The core group is composed of the planning organizations, transportation agencies, traffic engineering, enforcement organizations, emergency responders, and the Governor's Highway Safety Representative.

• Department of Transportation & Public Facilities (DOT&PF)
• Division of Measurement Standards and Commercial Vehicle Enforcement
• Division of Statewide Design and Engineering Services
• Division of Program Development (includes planning)
• Alaska Highway Safety Office
• Office of Transportation Management and Security
• DOT&PF Regional Offices
• Department of Administration-Division of Motor Vehicles
• Alaska Court System
• Department of Health and Social services
• Department of Public Safety

One of the key characteristics of effective comprehensive safety programs at the State level has been the successful collaboration of many different participants. Such success partly rests on understanding what role each participant plays in the broader perspective of transportation safety.

The current priorities identification process includes analysis of traffic safety data from established statewide sources. Statistics are shown in a 10 year or 5 year data trend, with the most current data available from HAS and FARS. The data from HAS is current to 2008 and the data from FARS is current to YTD2009.

We also utilize agencies such as the Alaska Injury Prevention Center who conduct the annual National Occupant Protection User Survey (NOPUS). The statistics analyzed are historical data collected over time through a uniform process:

• The Department of Transportation and Public Facilities- Highway Analysis System (HAS) crash database, containing crash, vehicle, and person data
• The Department of Transportation and Public Facilities- Highway Analysis System (HAS) traffic database, containing data on average daily traffic counts and vehicle miles traveled
• The Fatality Analysis Reporting System (FARS)
• The Department of Administration Division of Motor Vehicles- Alaska Vehicle Information Network State driver license, vehicle registration, and citation/conviction files
• The Alaska Trauma Registry-injury records
• The Department of Public Safety- traffic enforcement citations
• The Alaska Court System- traffic court records
• The Department of Health and Social Services
• Alcohol Safety Action Program (ASAP) - impaired driver monitoring database
• The Department of Labor- census and demographic data

Alaska Strategic Highway Safety Plan

The Alaska Highway Safety Office meets with agencies during the annual Alaska Strategic Enforcement Partnership (ASTEP) Summit and the NHTSA Lifesavers Conference. Throughout the year the AHSO works with inter-agency groups, State and local government agencies, community coalitions and many others to develop the annual Performance Plan. The initial planning meetings are attended by AHSO staff and allow for a review of previous year comments on prior activities (by Federal, State and local partners), the assignment of staff to assist with the drafting of the HSPP program areas, the development of an initial budget and the production of rough drafts for each program area. Once an initial draft is produced, the HSPP development meetings include other AHSO traffic safety partners for solicitation of comments and input on potential strategies.

Regional NHTSA and Divisional Federal Highway Administration (FHWA) representatives support AHSO during the planning process and provide input and make recommendations. The AHSO strives to prevent the loss of life, personal injury, and property damage caused by traffic crashes and to reduce the resulting economic losses to the residents of Alaska. The efforts necessary to reach these goals require partnering with public agencies and special interest groups to foster the sense of cooperation vital to accomplishing the mission.

Program prioritization and selection is conducted because we seek countermeasures which have the greatest potential for achieving the goals and objectives:

1. Establish program targets. These can be defined as opportunities for making the most progress in reducing crashes, injuries and fatalities.

2. Research good practice. Specialists and professionals related to a specific program area are consulted; since they are most likely have a good feel for what will work in Alaska. In addition, The Governor's Highway Safety Association (GHSA) and NHTSA are consulted since there may have already created, implemented and evaluated programs applied to the specific targets under consideration. Researching good practice may reveal opportunities for replication.

3. Study the available resources and define priorities in terms of programs, legislation, etc. Studying data and environmental conditions leads to the identification of programs targets, but resources are limited and will never stretch to cover all opportunities for improvement; therefore, priorities must be identified. Careful strategy is critical because at first a problem may appear to simply need funding and other resources in and successfully reduce crashes, deaths and injuries. However, policy issues, advocacy groups, leadership priorities, the community awareness level and other factors may also influence resource allocation.

4. Limited resources require the selection of certain projects which will save the most lives and prevent the most injuries. The analysis of crash data will identify high crash locations where the placement of grant resources will have the most potential for achieving a positive impact. Targeting resources to problems in specific locations with overrepresented crash characteristics is essential for making the best use of limited resources.

Alaska Traffic Records Coordinating Committee (ATRCC)

The Alaska Traffic Records Coordinating Committee reviews and monitors all traffic record related projects, including projects supported with section 402 and 408 funds. The ATRCC meets once a month.

Vision

With guidelines from NHTSA and eligible federal funding, the Alaska Traffic Records Coordinating Committee was created to bring people together who are interested in reducing traffic injuries and deaths by improving the timeliness, accuracy and consistency of traffic crash data.

Alaska Traffic Records Coordinating Committee Roster

Voting Members:

Captain Hans Brinke, Chair
SOA, Alaska State Troopers, DPS
Address: 5700 E. Tudor Road
Anchorage, AK 99507
Phone: 907-269-5682
Fax: (907) 337-2059
E-Mail: hans.brinke@alaska.gov

Kim Carpenter, Vice Chair
Municipality of Anchorage
Address: 4700 Elmore Rd
Anchorage, AK 99507-1554
Phone: (907) 343-8421
Fax: (907) 343-8488
E-Mail: carpenterKA@muni.org

Ulf Petersen
SOA, MSCVE, DOT&PF
Address: 11900 Industry Way
Building N
Anchorage, AK 99515-3512
Phone: (907) 365-1212
Fax: (907) 365-1220
E-Mail: ulf.petersen@alaska.gov

Cindy Cashen
SOA, Alaska Highway Safety Office, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-4374
Fax: (907) 465-4030
E-Mail: cindy.cashen@alaska.gov

Ron Martindale
SOA, Central Region Traffic and Safety, DOT&PF
Address: P.O. Box 196900
Anchorage, AK 99519-6900
Phone: (907) 269-0643
Fax: (907) 269-0654
E-Mail: ron.martindale@alaska.gov

Kerry Hennings
SOA, Division of Motor Vehicles, DOA
Address: 1300 W. Benson Blvd., Suite 100
Anchorage, AK 99507
Phone: (907) 269-3770
Fax: (907) 269-3774
E-Mail: kerry.hennings@alaska.gov

Helen Sharratt
SOA, AK Court System
Address: 820 W. 4th Ave.
Anchorage, AK 99501
Phone: (907) 264-0853
Fax: (907) 264-8285
E-Mail:
hsharratt@courts.state.ak.us

Betty Buchan Monsour, PhD, DFTCB
Dept. of Health Sciences, University of Alaska Anchorage
Address: 3211 Providence Dr., DPL 405
Anchorage, AK 99508-4614
Phone: (907) 786-6574
Fax: (907) 786-6572
E-Mail:
Betty.Monsour@uaa.alaska.edu

Sgt. Justin Doll
Anchorage Police Department
Address: 4501 Elmore Road
Anchorage, AK 99507-1599
Phone: (907) 786-2439
Dispatch: (907) 786-8900
E-Mail: jdoll@ci.anchorage.ak.us

Chief John Lucking
Soldotna Police Department
Address: 44510 Sterling Highway
Soldotna, AK 99669
Phone: (907) 262-4455
Fax: (907) 262-4421
E-Mail: jlucking@ci.soldotna.ak.us

Marcia Howell
Alaska Injury Prevention Center
Address: 3701 East Tudor Rd., Suite 105
Anchorage, AK 99507
Phone: (907) 929-3939
Fax: (907) 929-3940
E-Mail:
Marcia_howell@hotmail.com

Tony Piper
SOA, ASAP, H&SS
Address: PO Box 240249
Anchorage, AK 99524-0249
Phone: (907) 269-3781
Fax: (907) 269-3781
E-Mail: tony.piper@alaska.gov

David Brower
SOA, Dept. of Law
Address: PO Box 110300
Juneau, AK 99811-0300
Phone: (907) 465-2727
Fax: (907) 465-4043
E-Mail: david.brower@alaska.gov

Jack Stickel
SOA, Highway Data, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-6998
Fax: (907) 465-6984
E-Mail: jack.stickel@alaska.gov

Julie Rabeau
SOA, H&SS
Address: 3601 C St., Ste. 424
Anchorage, AK 99503
Phone: (907) 334-2175
Fax: (907) 269-0036
E-Mail: julie.rabeau@alaska.gov

Alaska Traffic Records Coordinating Committee Roster

Federal Representation (Non-Voting Members):

Shirley Wise, Alaska Contact
Deputy Regional Administrator
National Highway Traffic Safety Administration
Address: 3140 Jackson Federal Building
915 Second Avenue
Seattle WA 98174
Phone: (206) 220-7644
Fax: (907) 220-7651
Email: Shirley.Wise@dot.gov

Al Fletcher
Federal Highway Administration
US Dept of Transportation
Address: P.O. Box 21648
Juneau, AK 99802
Phone: (907) 586-7245
Fax: (907) 586-7420
E-Mail: Al.Fletcher@fhwa.dot.gov

Greg T Fredericksen - Regional Program Manager
National Highway Traffic Safety Administration
Pacific Northwest - Region 10
Address: 915 Second Avenue, Suite 3140
Seattle, Washington 98174
Phone: (206) 220-7643
Fax: (206) 220-7651
Email: greg.fredericksen@dot.gov

Primary Contact (for general questions or comments):

Joanna S. Reed, Recording Secretary
SOA, Alaska Highway Safety Office, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-8532
Fax: (907) 465-4030
E-Mail: joanna.reed@alaska.gov

Alaska TraCS Steering Committee

The Alaska TraCS Steering Committee meets once a month to review and monitor TraCS projects.

Vision & Mission

- **Vision**: To deploy TraCS software across Alaska and provide use and support to all Law Enforcement agencies.
- **Mission** The mission of the Steering Committee is to provide leadership oversight to TraCS projects in Alaska by providing a forum for state and local government personnel to address challenges, promote information sharing and cooperation, and make recommendations to State leadership on TraCS matters.
- **Goal:** Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of electronic citation and vehicle crash data.

Alaska TraCS Steering Committee Roster

Voting Members:

Cindy Cashen, Chair
SOA, Alaska Highway Safety Office, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-4374
Fax: (907) 465-4030
E-Mail: cindy.cashen@alaska.gov

Lt. Kat Peterson, Vice Chair
SOA, Alaska State Troopers, DPS
Address: 5700 E. Tudor Road
Anchorage, AK 99507
Phone: (907) 269-4532
Fax: (907) 269-5033
E-Mail: kat.peterson@alaska.gov

Jonathan O'Quinn
SOA, Division of Motor Vehicles, DOA
Address: 3300 B Fairbanks St.
Anchorage, AK 99503
Phone: (907) 269-5559
Fax: (907) 269-6084
E-Mail: jonathan.oquinn@alaska.gov

Ulf Petersen
SOA, MSCVE, DOT&PF
Address: 11900 Industry Way
Building N
Anchorage, AK 99515-3512
Phone: (907) 365-1212
Fax: (907) 365-1220
E-Mail: ulf.petersen@alaska.gov

Angella Long
SOA, DPS, AACOP Representative
Address: 5700 E. Tudor Road
Anchorage, AK 99507
Phone: (907) 269-6055
Fax: (907) 269-4543
E-Mail: Angella.long@alaska.gov

Jack Stickel
SOA, Highway Data, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-6998
Fax: (907) 465-6984
E-Mail: jack.stickel@alaska.gov

Lance Ahern
SOA, Information Services, DPS
Address: 5700 E. Tudor Road
Anchorage, AK 99507
Phone: (907) 269-5701
Fax: (907) 269-5617
E-Mail: lance.ahern@alaska.gov

Sgt. Justin Doll
Anchorage Police Department
Address: 4501 Elmore Road
Anchorage, AK 99507-1599
Phone: (907) 786-2439
Dispatch: (907) 786-8900
E-Mail: jdoll@ci.anchorage.ak.us

Katie Breci
Alaska Railroad Corporation, Police
Address: 320 W. First Ave.
Anchorage, AK 99501
Phone: (907) 265-2530
Fax: (907) 265-2555
E-Mail: brecik@akrr.com

Helen Sharratt
SOA, AK Court System
Address: 820 W. 4th Ave.
Anchorage, AK 99501
Phone: (907) 264-0853
Fax: (907) 264-8285
E-Mail: hsharratt@courts.state.ak.us

Chief John Lucking
Soldotna Police Department
Address: 44510 Sterling Highway
Soldotna, AK 99669
Phone: (907) 262-4455
Fax: (907) 262-4421
E-Mail: jlucking@ci.soldotna.ak.us

Don Brand
SOA, Corrections
Address: PO Box 112000
Juneau, AK 99811-2000
Phone: (907) 465-1855
Fax: (907) 465-2006
E-Mail: donald.brand@alaska.gov

Primary Contact (for general questions or comments):

Joanna S. Reed, Recording Secretary
SOA, Alaska Highway Safety Office, DOT&PF
Address: P.O. Box 112500
Juneau, AK 99811-2500
Phone: (907) 465-8532
Fax: (907) 465-4030
E-Mail: joanna.reed@alaska.gov

ALASKA MOTORCYCLE SAFETY ADVISORY COMMITTEE (AMSAC)

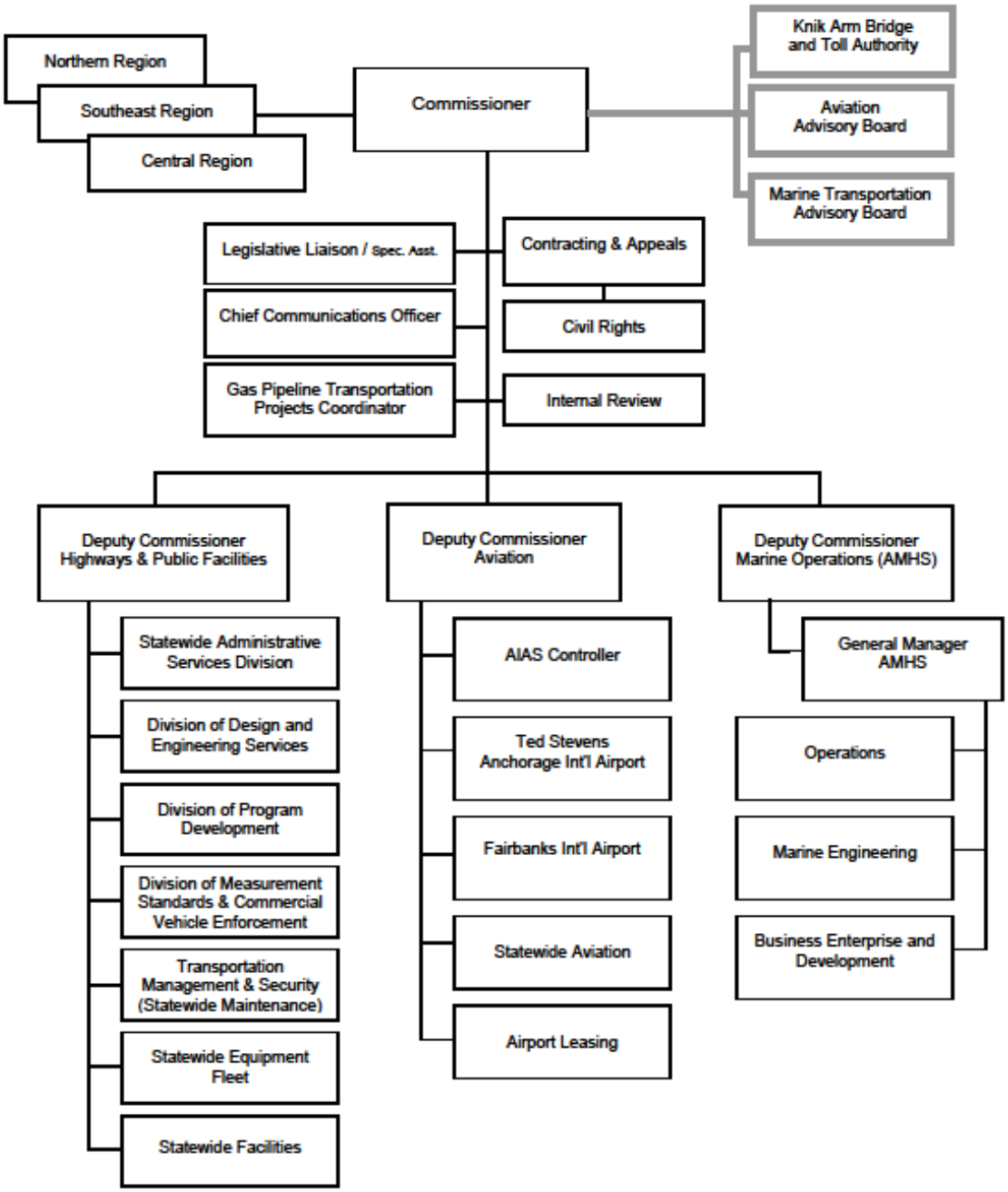
The purpose of the Alaska Motorcycle Safety Advisory Committee(AMSAC) is to recognize and engage the expertise which exists within the state that includes individuals knowledgeable and experienced in the issues of motorcycle safety and roadway operations in order to advise the Governor and the Governor's Highway Safety Representative concerning rider education & training, impaired motorcycle driver enforcement, motorist awareness of motorcycles , road hazards unique to motorcycles, and other matters relating to motorcycle safety. Traditionally motorcyclists are generous with their time and resources in raising hundreds of thousands of dollars each year for charities in communities across Alaska. As the state grapples with the transportation challenges of the next decade, motorcyclists need to have a voice in that debate.

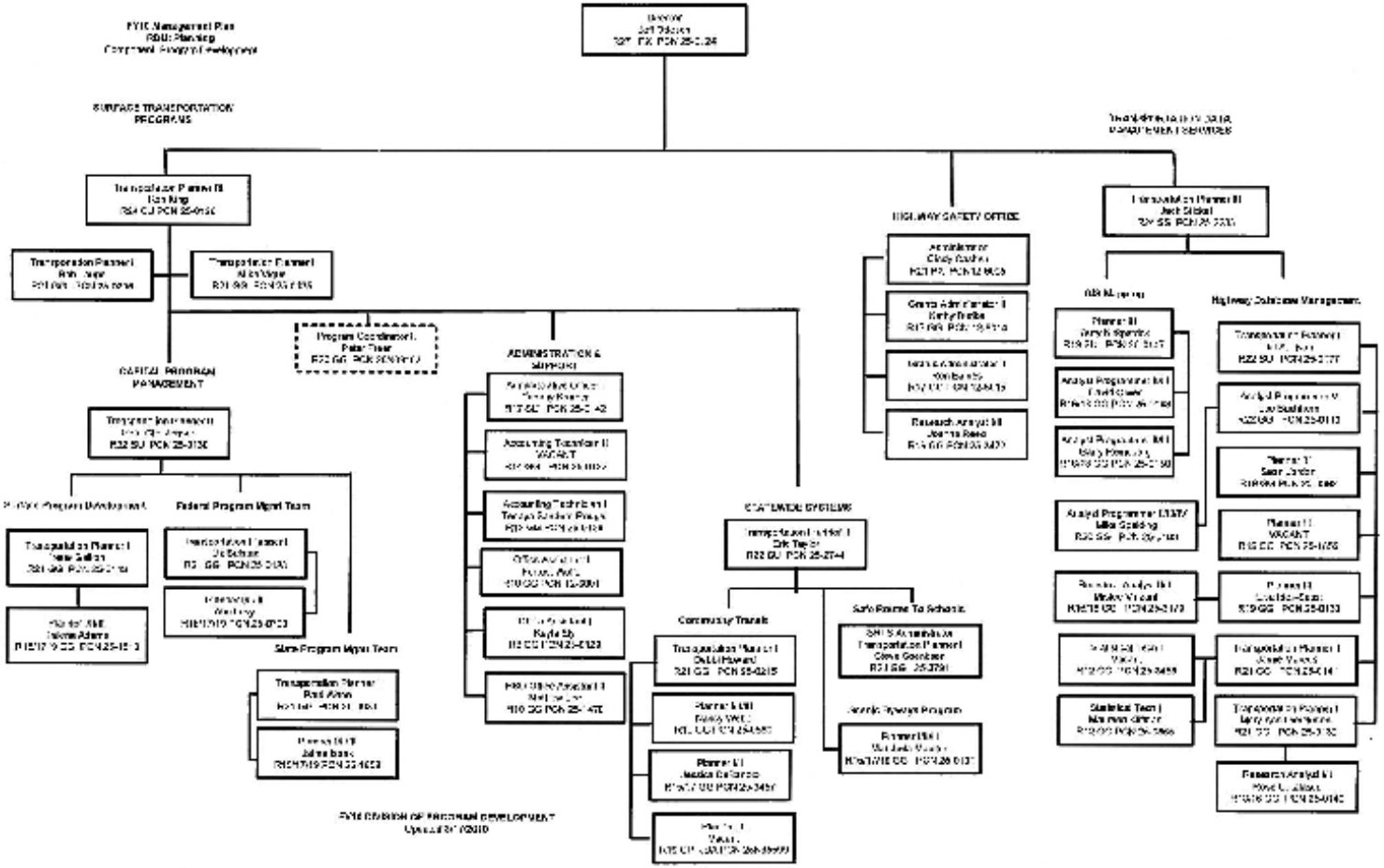
AMSAC reviews and monitors all motorcycle related grant projects, including those supported with 402 and 2010 funds.

Voting members:	**Location**	**Involvement**
McCrummen, Dan, CHAIR	Southeast	MSF Rider Coach; President, Juneau ABATE
Coffey, Dan, CHAIR	South Central	MSF Rider Coach; Legislative Liasion, ABATE of Alaska
Breshears, Craig, MEDIA CHAIR	South Central	MSF Rider Coach; President, ABATE of Alaska
McFail, Boyd	South Central	Motorcycle enthusiast
Mitchell, Chuck	Northern	Motorcycle enthusiast
Rogers, Cris	South Central	Anchorage Racing Lions
Matteson, Barry	South Central	Alaska Motorcycle Dealers Association-The House of Harley
Non-voting state members:	**Location**	**Agency**
Joanne Olsen	Northern	DMV
BHP Captain Hans Brinke	Central	Law Enforcement
Cindy Cashen	Southeast	AK Highway Safety Office

Department of Transportation and Public Facilities

(January 2008)




FY10 Management Plan
RDU: Planning
SURFACE TRANSPORTATION PROGRAMS
Program Coordinator I
Peter Thier
CAPITAL PROGRAM MANAGEMENT
Federal Program Mgmt Team
State Program Mgmt Team
ADMINISTRATION & SUPPORT
STATEWIDE SYSTEMS
Community Transit
Safe Routes To Schools
HIGHWAY SAFETY OFFICE
Highway Outdoor Management
FY10 DIVISION OF PROGRAM DEVELOPMENT

Planning and Administration

Goal

- To administer the State and Community Highway Safety Grant Program and other state and federal funded highway safety programs; to plan for coordinated highway safety activities; to use strategic resources most effectively; and to decrease traffic crashes, deaths and injuries.

Objectives

- Produce required plans and documentation.
- Provide the staff and facility resources to deliver programs that meet the program goals and objectives to reduce crashes, injuries and deaths.
- Collaborate with partners in transportation safety, public safety and injury control programs.

Performance Measures

- Quality and timeliness of annual programs, plans and evaluation reports
- Number of statewide, multidisciplinary transportation safety, public safety and injury control programs in which the SHSO actively participates

PAID ADVERTISING CAMPAIGNS-PUBLIC COMMUNICATIONS

Costs are allowed for the purchase of program advertising space in the mass communication media as part of a comprehensive program designed to address specific highway safety goals identified in our Performance Plan. This includes the purchase of television, radio time, cinema, internet, print media, and billboard space Television public service announcements and advertising created with the aid of Federal funds must contain closed-captioning of the verbal content.

State Communication Plans

- **Conduct Analysis to Identify Priority Market**
  - Conduct statewide research and analysis to determine the marketing mix and media mix to focus limited resources in a cost effective manner to make the greatest statewide gains.
  - Focus on strategically targeted markets in order to stretch limited ad buying dollars and enforcement resources.
  - Each purchase must be firmly supported by Alaska's problem ID.
- **Policy, Program & Communications Approach**
  - Review percentage of state's problem
  - FARS and other traffic & enforcement data
  - Census & population data (both residence and fatality location)
  - Assess enforcement resources availability & willingness
  - Establish/review policies specific to the countermeasure
  - Assess political/community support
  - Review Designated Marketing Area (size, location, media channels & price
  - Price of overall effort (enforcement overtime, ad buy, earned media, etc.)

- **Conduct Mobilizations**
  - May (Click It Or Ticket) & Labor Day (Over the Limit, Under Arrest) continue as the major National mobilizations, in addition to the traditional impaired driving crackdown in December
  - Link State enforcement plans to national buy plan and flights
  - Use national tag to brand program
  - Consider conducting additional well-coordinated supporting mobilizations at strategically selected times of the year in targeted locations that include at a minimum of:
    - 1 week paid advertising flight
    - 1 week of enforcement
    - Earned media
    - Evaluations for each mobilization
    - Refinements for next effort
- **Evaluation**
  - Develop evaluation plan that tracks against your overall program, not just media
  - Consider pre- post DMV surveys for understanding of knowledge and attitude
  - Conduct observation surveys, as appropriate
  - Review citation and adjudication data
  - Monitor press clips
  - Get tracking data on impressions from PR firm
  - Refine plan based on evaluation data

EQUIPMENT VALUED AT OVER $5,000

- 154AL Alaska State Troopers Alaska Bureau of Highway Patrol – Five Patrol vehicles @ $47,500 each which will include emergency equipment, in-car video system, Radar, handheld license scanned and citation printer for a total cost of $237,500

- 154AL Alaska State Troopers Alaska Bureau of Highway Patrol – Five portable radios @ $5,00 each for a total cost of $26,500

- 154AL Alaska State Troopers Alaska Bureau of Highway Patrol – Five in car mounted and portable Panasonic Tough Book computers @ 7,500 each for a total cost of $37,500

- 164AL Alaska State Troopers Alaska Bureau of Highway Patrol - Four 3-D Digital mapping equipment which includes equipment, software, additional environments and usage accessories @ $200,000 each for a total cost of $800,000

- 154AL Southeast Regional Resource Center Driver Training for Southeast Alaska – One driver simulator to teach students driver training in rural communities @ $12,250

- 154AL Southeast Regional Resource Center Driver Training for Southeast Alaska – One trailer and 3500 watt generator to be used as a mobile classroom for students in rural communities @ $10,340

- 154AL Southeast Regional Resource Center Driver Training for Southeast Alaska – One driver training vehicle that will pull the mobile classroom and provide road training for students in rural communities @ $25,000

- 1906 FFY09 Alaska State Troopers Alaska Bureau of Highway Patrol- $181,830 for three digital storage controllers for Mat-Su, Fairbanks and Soldotna and $15,000 towards five Panasonic Tough book computers to Palmer / Wasilla / Glennallen / Talkeetna for total cost of $196,830

- Department of Public Safety Scientific Crime Detection Laboratory – 1210 Evidentiary Breath Test Instruments @ $7,000 each which will include 100 automated power supplies, 12 shipping cases and accessories for a total of $800,000

Photo courtesy of the Alaska State Troopers.

ALCOHOL PROGRAM AREA

Goal: **Reduce the Mileage Death Rate (MDR).**
Reduce the number of serious injury and fatal crashes.
Increase the rate of seat belt and child safety restraint use.

Project Number: PA-2011-11-00-00

Project Title: Planning and Administration

Project Description

Salaries, benefits, travel, services, GHSA, APOA, AACOP, WIP and SMSA annual membership dues, supplies and office equipment will be funded for administrative personnel: AHSO Administrator, Accounting Technician, Grants Administrators, Research Analyst, and Administrative Assistant.

Budget: $220,000 Section 402PA

Project Number: AL-2011-11-01-00

Project Title: Alcohol Programs

Project Description

Support local agencies and organizations with training, equipment and education; which will effectively improve highway safety within their community.

Budget: $10,000 Section 402AL

Project Number: K8PA-2011-11-00-00

Project Title: Planning and Administration

Project Description

Salaries, benefits, travel, Conferences, training, services and supplies and office equipment will be funded for administrative personnel; AHSO Administrator, Accounting Technician, Grant Administrators, Research Analyst and Administrative Assistant.

Budget: $165,000 Section 410

Project Number: K8-2011-11-01-01

Project Title: Alaska Court System

Project Description

The Therapeutic Courts administered by the Alaska Court System (ACS) are designed to reduce the recidivism rate of DUI and target repeat offender who are addicted to alcohol. Alaska's Therapeutic Courts current operate in Anchorage, Bethel, Fairbanks, Juneau and Ketchikan. Repeat offenders addicted to alcohol benefit from a combination of incentives, sanctions, treatment and long term monitoring. The programs focus on people charges with multiple DUI offenses and the most dangerous DUI offenders. Under the Court model, a designated judge(s) works closely with a team consisting of prosecutors, public defenders, defense lawyers, case coordination, probation officers and treatment providers.

Budget: $1,300,000 Section 410

Project Number: K8-2011-11-01-02

Project Title: Municipality of Anchorage – Traffic Safety Resource Prosecutor

Project Description

To provide support to enhance the capability of the Anchorage municipality and other local prosecutors to prosecute impaired-related traffic safety violations.

Budget: $105,737 Section 410

Project Number: K8-11-01-03

Project Title: Dept. of Public Safety- Scientific Crime Detection Lab-Toxicology Services

Project Description

This proposal will provide continued contractual forensic toxicology services between the Alaska Scientific Crime Detection Laboratory (ASCDL) and the Toxicology Laboratory Division of the Washington State Forensic laboratory Services Bureau. Expert witness testimony in criminal prosecution, as requested, is also included in this proposal. The Alaska Scientific Crime Detection Laboratory does not currently offer forensic drug toxicology services. The State of Alaska does not have a laboratory providing forensic drug toxicology services for criminal prosecution at this time. Without this service, prosecution for drug and alcohol facilitated traffic offenders in Alaska would not be possible.

The Scientific Crime Detection Laboratory is responsible for the BAC and toxicology testing in motor vehicle crashes for all Law Enforcement Agencies, statewide. The Medical Examiner's Office is responsible for the BAC and toxicology for all fatalities. Through an agreement between the Crime Lab and the MEO, samples from both the surviving and fatal participants are sent to the Washington State Lab for testing. This testing is funded through this grant from the Alaska Highway Safety Office. The Crime Lab is under the Dept. of Public Safety and the Medical Examiner's Office is under the Dept. of Health and Social Services.

Budget: $170,300 Section 410

Project Number: K8-2011-11-01-04

Project Title: Law Enforcement Liaisons

Project Description

To increase and stimulate the planning and development of aggressive, highly visible State and local enforcement efforts particularly during the National "Click It or Ticket" mobilization and the Impaired Driving Crackdown throughout the State of Alaska.

Budget: $96,638 Section 410

Project Number: K8-11-01-05

Project Title: Dept of Law-Annual District Attorney's Conference training and travel

Project Description

By providing training to prosecutors and law enforcement officers specifically geared to impaired driving issues, the overall effectiveness of line prosecutors and patrol officers will be enhanced, thereby helping to meet the Alaska Highway Safety office's goals, to identify and prosecute impaired drivers.

Budget: $50,000 Section 410 and 154AL

Project Number: 410K8-2011-11-01-00 and 154AL-2011-11-01-00

Project Title: Statewide Services

Project Description

To support local agencies and organizations with training, equipment and education, including public media which will effectively improve the highway safety within their community.

Budget: $300,000 Sections 410 and Section 154AL

Project Number: 154PA-2011-11-00-00

Project Title: Planning and Administration

Project Description

Salaries, benefits, travel, services, supplies and office equipment and highway safety materials will be funded for administrative personnel: AHSO Administrator, Accounting Technician, Grants Administrators, Research Analyst, and Administrative Assistant.

Budget: $710,000 Section 154PA

Project Number: 154AL-2011-11-01-02

Project Title: ASTEP Summit

Project Description

Highway Safety experts and state and local law enforcement agencies for impaired driving related education, recognition and training.

Budget: $25,000 Section 154AL

Project Number: 154AL-11-01-03

Project Title: ASTEP DUI Enforcement

Project Description

To pay for overtime and additional enforcement efforts by statewide and local law enforcement agencies in order for them to participate monthly in increased DUI enforcement efforts. In a coordinated effort to curb the number of injuries and deaths caused by impaired drivers, the local law enforcement agencies will patrol the roadway system throughout the state and along the main corridor. Saturation patrols will be highly visible and keep the focus on enforcing the state's impaired driving laws.

Budget: $900,000 Section 154AL

Project Number: 154AL-2011-11-01-04

Project Title: Bureau of Highway Patrol and DRE Program

Project Description

In 2007, the Department of Transportation and Public Facilities (DOT&PF) along with Federal, State, tribal and local Governments collaborated with private entities and citizens of Alaska to develop the Alaska Strategic highway Safety Plan (ASHSP), which was adopted in September 2007. In response to the creation of the ASHSP, the Alaska State Troopers (AST) recognized the need for improved traffic safety throughout Alaska. AST took bold action by creating and implementing the Alaska Bureau of Highway Patrol (ABHP), a dedicated traffic-law enforcement bureau made up of local officers and state troopers, through MOA's, who are committed to improving safety for everyone on Alaska's roads through proactive leadership, sustained-high visibility enforcement and education. Working with collaborating agencies, ABHP developed and implemented enforcement, educational, and technological efforts, striving to reduce the rate of fatalities and major injuries by one-third over the next ten years. This grant will increase the number from 20 to 25 ARIDE/DRE certified patrol officers.

This is the third year of a five-year project with the future funding plan for state funds.

BHP contains the Drug Recognition Expertise (DRE) program for both state and local law enforcement agencies:

- Reconnect with the DRE shareholders within communities and agencies.
- Reestablish the Informal leadership group within the DRE Program as already indentified under the DRE Website
- Establish a quarterly teleconference with the DRE leadership group and work towards a formalized advisory board or working group
- Provide up to five ARIDE courses across the state
- Ensure all BHP members have received ARIDE training by Oct. 2010.
- Provide two DITEP trainings

Budget: $4,817,616 Section 154AL

Project Number: 154PM-2011-11-02-01

Project Title: Bureau of Highway Patrol-Creative Media Specialist and DUI Media

Project Description

This grant is for two items, a media campaign and partial funding of a Creative Media Specialist. The media campaign will address impaired driving issues. This grant will fund sixty-five percent of a Creative Media Specialist position. The Creative Media Specialist will work on the creation of advertisements addressing impaired driving and procuring air time for those advertisements. The Media campaigns is from October 2009 and through September 2011. These campaigns will include a strong enforcement message of "Drunk Driving, Over the Limit, Under Arrest" or other national or state campaign slogans.

Budget: $695,000 Section 154PM

Project Number : 154AL-2011-11-01-05

Project Title: Department of Law – Traffic Safety Resource Prosecutor

Project Description

To provide support to enhance the capability of the States' prosecutors to prosecute impaired-related traffic safety violations.

Budget: $200,059 Section 154AL

Project Number: 154AL-2011-11-01-06

Project Title: Dept. of Public Safety- Scientific Crime Detection Lab-Evidentiary Breath Alcohol Instruments

Project Description

Evidentiary Breath Test Instruments, automated power supplies, instrument cases and accessories for the instruments which include cables, modem lines, barcode readers and signature pads to replace the Data Master cdm instruments currently in use in the State of Alaska. The average cost is $7000 per instrument.

Budget: $800,000 Section 154AL

Project Number: 154AL-2011-11-01-07

Project Title: Alaska School Activities Association-Play for Keeps

Project Description

The Alaska School Activities Association (ASAA) proposes to influence the norms and values of underage students around the use of controlled substances, alcohol and tobacco by implementation of a no tolerance policy for students that participate in athletics and activities. The policy will be implemented with educational sessions for both students and parents. Access will be available statewide through the use of technology resources. In addition, ASAA proposes to reinforce the good choices student participants are making by recognizing their efforts annually including the students in the design of the educational vignettes as part of the educational components.

Budget: $49,950 Section 154AL

Project Number: 154AL-2011-11-01-08

Project Title: Market Wise –Statewide Highway Safety Media Campaign

Project Description

This project addresses the media plans contained within the 2007 AK Strategic Highway Safety Plan for impaired driving media ads on radio, and expands to include bus signs.

Budget: $290,698 Section 154AL

Project Number: 154AL-2011-11-01-09

Project Title: Forget Me Not Mission

Project Description

Forget Me Not Foundation will conduct two "Hawaii Trivia" events in Anchorage and Fairbanks Nights to increase public awareness and educate DUI issues to the public.

Budget: $9,600 Section 154AL

Project Number: 154AL-2011-11-01-10

Project Title: Anchorage Hospitality Foundation- "Off the Road" Safe Ride home

Project Description

Off the Road program is administered through the Anchorage Hospitality Foundation as a crime prevention program with assistance from the Alaska Highway Safety Office, corporate and private contributions, the Anchorage Police Department, the taxicab industry and the hospitality industry. Off the Road is one part of a three-pronged approach to DUI prevention, the other two are education and enforcement. The fundamental philosophy is that there should be a partnership between law enforcement and the community to encourage residents and tourists to make correct choices.

Off the Road began in 2005, is an extension of that philosophy and espouses the credo of providing a better choice. The program is intended to be so simple to use that even a person whose judgment is impaired by alcohol will make the right choice – to take a *free* ride home instead of making the wrong decision to drive. Reimbursement is provided for the impaired person and not his vehicle, which is funded by the Foundation. This is the final year for federally funding this program, after which state and or local funds are expected to support its continuation.

Budget: 34,500 Section 154AL

Project Number: 154AL-2011-11-01-11

Project Title: Upper Tanana Wellness Court Committee

Project Description

To provide for the coordination and travel of the Upper Tanana Restorative Justice Committee members to address youth drinking and drunk driving in the Upper Tanana area of the state. This plan addresses recommendations within Alaska's 2008 Impaired Driving Program Assessment report.

Budget: 50,000 Section 154AL

Project Number: 154AL-2011-11-01-12

Project Title: Alaska Injury Prevention Center-Safe Communities

Project Description

In the Safe Communities Project, AIPC will address underage drinking and impaired driving with youth-created powerful multi-media messages, conducted in conjunction with multiple community partners. Evidence-based best practices will be implemented and stringent evaluative components will be created and utilized.

Budget: $98,200 Section 154AL

Project Number: 154PM-2011-02-02

Project Title: Alaska Injury Prevention Center-Safe Communities MEDIA project

Project Description

AIPC will create media and purchase ad time to prevent teen impaired driving for both television and radio on a statewide level. This project compliments AIPC's statewide media campaign contract and the Safe Communities grant.

Budget: $95,517 Section 154PM

Project Number: 154PM-2011-11-02-03

Project Title: Alaska Injury Prevention Center-Statewide Highway Safety Media Campaign

Project Description

AIPC will continue its third year contract to implement the 2007 Alaska Strategic Highway Safety Plan television media messages with television ads that contain an impaired driving prevention message.

Budget: $88,780 Section 154PM

Project Number: 154AL-2011-11-01-13

Project Title: Southeast Regional Resource Center-Driver Training for Southeast Alaska

Project Description

A driver simulator, a classroom trailer and a driver training vehicle will support a "zero tolerance" program for S.E. students, including those in rural areas.

Budget: $47,500 Section 154AL

Alcohol: Budget Summary

Project Title	Budget	Budget Source
Planning and Administration	$220,000	Section 402
Alcohol Programs	$10,000	Section 402
Planning and Administration	$165,000	Section 410
Alaska Court System	$1,300,000	Section 410
Municipality of Anchorage – Traffic Safety Resource Prosecutor	$105,737	Section 410
Dept. of Public Safety- Scientific Crime Detection Lab-Toxicology Services	$170,300	Section 410
Law Enforcement Liaisons	$96,638	Section 410
Dept of Law-Annual District Attorney's Conference training and travel	$25,000	Section 410
Dept of Law-Annual District Attorney's Conference training and travel	$25,000	Section 154
Statewide Services	$150,000	Section 410
Statewide Services	$150,000	Section 154
Planning and Administration	$710,000	Section 154
ASTEP Summit	$25,000	Section 154
ASTEP DUI Enforcement	$900,000	Section 154
Bureau of Highway Patrol/DRE	$4,817,616	Section 154
Bureau of Highway Patrol-Creative Media Specialist and DUI Media	$695,000	Section 154PM
Department of Law – Traffic Safety Resource Prosecutor	$200,059	Section 154AL
Dept. of Public Safety- Scientific Crime Detection Lab-Evidentiary Breath Alcohol Instruments	$800,000	Section 154
Alaska School Activities Association-Play for Keeps	$49,950	Section 154

Market Wise –Statewide Highway Safety Media Campaign	$290,698	Section 154
Forget Me Not Mission	$9,600	Section 154
Anchorage Hospitality Foundation- "Off the Road" Safe Ride home	$34,500	Section 154
Upper Tanana Wellness Court Committee	$50,000	Section 154
Alaska Injury Prevention Center-Safe Communities	$98,200	Section 154
Alaska Injury Prevention Center-Safe Communities MEDIA project	$95,517	Section 154
Alaska Injury Prevention Center-Statewide Highway Safety Media Campaign	$88,780	Section 154
Southeast Regional Resource Center-Driver Training for Southeast Alaska	$47,500	Section 154
402 Total	$230,000	
Total All funds	$11,325,395	

OCCUPANT PROTECTION PROGRAM AREA

Goal: **Reduce the Mileage Death Rate (MDR).**
Reduce the number of serious injury and fatal crashes.
Increase the rate of seat belt and child safety restraint use.

Project Number: OP-2011-11-04-01

Project Title: **ASTEP Summit**

Project Description

Outside Highway Safety experts and state and local law enforcement agencies for occupant protection related education, recognition and training.

Budget: **10,000** **Section 402OP**

Project Number: PT-2011-11-06-01

Project Title: **ASTEP Seat Belt CIOT Enforcement**

Project Description

To support Alaska's Strategic Traffic Enforcement Partnership enforcement of seat belt laws. Similar to the Statewide "Over the Limit. Under Arrest" and "Drink. Drive. Go To Jail." impaired driving program, the seatbelt mobilizations will require coordination of overtime enforcement activities by the Alaska State Troopers and local police department including Anchorage, Wasilla, Palmer, Fairbanks, North Pole, Dillingham, Juneau, Kenai, Homer, Houston, Soldotna, Seward, Kodiak, UA Fairbanks, Unalaska and Sitka. Departments willing to commit patrol and reporting time to this effort will receive the necessary funding. During the year and in addition to the mobilizations, high visibility sustained overtime enforcement will occur monthly in various communities throughout the state with additional overtime enforcement during traditional high periods to include all major holidays.

Budget: **$400,000** **Section 402PT**

Project Number: PM-2011-11-25-01

Project Title: Alaska State Troopers-ABHP Visual and CIOT Media

Project Description

This project includes two items, a media campaign and partial funding of a Visual Information specialist. The Media campaign will address seatbelt issues. This grant will fund thirty-five percent of a Visual Information Specialist (VIS) position. The VIS will work on the creation of advertisements addressing seatbelt use and procuring air time for those advertisements.

Budget: $301,896 Section 402PM

Project Number: OP-2011-11-04-02

Project Title: Volunteers in Policing-VIP Highway Safety and Education Program

Project Description

VIP will continue to expand existing programs including DUI Awareness, CPS Fitting Station, Infant Car Seat Giveaways and Community Patrols. In addition, volunteers will be recruited and trained and new equipment will be purchased. Community education classes and patrol hours will be increased. Expansion of the Speed Trailer services and Bicycle/Pedestrian Safety Program is planned. This will be accomplished through bike rodeos, helmet giveaways and reflective tape sew-on events.

Budget: $118,557 Section 402OP

Project Number: PM-2011-11-25-02

Project Title: Alaska Injury Prevention Center-Safe Community Media Project

Project Description

The Alaska Injury Prevention Center will create media and purchase ad time to promote child passenger safety and seat belt use for both television and radio statewide. The agency will also produce ads and purchase air time for radio spots covering a variety of highway safety issues, including headlight use, bike and pedestrian safety, teen driving including cell phone use and others as needed. AIPC will also evaluate the effectiveness of the media campaigns. This application complements Alaska Injury Prevention Center's statewide media campaign contract and Safe Communities Grant Application for fiscal year 2011.

Budget: 413,883 Section 402PM

Project Number: OP-2011-11-04-03

Project Title: SEARHC-S.E. Alaska Passenger Safety Program

Project Description

Southeast Regional Health Consortium (SEARHC) will replace their Kids on The Move with the S.E. Alaska Passenger Safety Program to improve passenger safety through education, marketing, technician training, technical assistance, car seat distribution and evaluation in communities served by SEARHC. This program will establish an advisory group comprised of key partners such as the Juneau Police Dept., the State of Alaska and other groups to improve seat belt and car seat use. Funds will be used for a half-time staff to coordinate and implement program activities, the purchase of child passenger safety devices, educational equipment, provide training and services.

The distribution program will target low income familiar and will adhere to standards established by NHTSA. Funds contributed will be used to purchase more car seats.

Budget: $59,039 Section 402OP

Project Number: OP-2011-11-04-04

Project Title: DHSS-Prevent Child Motor Vehicle Related Injuries

Project Description

This project will provide an administrative and instructional system to assist Child Passenger Safety (CPD) trainings and inspection programs statewide that meet or exceed National Highway Traffic Safety Administration standards. The program will maintain and support statewide coordination of injury prevention activities and support the CPS Coalition, including providing educational materials to continue implementation of the booster seat legislation passed in 2009. This project supports a statewide network of certified child passenger safety technicians. It ensures that they are trained, updated and supported so that caregivers/parents have access to current and correct information and resources to assist with installation of child restraints.

A limited number of child safety seats and booster seats will be provided for training purposes and to provide seats to underserved communities without normal access to child seats. An administrative and instructional system for pedestrian and bicycle safety programs will also be provided. A limited number of bicycle safety helmets and reflector materials are made available for training purposes and for underserved communities.

Budget: $104,000 Section 402OP

Project Number: OP-2011-11-04-05

Project Title: Alaska Injury Prevention Center-NOPUS

Project Description

AIPC will design, conduct and analyze results from the annual National Occupent Protection Use Survey in complience with NHTSA's scientific and statistical standards.

Budget: $37,832 Section 402OP

Project Number: K2-2011-11-00-00

Project Title: Statewide Services

Project Description

Salaries, benefits, travel, Conferences, training, services and supplies and office equipment will be funded for administrative personnel; AHSO Administrator, Accounting Technician, Grant Administrators, Research Analyst and Administrative Assistant.

Budget: $10,000 Section 405OP

Project Number: K2-2011-11-00-01

Project Title: Fairbanks Memorial Hospital-The Fairbanks Safe Rider Program

Project Description

The Fairbanks Safe Rider Program is a Child Passenger Safety (CPS) program that serves Interior Alaska. The program is supported by the Fairbanks Safe Kids Coalition and Fairbanks memorial Hospital. It partners with several community agencies and incorporates community volunteers. The focus is on providing CPS/seatbelt education to families and caregivers in the Fairbanks North Star Borough and surrounding highway accessible communities (Delta Junction, Healy and Valdez), This is accomplished through car seat check-up events, school program participation, health fairs and combined enforcement and education activities with law enforcement partners. Specific outreach will address low-income families both for availability of child restraints and on seatbelt and CPS education.

Budget: $72,609 Section 405OP

Project Number: K2-2011-11-00-02

Project Title: **Safe Kids Alaska State Coalition-Safe Kids Alaska "Buckle Up" CPR Program**

Project Description

Providence Health & Services Alaska will expand the Safe Kids Alaska services and indentify and meet the growing needs of communities across the state by collaborating with partner agencies to serve at-risk and socio-economically disadvantaged children. The first two years of Safe kids Alaska data collection (2008-09) revealed high rates of non-compliance and car seat misuse within these populations. Additional training opportunities and the certification of new technicians will help to correct this situation and support the program's ability to deliver high-quality services.

Budget: **$54,973** **Section 405OP**

Project Number: K3-2011-11-00-00

Project Title: **Central Peninsula Hospital-Safe Kids Kenai Peninsula Child Passenger Safety**

Project Description

CPH will assist in supporting the Child Passenger Safety (CPS) program for the entire Kenai Peninsula. This program provides certified child passenger safety training to agencies and volunteers in order to educate parents, caregivers and youth about how to safely transport children in motor vehicles. As the coordinating agency, CPH will schedule community car seat check-up events, provide a permanent inspection site, maintain documentation and collect data, distribute child safety restraints and serve as the community resource for CPS. Continue to support and provide car seats to the new CPS program in the south peninsula.

Budget: **$43,100** **Section 2011**

Project Number: K3PM-2011-11-02-01

Project Title: **Central Peninsula Hospital-Safe Kids Kenai Peninsula Child Passenger Safety MEDIA**

Project Description

CPH will educate the public about Child Passenger Safety through media and provide contact information to referral agencies to assist them by checking to make sure their children are in the proper car restraint systems.

Budget: **$8,000** **Section 2011**

Project Number: K3-2011-11-01-02

Project Title: **Mat-Su Service for Children & Adults-Mat-Su Child Passenger Safety Program**

Project Description

MSSCA will continue the Child Passenger Safety Program to offer community car seat checks as well as seat checks by appointment to educate caregivers in the Mat-Su community to improve the safety of children traveling in motor vehicles. An agreement with Mat-Su Regional Hospital was signed where hands-on training and car seat information are to be provided to parents at their birthing center. This expands the number of families that receive CPS information in the Mat-Su community. This service will continue in FY10. MSSCA will continue to provide training and mentoring for CPS technicians.

Budget: $30,230 Section 2011

Photo courtesy of Gordon Glaser.

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
	ASTEP Summit	$10,000	Section402
	ASTEP Seat Belt CIOT Enforcement	$400,000	Section 402
	Alaska State Troopers-ABHP Visual & CIOT Media	$301,896	Section 402
	Volunteers in Policing-VIP Highway Safety & Education Program	$118,557	Section 402
	Alaska Injury Prevention Center-Safe Community Media Project	$413,883	Section 402
	SEARHC-S.E. Alaska Passenger Safety Program	$59,039	Section 402
	DHSS-Prevent Child Motor Vehicle Related Injuries	$104,000	Section 402
	Alaska Injury Prevention Center-NOPUS	$37,832	Section 402
	Statewide Services	$10,000	Section 405
	Fairbanks Memorial Hospital-The Fairbanks Safe Rider Program	$72,609	Section 405
	Safe Kids Alaska State Coalition-Safe Kids Alaska "Buckle Up" CPR Program	$54,973	Section 405
	Central Peninsula Hospital-Safe Kids Kenai Peninsula Child Passenger Safety	$43,100	Section 2011
	Central Peninsula Hospital-Safe Kids Kenai Peninsula Child Passenger Safety MEDIA	$8,000	Section 2011
	Mat-Su Service for Children & Adults-Mat-Su Child Passenger Safety Program	$30,230	Section 2011
402 Total		$1,445,207	
Total All funds		$1,664,119	

PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA

Goal: **Reduce the Mileage Death Rate (MDR).**
Reduce the number of fatalities and serious injuries.
Increase the rate of seat belt and child safety restraint use.

Project Number: PS-2011-11-05-00

Project Title: **Pedestrian & Bicycle Mini Grants**

Project Description

To support bicycle and pedestrian projects during bicycle safety rodeos, school presentations and similar events. To support the education of pedestrian safety, and conduct public information campaigns about pedestrian and bicyclist responsibilities in traffic and use of bicycle helmets.

Budget: **$2,000** **Section 402PS**

Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-10-05-00	Pedestrian & Bike Mini Grants	$2,000	Section 402
402 Total		$2,000	
Total All funds		$2,000	

POLICE TRAFFIC SERVICES PROGRAM AREA

Goal: **Reduce the Mileage Death Rate (MDR).**
Reduce the number of fatalities and serious injuries.
Increase the rate of seat belt and child safety restraint use.

Project Number: 154AL-2011-11-01-14

Project Title: Fairbanks PD- DUI/Traffic Enforcement Unit

Project Description

This is the fifth funding year for a 4-man DUI/Traffic Enforcement Team. The goals and ten objectives are to prevent traffic fatalities and injuries by enforcing highway safety laws and going on DRE call outs. The educational component will include presentations to organizations throughout the Fairbanks area as well as the Community at large through traffic related messages displayed via a LED sign purchased in 2008 using AHSO funding. Future funding plan: "The success of the program resulted with the additional FFY10 funding of two more dedicated DUI/Traffic officers with the intent of the enforcement team to continue through funding by the city of Fairbanks following the termination of this FFY11 grant period. "

Budget: $289,200 Section 154AL

Project Number: 154AL-2011-11-01-15

Project Title: City of North Pole PD-DUI/Traffic Enforcement Officer

Project Description

The North Pole Police Department will fund one full time patrol officer for DUI / Traffic enforcement. The officer assigned to the DUI / Traffic unit will work hours that are structured to fit the needs of the department and community:

- Intensive traffic enforcement that focuses on impaired drivers, speeding, occupant protection, teen drivers, and reckless and aggressive drivers.
- All hours will be re-worked to take part in national campaigns to include but not limited to: "Over The Limit, Under Arrest" and 'Click It or Ticket."
- Identify neighborhoods, school zones and business districts that have traffic safety problems and target then with enforcement efforts.
- Present traffic safety programs and driver training tips to teen drivers and civic organizations that need our assistance.
- Rigorous enforcement of impaired drivers to include known drug areas.
- Compliance with the use of seatbelts by drivers and passengers.
- Almost all weekends will be worked by the traffic unit for DUI enforcement. Exceptions made for Holiday variations.

Budget: $156,929 Section 154AL

Project Number: 154AL-2011-11-01-16

Project Title: Soldotna PD – Stealth Encounters

Project Description

The project aims to implement a comprehensive highway safety impaired driving marketing campaign around the Sterling Safety Corridor, which has the highest number of impaired-driving related traffic fatalities. The campaign will utilize local radio and print media and develop a web-supported database for assessment purposes.

Budget: $85,571 Section 154AL

Project Number: PT-2011-11-06-02

Project Title: Anchorage PD - LIDAR & Moving Radar Speed Enforcement Program

Project Description

This project will purchase Lidar equipment, conduct additional certification training if necessary, conduct speed enforcement with equipment and report the speed citation statistics compared to previous years.

Anchorage continues to face the challenge of dealing with aggressive speeding drivers. With the largest force of uniformed patrol officers in the state patrolling the city's streets, there is a distinct lack of speed measurement equipment available for use. Recently, nearly all of the department's moving radar units were retired due to obsolescence. Currently the police administration is strongly encouraging patrol officers to actively enforce traffic laws to curb hazardous driving behavior. Although the department maintains a stock of handheld stationary radars, the dense traffic of the city and the layout of many streets necessitate the use of LIDAR and moving radar. This grant will provide the equipment necessary for the officers of the Patrol Division, and compare the results to previous years.

Budget: $50,000 Section 402PT

Police Traffic Services Program Area: Budget Summary

Project Title	Budget	Budget Source
Fairbanks PD- DUI/Traffic Enforcement Unit	$289,200	Section 154
City of North Pole PD-DUI/Traffic Enforcement Officer	$156,929	Section 154
Soldotna PD – Stealth Encounters	$85,571	Section 154
Anchorage PD – LIDAR & Moving Radar Speed Enforcement Program	$50,000	Section 402
402 Total	$50,000	
Total All funds	$581,700	

Photo courtesy of the Alaska State Troopers.

TRAFFIC RECORDS PROGRAM AREA

Goal: Reduce the number of days between data collection and data input for all traffic crashes.

Project Number: K9-2011-11-01-00

Project Title: Statewide Services

Project Description

Support local agencies and organizations with training, equipment and education, including public media which will effetely improve the highway safety within their community.

Budget: $50,000 Section 408

Project Number: K9-2011-11-01-01

Project Title: Traffic Records Travel and License Fees

Project Description

Provide travel, contractual services, coordination of events, and traffic license maintenance fees (including the TraCS, Easy Street Draw, and Incident Locator Tool license fees), related to the ATRCC Traffic Records Assessment projects and improvement of statewide traffic record systems.

Budget: $80,000 Section 408

Project Number: K9-2011-11-01-02

Project Title: AHSO- Traffic Records Coordinator Contract

Alaska Traffic Records Coordinator contract to support the development and implementation of a long-term Traffic Records Strategic Plan for Alaska:

- Assist in the coordination of the Alaska Traffic Records Coordinating Committee (Interagency committee).
- Assist in the development of the annual Traffic Records Strategic Plan
- Assist in the development of a long-term Traffic Records Strategic Plan
- Assist other agencies, such as those listed in the 408 grant application and the traffic records assessment, in developing traffic records policy and budget proposals.
- Develop approximately four traffic records grant proposals with the management of the AHSO Administrator and the direction of ATRCC.
- Attend state and national conferences on traffic records and related topics.
- Update the Traffic Safety Resource Guide.

Budget: $150,000 Section 408

Project Number: K9-2011-11-01-03

Project Title: **Alaska Court System-Improve Court Case Management System Traffic Records**

Project Description

The court has been implementing a modern case management system since 2002 and will complete conversion of all courts to the system by October 2010. Records that have been converted from the previous system are based on free text fields for offense codes and descriptions, which are unreliable for reporting purposes. Old converted traffic records must be audited and corrected in order to accurately identify DUI and other traffic offenses.

Budget: **$87,200** **Section 408**

Project Number: K9-2011-11-01-04

Project Title: **Dept of Health and Social Services-Injury Surveillance Report**

Project Description

The project will provide an overview report of deaths and injuries for the years with the most current data and trend over the past decade.

Budget: **$40,036** **Section 408**

Project Number: K9-2011-11-01-05

Project Title: **DHSS- Alaska Roadway Crash Outcomes Study**

Project Description

The Alaska Roadway Crash Outcomes Study will apply LinkSolv software (comparable to NHTSA's "CODES" software -Crash Outcomes Data Evaluation Systems) with data resources in Alaska. The key data sources are all being improved, both to meet specific management needs and to enable a better system for analysis of crash data, in conjunction with weather and road condition data, and "outcomes" such as the injuries sustained, long term health status, and costs of care and rehabilitation. A pilot project funded with Section 408 funds demonstrated that linkages can be operationalized with Alaska data sources, but reporting and disseminating results remain to be accomplished.

This is a data integration project which combines hospital discharge and emergency department data with crash data to inform highway safety efforts. This meets the authorized uses of Section 408 funds per Sec. 408. State traffic safety information system improvements (a) for effective programs by States, most specifically item (3): "link the State data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data." It also ties directly to the ATRCC FFY2011 strategic plan vision and mission, and has been identified as one of the priorities.

Budget: **$86,198** **Section 408**

Project Number: 154AL-2011-11-01-17

Project Title: Palmer Police Department-Local Law Enforcement TraCS Project

Project Description

The Palmer Police Department will coordinate the installation, training and deployment of TraCS with local law enforcement agencies, as directed by the TraCS Steering Committee and with support from the Department of Public Safety. This is phase II of phase III for the Alaska TraCS program.

Budget: $198,592 Section 154AL

Traffic Records Program Area: Budget Summary

Project Title	Budget	Budget Source
Statewide Services	$50,000	Section 408
Traffic Records Travel and License Fees (this includes the TraCS, Incident Locator Tool, and Easy Street Draw license fees)	$80,000	Section 408
Traffic Records Coordinator Contract	$150,000	Section 408
Court System-Improve Court Case Management System Traffic Records	$87,200	Section 408
DHSS-Injury Surveillance Report	$40,036	Section 408
DHSS- Alaska Roadway Crash Outcomes Study	$86,198	Section 408
Palmer Police Department-Local Law Enforcement TraCS Project	198,592	Section 154
Total All funds	$692,026	

EMERGENCY MEDICAL SERVICES PROGRAM AREA

Goal: **Reduce the Mileage Death Rate (MDR).**
Reduce the number of injury and fatal crashes.
Reduce the ratio of impaired driving related fatalities.
Increase the restraint use rate by all motor vehicle occupants.
Reduce the number of Bicyclists and Pedestrians killed or injured in crashes.

Project Number: EM-2011-11-02-01

Project Title: **S.E. Region Emergency Medical Services Council-Youth First Responders Emergency Team of POW**

Project Description

This project will provide for the development of a Youth First responders program on Prince of Wales Island (POW) in three communities-Klawock, Craig and Thorne Bay, Alaska. In the YFR program, students ranging from 12-18 years of age are trained to the medical first responder and emergency medical technician level (ETT). They assist local EMS squads in responding to motor vehicle crashes. They participate in injury prevention projects in their community and schools. The POW YFR program will provide support for a local program coordinator, purchase of equipment, team kids and supplies, establish a community YFR group, develop a school emergency Trauma Technician training program in three high schools and initiate a local self sustaining YFR team.

Budget: **$46,108** **Section 402EM**

Project Number: K2-2011-11-00-03

Project Title: **American Red Cross- Safer Highways with youth and remote citizens trained in CPR/AED First Aid**

Project Description

This Central Region Mat-Su/Copper River project will empower permitted and licensed drivers with education, knowledge and skills to provide the needed CPR/AEI/First Aid care while emergency responders are en route to a vehicle collision, by training one new instructor in the Copper River Basin who will train an estimated 80 students in CPR/AED/First Aid, and 60 additional students in the more advance Wilderness and Remote First Aid and continue to provide 70 Youth Court offenders with CPR/AED /First Aid as part of their CWS requirement.

Budget: **$20,215** **Section 405**

Emergency Medical Services Program Area: Budget Summary

Project Title	Budget	Budget Source
S.E. Region Emergency Medical Services Council-Youth First Responders Emergency Team of POW	$46,108	Section 402
American Red Cross- Safer Highways with youth and remote citizens trained in CPR/AED First Aid	$20,215	Section 405
402 Total	$46,108	
Total All funds	$66,323	

MOTORCYCLE SAFETY PROGRAM AREA

Goal: **Reduce the Mileage Death Rate (MDR).**
Reduce the number of injury and fatal crashes.
Reduce the ratio of impaired driving related fatalities.

Project Number: **K6-2011-11-01-00**

Project Title: **Statewide Services**

Project Description

Programs recommended by a Committee of Motorcycle Safety Advisors aimed at motorcycle awareness and training. Media campaigns and motorcycle training courses are two areas of interest and motorcycle users and those who share the road with them are the two target audiences. A sub-target is the impaired motorcyclist. Also covered would be costs to travel and conduct meetings of the Safety Advisors and Motorcycle Experts.

Budget: **$150,000** **Section 2010**

Project Number: MC-2011-11-03-01

Project Title: **AMSAC Travel**

Project Description

Travel for Committee members and guests to attend the Alaska Safety Motorcycle Advisory Committee meetings.

Budget: **$15,000 Section 402MC**

Motorcycle Safety Program Area: Budget Summary

Project Title	Budget	Budget Source
Statewide Services	$150,000	Section 2010
AMSAC Travel	$15,000	Section 402
402 Total	$15,000	
Total All funds	$165,000	

SPEED MANAGEMENT PROGRAM AREA-NONE

Speed Management Program Area: Budget Summary

Project Title	Budget	Budget Source
402 Total	$0	
Total All funds	$0	

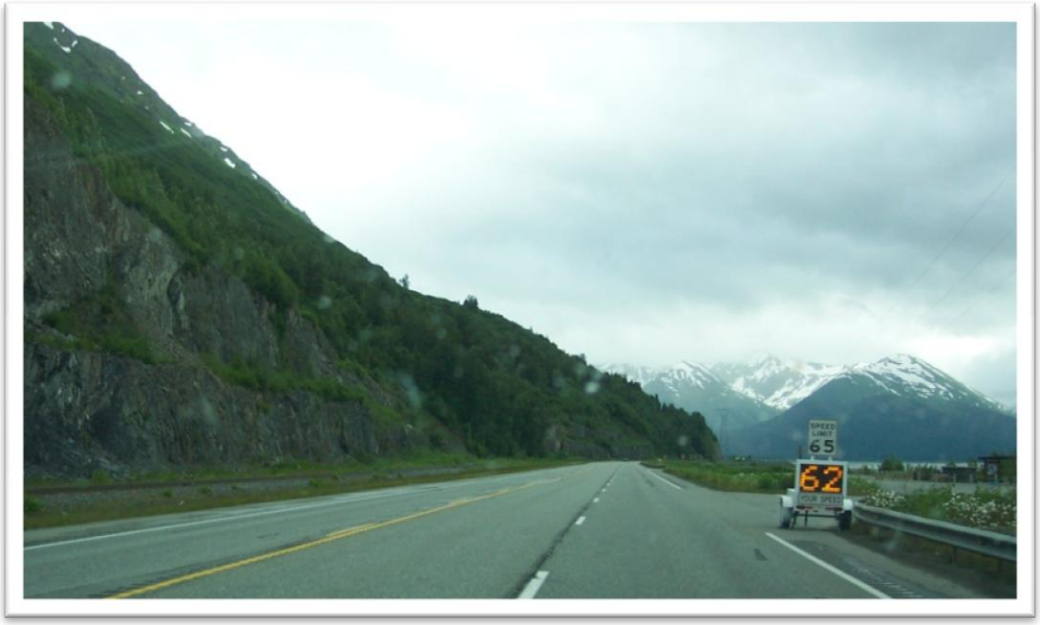


Photo courtesy of Scott Thomas, Alaska DOT&PF.

ROADWAY SAFETY PROGRAM AREA

Goal: Reduce the Mileage Death Rate (MDR).

Reduce the number of fatalities and serious injuries.

Project Number: 154HE-2011-11-03-01

Project Title: Hazard Elimination Funds

Project Description

Hazard Elimination project will be funded in FY10 with section 154 as part of the Highway Safety Improvement Projects (HSIP) and HAS Web 12-200 Projects.

Budget: $8,471,988 Section 154HE

Project Number: 164HE-2011-11-01-01

Project Title: Hazard Elimination Funds

Project Description

Hazard Elimination project will be funded in FY10 with section 164 as part of the Highway Safety Improvement Projects (HSIP) and HAS Web 12-200 Projects.

Budget: $17,981,248 Section 164HE

Roadway Safety Program Area: Budget Summary

Project Title	Budget	Budget Source
Hazard Elimination Funds	$8,471,988	Section 154
Hazard Elimination Funds	$17,981,248	Section 164
Total All funds	$23,453,236	

Goal: Reduce the Mileage Death Rate (MDR).
Reduce the number of fatalities and serious injuries.

Project Numbers: 402SA-2011-11-17-01 and 154AL-2011-11-01-18

Project Title: Alaska Court System-Operator's Without License (OWL)

Project Description

A very high percentage of all misdemeanor case filings in the Anchorage District Court are for the charge of Driving While License Suspended, Cancelled or Revoked pursuant to laws of either the State of Alaska or the municipality of Anchorage, In response to this trend, in December of 2007, the Alaska Court System began a special project to expedite the case processing calendar for cases involving defendants without licenses. This special case processing calendar is modeled after the Iowa Rocket Docket and is entitled the OWL (Operators Without License) Court.

Eligible case types are those in which a defendant is charged with Driving While License Cancelled, Suspended or Revoked (DWLS) and Driving Without a Valid Operator's License (DWOL) with or without additional charges of Driving Without Insurance (DWI) and/or Failure to Appear in Court and cases which are not eligible for the Municipal Pretrial Diversion program or the State Driver's compliance program. The hearings swiftly process cases in which the prosecutor agrees that the DWLS charges will be reduced or dismissed if the defendant obtains a driver's license. In FY11 we anticipate working with 300 participants with a 50% success rate.

The above collaborative special case processing coupled with the hands-on judicial supervision has resulted in the re-licensing of 112 participants, However, we believe many more could be re-licensed if they had the assistance of a case manager who could interview each participant, assess what is required for each participant to reinstate their license, assist each participant to problem-solve how they will overcome the barriers to reinstatement, develop relationships with and contact agencies to trouble-shoot the various barriers to reinstatement in each individual case, link participants to resources to pass the written and road tests, report participant progress to the court and maintain data to determine whether this intervention results in better outcomes in the form of increased license reinstatements. This project would fund such a position, which would be housed at the Anchorage Alcohol Safety Action Program.

We anticipate half of the defendants participating in this project will require substance abuse treatment services, We hope to gain access for participants of this project by making limited funds available for assessments and initial treatment services (until participants are gainfully employed). We also suspect some participants will need literacy assistance to pass the written test required in the license reinstatement, and have requested funds to support them in this process.

Budget: $154,000 Section 402 and Section 154

Other Program Area: Budget Summary

Project Title	Budget	Budget Source
Alaska Court System-Operator's Without License (OWL)	$77,000	402
Alaska Court System-Operator's Without License (OWL)	$77,000	154
402 Total	$77,000	
Total All funds	$154,000	

Program Area: Budget Summary

Budget Source	Est. carry-forward funds	Est. new funds	Est. total	Grants	Difference
Section 402	$50,000	$1,761,525	$1,811,525	$1,738,315	+$73,210
Section 405	$0	$150,827	$150,827	$147,797	+$3,030
Section 408	$80,000	$500,000	$580,000	$493,434	+$86,566
Section 410	$60,000	$2,384,832	$2,444,832	$1,576,037	+$868,795
Section 2010	$50,000	$100,000	$150,000	$150,000	$0
Section 2011	$0	$81,337	$81,337	$81,330	+$7
Section 154AL	$3,050,707	$6,844,005	$9,894,712	$9,894,712	$0
Section 154HE	$5,470,000	$6,844,055	$12,314,055	$12,314,055	$0
Section 164HE	$17,980,000	$5,394,686	$23,374,686	$23,374,686	$0
Total All Funds	**$26,428,737**	**$24,061,267**	**$50,490,004**	**$49,458,696**	**+$1,031,308**

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the

State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

(23 USC 402 (b)(1)(E));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(l)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

  (i) the entity in the preceding fiscal year received—

  (I) 80 percent or more of its annual gross revenues in Federal awards; and(II) $25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42

USC § 12101, *et seq.;* PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b. Establishing a drug-free awareness program to inform employees about:

   1. The dangers of drug abuse in the workplace.

   2. The grantee's policy of maintaining a drug-free workplace.

   3. Any available drug counseling, rehabilitation, and employee assistance programs.

   4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

d. Notifying the employee in the statement required by paragraph (a) that, as a

condition of employment under the grant, the employee will --

1. Abide by the terms of the statement.

2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -

1. Taking appropriate personnel action against such an employee, up to and including termination.

2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that is it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its

principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

(1) Adopt and enforce workplace safety policies to decrease crashed caused by distracted driving including policies to ban text messaging while driving—
   a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
   b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

(2) Conduct workplace safety iniatives in a manner commensurate with the size of the business, such as –
   a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and

b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Cindy Cashen

Governor's Representative for Highway Safety

Alaska

State or Commonwealth

2011

For Fiscal Year

8/24/10

Date

PROGRAM COST SUMMARY

NHTSA/FHWA Program Area Codes

Funding Source	Program Code	Program Area
NHTSA 402		
	PA	Planning and Administration
	AL	Alcohol
	EM	Emergency Medical Services
	MC	Motorcycle Safety
	OP	Occupant Protection
	PS	Pedestrian/Bicycle Safety
	PT	Police/Traffic Services
	TR	Traffic Records
	DE	Driver Education
	SA	Safe Communities
	SB	School Bus
405 Occupant Protection		
	J2	Occupant Protection
	J2PM	Paid Media
405 OP SAFETEA-LU		
	K2	Occupant Protection
	K2PM	Paid Media
NHTSA 406		
	K4	Safety Belts Incentive
	K4PM	Safety Belts Paid Media
408 Data Program SAFETEA-LU		
	K9	Data Program Incentive

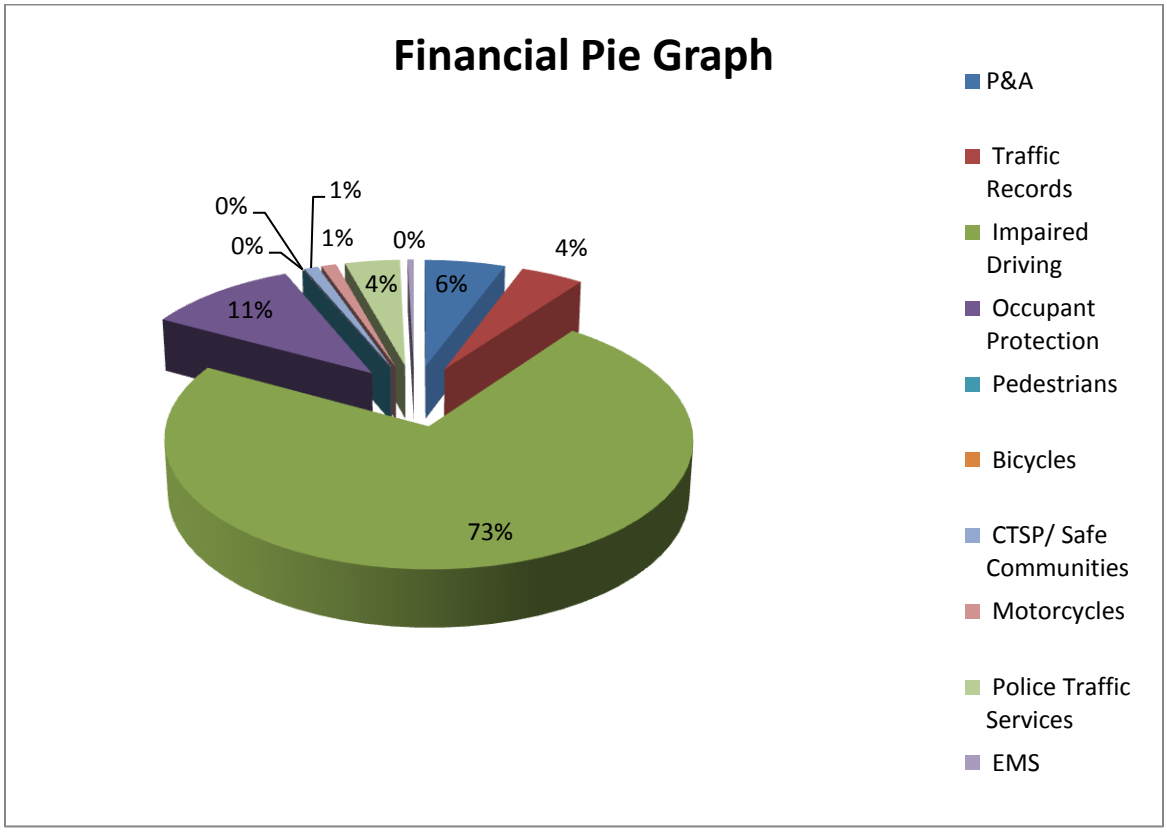
Funding Source	Program Code	Program Area
410 Alcohol SAFETEA-LU		
	K8	Alcohol SAFETEA-LU
	K8PA	Alcohol Planning and Administration
	K8PM	Alcohol SAFETEA-LU Paid Media
411 Data Program		
	J9	Data Program
2003B Child Pass. Protection		
	J3	Child Pass. Protection
2010 Motorcycle Safety		
	K6	Motorcycle Safety Incentive
2011 Child Seats		
	K3	Child Seat Incentive
157 Incentive Funds		
	157AL	Alcohol
	157PT	Police Traffic Services
	157TR	Traffic Records
154 Transfer Funds		
	154PA	Planning and Administration
	154AL	Alcohol
	154PM	Paid Media
163 Impaired Driving		
	163ID	Impaired Driving Mobilization 2004
	163DM	Impaired Driving Mobilization 2005

HSP Match Review Report (Report K)

NHTSA recommends that states submit cost data through the "electronic equivalent." States can comply with this requirement by submitting a copy of the Grants Tracking System-generated HSP Match Review Report, (Report K).

Financial Summary Graph

Financial Summary								
	402	405/406/2011	410	154	2010	408	Total	% of Total
P&A	$220,000		$165,000	$500,000			$885,000	6%
Traffic Records				$198,592		$493,434	$692,026	4%
Impaired Driving	$241,970		$2,012,675	$9,075,450			$11,330,095	73%
Occupant Protection	$1,445,207	$218,912					$1,664,119	11%
Pedestrians	$1,000						$1,000	0%
Bicycles	$1,000						$1,000	0%
CTSP/ Safe Communities	$154,000						$154,000	1%
Motorcycles	$15,000				$150,000		$165,000	1%
Police Traffic Services	$50,000			$553,817			$603,817	4%
EMS	$46,108	$20,215					$66,323	0%
TOTAL							$15,562,380	100%



Grant Funding Requirements

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
Section 402	20% of total program costs; **Exception:** Select States use a sliding scale for State Match; **Exempt:** Indian Nations & Territories	**Ceiling:** P & A funds restricted to 10% of federal funds received annually; Note – Indian Nations restricted to 5% administrative takedown. **Match:** 50% hard match; **Exception** - Select States use a sliding scale for State Match; **Exempt** - Indian Nations & Territories	At least 40% of Federal funds spent by locals or designated as the benefit of locals; **Exempt:** DC, Puerto Rico. Note: Indian Nations and Territories A total of 95% of federal funds must be spent for local benefit/participation of Indian tribes.	
Section 405 - K2 SAFETEA-LU	25% 1st - 2nd yr. 50% 3rd - 4th yr. 75% 5th - 6th yr. (of total program cost) *Beginning in FY04 for States awarded TEA-21 405 funds in FY03 and FY04. **Exempt:** Territories	None	None	State will maintain its aggregate expenditures from all other sources for occupant protection programs at or above the average level of expenditures for FYs 2004 & 2005
Section 406 – K4 SAFETEA-LU	None	**Ceiling:** P & A funds restricted to 10% of federal funds received annually; **Match:** None required.	None	At least $1 million of grant funds received by each State must be obligated for behavioral highway safety activities.
Section 408 – K9 SAFETEA-LU	20% of total program costs; **Exempt:** Territories	None	None	State will maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of expenditures in its 2 fiscal years preceding the date of enactment of

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
				SAFETEA-LU.
Section 410 – K8 SAFETEA-LU	25% 1st - 2nd yr. 50% 3rd - 4th yr. 75% 5th - 6th yr. (of total program costs); **Exempt:** Territories	Ceiling: P & A funds restricted to 10% of Federal funds received annually; **Match:** 50% hard match; **Exception** Select States use a sliding scale for State Match; **Exempt -** Territories	None	State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of enactment of SAFETEA-LU.
Section 1906 – K10 SAFETEA-LU	20% of total program costs **Exempt:** Indian Nations & Territories	None	None	
Section 2010 – K6 SAFETEA-LU	None	None	None	State will maintain its aggregate expenditures from all other sources for motorcyclist safety training programs and motorcyclist awareness programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of enactment of SAFETEA-LU.
Section 2011 – K3 SAFETEA-LU	25% 1st – 3rd yr. 50% 4th yr.	None	None	State will maintain its aggregate expenditures from all other sources for child safety seat and children restraint programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of enactment of SAFETEA-LU. Child Safety seat purchases limited to 50% of annual award.
Section 154 & 164	None	Ceiling: P & A funds	**AL:** At least 40% of	AL – Alcohol funds

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
Transfer AL – Open Container & Repeat Offender Funds HE – Open Container & Repeat Offender Funds TEA-21		restricted to 10% of Federal funds received annually; **Match:** None required	Federal funds spent by locals or designated as the benefit of locals; **Exempt:** DC, Puerto Rico & HE – Open Container & Repeat Offender Funds	take on the characteristics of Section 402 funds and HE – Hazard Elimination funds take on the characteristics of FHWA's Section 148 funds.
Section 157 Incentive Funds designated as a Section 402 program TEA-21	20% of total program costs;	Ceiling: P & A funds restricted to 10% of Federal funds received annually; **Match:** 50% hard match; **Exception –** Select States use a sliding scale for State Match.	At least 40% of Federal funds spent by locals or designated as the benefit of locals; **Exempt:** DC & Puerto Rico	These funds take on the characteristics of the Section 402 funds.
Section 157 Incentive Funds designated as a Sections 405, 410, or 411 TEA-21	25% 1st - 2nd yr. 50% 3rd - 4th yr. 75% 5th - 6th yr. (of total program costs);	None	None	These funds take on the characteristics of the Section 402 funds.
Section 163 designated as Section 402 program TEA-21	None	Ceiling: P & A funds restricted to 10% of Federal funds received annually; **Match:** None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; **Exempt:** DC & Puerto Rico	These funds take on the characteristics of Section 402 funds. These funds are retained by FHWA and accounted for by the State's Highway agency and specific codes: QN1 for NHTSA highway safety programs and QO8 for Federal-Aid highway type programs have been established to allow for separate accountability.
Section 163 designated as Sections 405, 410, or 411 TEA-21	None	None	None	These funds take on the characteristics of the program the funds in which they are used. These funds are retained

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
				by FHWA and accounted for by the State's Highway agency and specific codes: QN1 for NHTSA highway safety programs and QO8 for Federal-Aid highway type programs have been established to allow for separate accountability
Section 405 – J2 TEA-21	25% 1st - 2nd yr. 50% 3rd - 4th yr. 75% 5th - 6th yr. (of total program costs); **Exempt:** Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for occupant protection programs at or above the average level of expenditures for FYs 1996 & 1997.
Section 410 – J8 TEA-21	25% 1st - 2nd yr. 50% 3rd - 4th yr. 75% 5th - 6th yr. (of total program costs); **Exempt:** Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of expenditures for FYs 1996 & 1997.
Section 411 – J9 TEA-21	25% 1st - 2nd yr. 50% 3rd - 4th yr. 75% 5th - 6th yr. (of total program costs); **Exempt:** Indian Nations & Territories			State will maintain its aggregate expenditures from all other sources, **except those authorized under Chapter 1 of Title 23 of the United States Code**, for highway safety data and traffic records programs at or above the average level of expenditures for FYs 1996 & 1997.
Section 2003B – J3 TEA-21	20% of total program costs;	None	None	

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
	Exempt: Indian Nations & Territories			
Section 153 Transfer Pre-TEA-215	None	**Ceiling:** P & A funds restricted to 10% of federal funds received annually; **Condition:** Cannot be used unless 10% 402 PA is obligated. **Match:** None required.	At least 40% of Federal funds spent by locals or designated as the benefit of locals; **Exempt:** DC & Puerto Rico	
Section 410 - J7 Pre-TEA-21	25% 1st Year 50% 2nd Year 75% 3rd Year plus subsequent years (of total program cost) **Exempt:** Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of expenditures for FYs 1990 &1991.
Section 410 - J8 TEA-21	25% 1st - 2nd yr. 50% 3rd - 4th yr. 75% 5th - 6th yr. (of total program costs) **Exempt:** Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of expenditures for FYs 1996 &1997.
Section 411 - J9 TEA-21	25% 1st - 2nd yr. 50% 3rd - 4th yr. 75% 5th - 6th yr. (of total program costs); **Exempt:** Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources, **except those authorized under Chapter I of Title 23 of the United States Code,** for highway safety data and traffic records programs at or above the average level of expenditures for FYs 1996 &1997.
Section 153 Incentive - HB Pre-TEA-21	25% lst Year 50% 2nd Year 75% 3rd Year (of total program costs)	None	None	State will maintain its aggregate expenditures from all other sources for traffic safety programs regarding education, training, monitoring, or enforcement of the use of safety belts and

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
				motorcycles helmets at or above the average level of expenditures for FYs 1990 & 1991.
Section 153 Transfer Pre-TEA-21	None	**Ceiling:** P & A funds restricted to 10% of federal funds received annually; **Exempt** - Indian Nations **Condition:** Cannot be used unless 10% 402 PA is obligated **Match:** None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; **Exempt:** DC & Puerto Rico	
Section 154 & 164 Transfer AL - Open Container & Repeat Offender Funds HE - Open Container & Repeat Offender Funds TEA-21	None	**Ceiling:** P & A funds restricted to 10% of federal funds received annually; **Exempt** - Indian Nations **Match:** None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; **Exempt:** DC, Puerto Rico, & HE - Open Container & Repeat Offender Funds	AL - Alcohol funds take on the characteristics of Section 402 funds and HE - Hazard Elimination funds take on the characteristics of FHWA's Section 152 funds.
Section 157 Incentive funds designated as Section 402 program TEA-21	20% of total program costs; **Exception:** Select States use a sliding scale for State Match;	Ceiling: P & A funds restricted to 10% of federal funds received annually; **Match:** 50% hard match; **Exception** - Select States use a sliding scale for State Match;	At least 40% of Federal funds spent by locals or designated as the benefit of locals; **Exempt:** DC & Puerto Rico	These funds take on the characteristics of the Section 402 funds.
Section 157 Incentive funds designated as Sections 405, 410, or 411 TEA-21	25% 1st - 2nd yr. 50% 3rd - 4th yr. 75% 5th - 6th yr. (of total program costs);	None	None	These funds take on the characteristics of the program the funds are applied against.
Section 157 Innovative funds	None	None	None	
Section 163 designated as Section 402 program TEA-21	None	Ceiling: P & A funds restricted to 10% of federal funds received annually; **Exempt** - Indian Nations **Match:** None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; **Exempt:** DC & Puerto Rico	These funds take on the characteristics of Section 402 funds. These funds are retained by FHWA and accounted for by the State's Highway agency and specific codes: QN1 for NHTSA highway safety programs and QO8 for Federal-Aid highway type programs have been

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
				established to allow for separate accountability
Section 163 funds designated as Section 405, 410, or 411 TEA-21	None	None	None	These funds take on the characteristics of the program the funds in which they are used.These funds are retained by FHWA and accounted for by the State's Highway agency and specific codes: QN1 for NHTSA highway safety programs and QO8 for Federal-Aid highway type programs have been established to allow for separate accountability
Section 2003B - J3 TEA-21	20% of total program costs; **Exempt:** Indian Nation & Territories	None	None	

Acronym Guide

Alaska Department of Transportation and Public Facilities (DOT&PF)
Alaska Highway Safety Office (AHSO)
Alaska Highway System (AHS)
Alaska Traffic Records Coordinating Committee (ATRCC)
Alaska Uniform Table of Offenses (AUTO)
Alcohol Beverage Commission (ABC)
All Terrain Vehicles (ATV)
American Association of State Highway and Transportation Officials (AASHTO)
Blood Alcohol Concentration (BAC)
Driving Under the Influence (DUI)
Department of Transportation (DOT)
Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE)
Fatality Analysis Reporting System (FARS)
Federal Highway Administration (FHWA)
Federal Motor Carrier Safety Administration (FMCSA)
Governors Highway Safety Association's (GHSA)
Graduated Drivers Licensing (GDL)
Highway Safety Improvement Program (HSIP)
Long-range Transportation Plan (LRTP)
Memorandum of Understanding (MOU)
Metropolitan Planning Organization (MPO)
Mobile Data Terminal (MDT)
National Cooperative Highway Research Program (NCHRP)
National Highway Systems (NHS)
National Highway Traffic Safety Administration (NHTSA)
Off-highway Vehicle (OHV)
Run-off-road (ROR)
Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
Safe Routes to Schools (SRTS)
Strategic Highway Safety Plan (SHSP)
Traffic and Criminal Software (TraCS)
Uniform Offenses Citation Table (UOCT)
Vehicle Miles Traveled (VMT)