

ALASKA HIGHWAY SAFETY OFFICE  
ALASKA HIGHWAY SAFETY PERFORMANCE PLAN

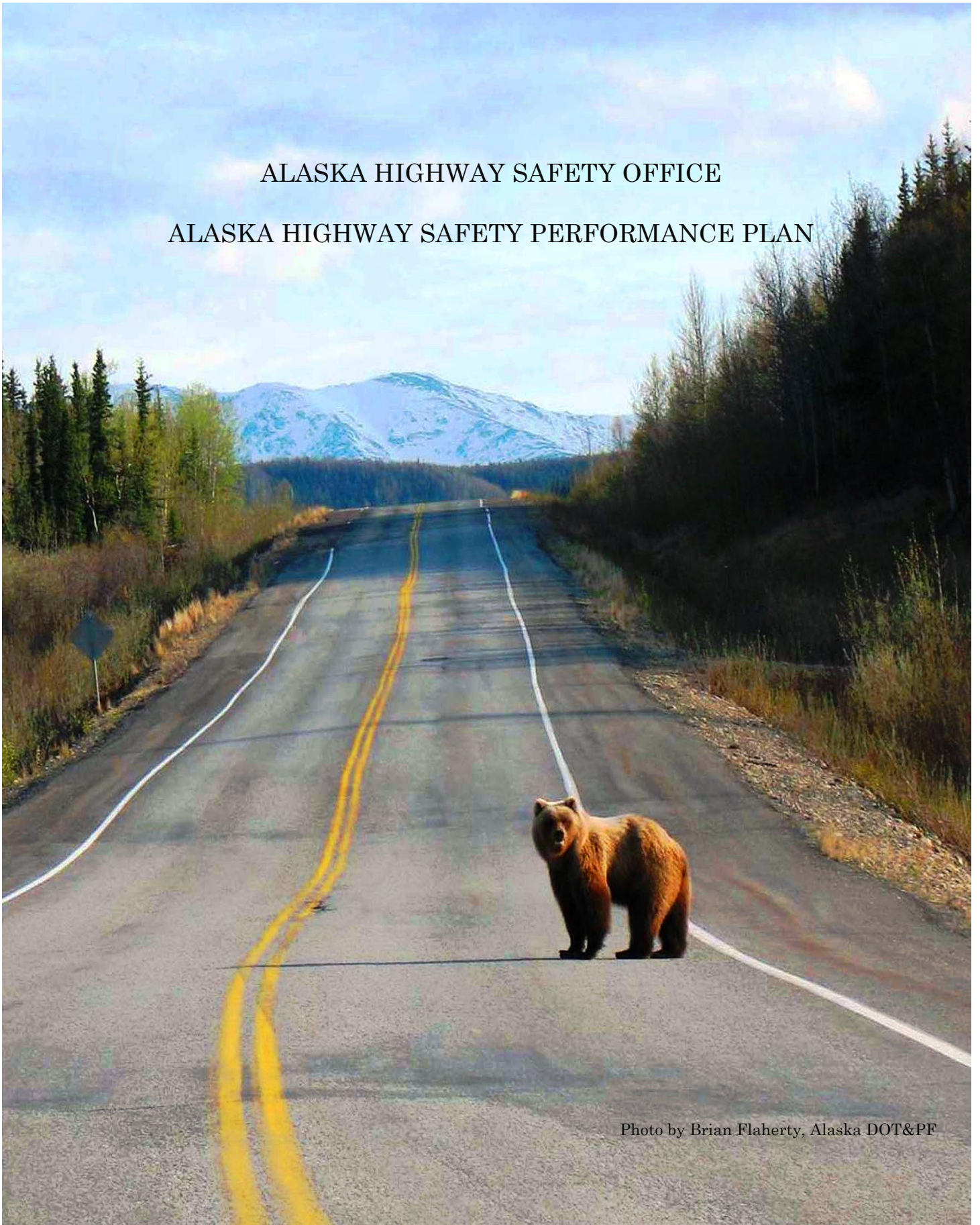


Photo by Brian Flaherty, Alaska DOT&PF

**FFY 2010**



**ALASKA HIGHWAY SAFETY OFFICE  
PERFORMANCE PLAN**

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## 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

The Alaska Highway Safety Office coordinates highway safety programming focused on public outreach and education, enforcement, promotion of new safety technology, integration of public health strategies, collaboration with safety and private sector organizations and cooperation with state and local governments.

This plan includes the NHTSA and GHSA recommended performance measures, which provide a structured method to track progress and consistency among states. The goal statements for these performance measures are concise, consistent, easy to understand and transparent.

One of the new performance measures will be an annual statewide attitude survey, which will begin next summer, and contain nine questions about occupant protection, alcohol and speeding behavior, in addition to perceptions about enforcement and media. The results will be shown in our 2010 Annual Evaluation Report. The survey will be a welcome tool for project selection in the grant process.

The goal of the Alaska Strategic Highway Safety Plan is reflected in each of the performance goals: to reduce the rate of 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 98 deaths in 2003 to 63 in 2008, however, we remain mindful that one fatality is one too many and of the economic factors which remain beyond our control.

Our priorities include impaired driving, seat belt usage and aggressive driving. Our fatality records show that drivers with blood alcohol content levels above .15 are the most deadly. The traffic fatalities involving drivers who use illegal drugs or abuse over the counter medication continue to increase. In response, we plan to improve current effective programs and implement new ones.

The best defense against impaired driving is a seat belt, so we will continue to encourage motorists to buckle up. The passage of SB 72 qualifies Alaska for additional child booster seat funding. Previously, the law required the use of proper safety devices for children under the age of 16 but did not include which safety device must be used based on a child's age, height and weight.

Aggressive driving includes speeding and tailgating, therefore federal funds will support the enforcement of traffic laws and provide education to prevent those dangerous driving behaviors. Distracted driving made the priority list due to the increasing number of cell phone-related crashes. A recent federal study shows this type of behavior to be as dangerous as impaired driving, because the brain cannot effectively operate a vehicle and communicate with others at the same time.

The Alaska traffic records coordinating committee is moving forward by wrapping up vital projects, and starting fresh ones. The projects are benefiting from increased membership and the frequency of meetings.

There isn't a single answer to prevent traffic fatalities and injuries; therefore, whenever possible we encourage multi-collaboration among agencies and communities.

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.

<b>Month</b>	<b>Activity</b>
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.

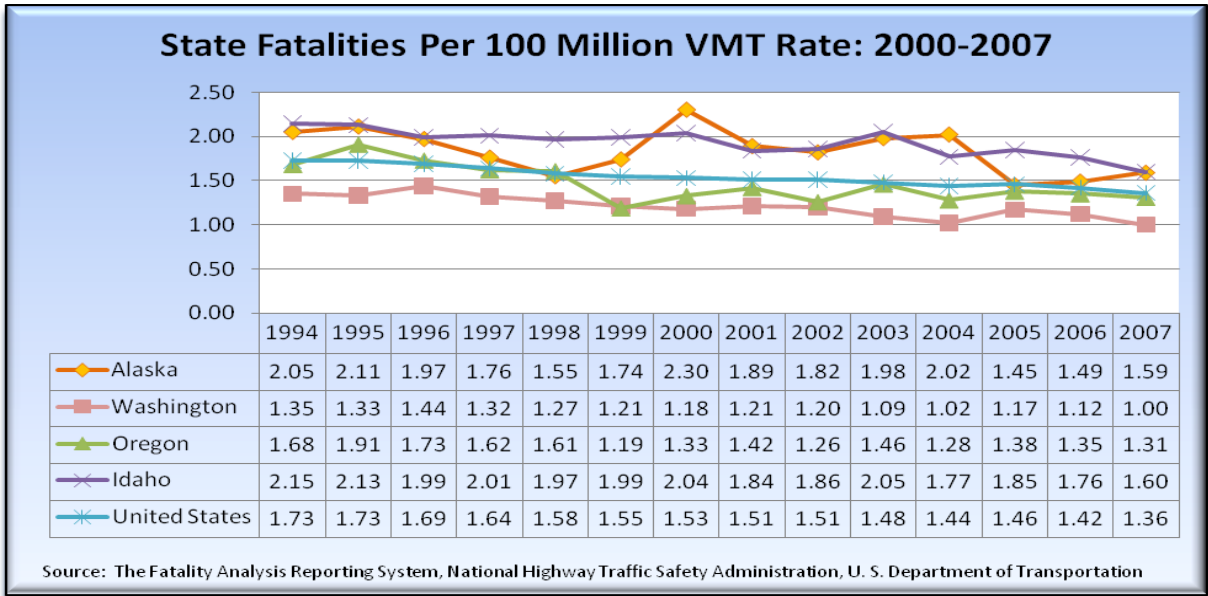
3. Study the available resources and define priorities in terms of programs, legislation, etc. Studying data and environmental conditions leads to the identification of programs targets, but resources are limited and will never stretch to cover all opportunities for improvement; therefore, priorities 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.

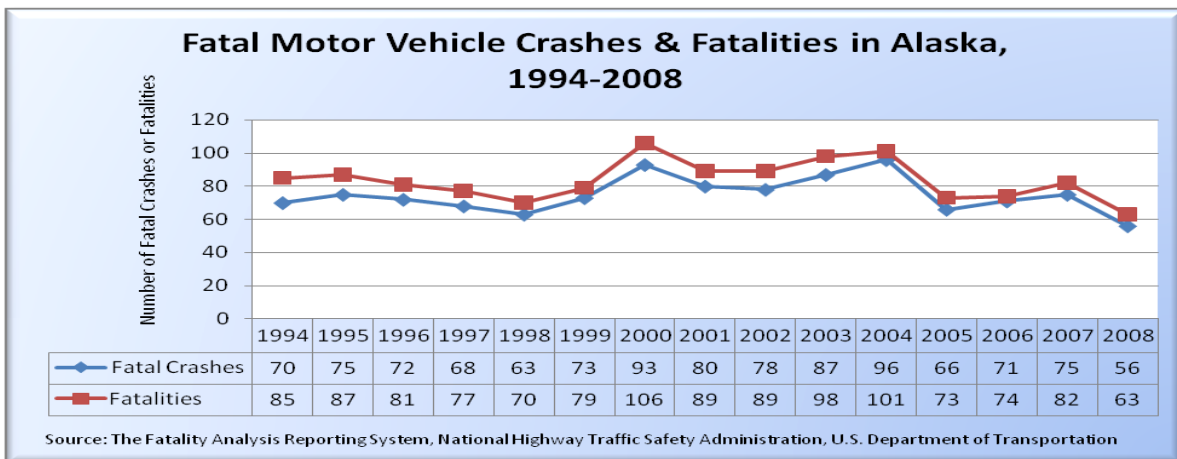
## Set Performance Goals

### Fatalities and Injuries

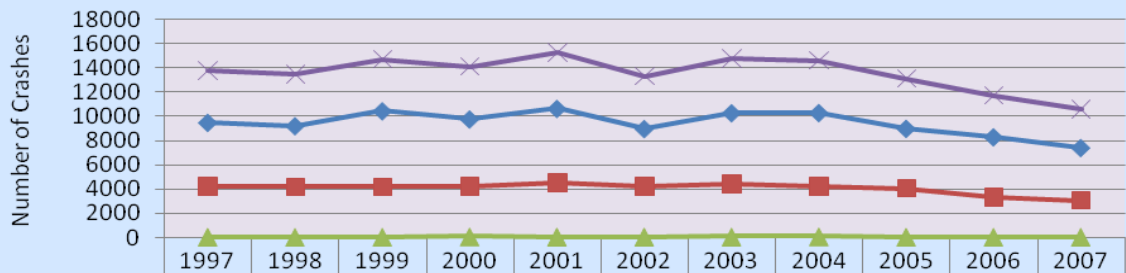
There are substantial differences when comparing state traffic systems. A more accurate method is to compare the number of deaths per 100 million vehicle miles traveled (VMT) within each state. For every 100 million VMT in Alaska during 2007, 1.59 trafficway users were killed. This rate is higher than the national average of 1.36 but less than Idaho's rate of 1.60.



In 2008 there were 56 fatal traffic crashes in which 63 people died. This is a decrease when compared to 2007 in which 82 people died in 75 fatal crashes. This decline is represented in the following table:



### Alaska Motor Vehicle Traffic Crashes, 1997-2007

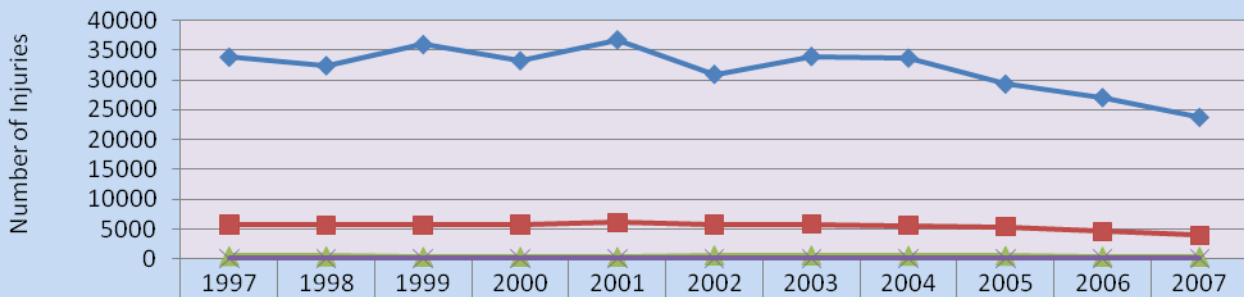


	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Property Damage Only	9502	9228	10452	9781	10651	8993	10296	10311	9007	8309	7425
Non-Fatal Injury	4211	4179	4183	4234	4515	4247	4403	4203	4049	3345	3071
Fatal	68	63	73	93	80	78	87	96	66	71	75
Total Crashes	13781	13470	14708	14108	15246	13318	14786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

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.

Between 1997-2007, 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.

### Motor Vehicle Crash Occupant Injury Severity, Alaska 1997-2007



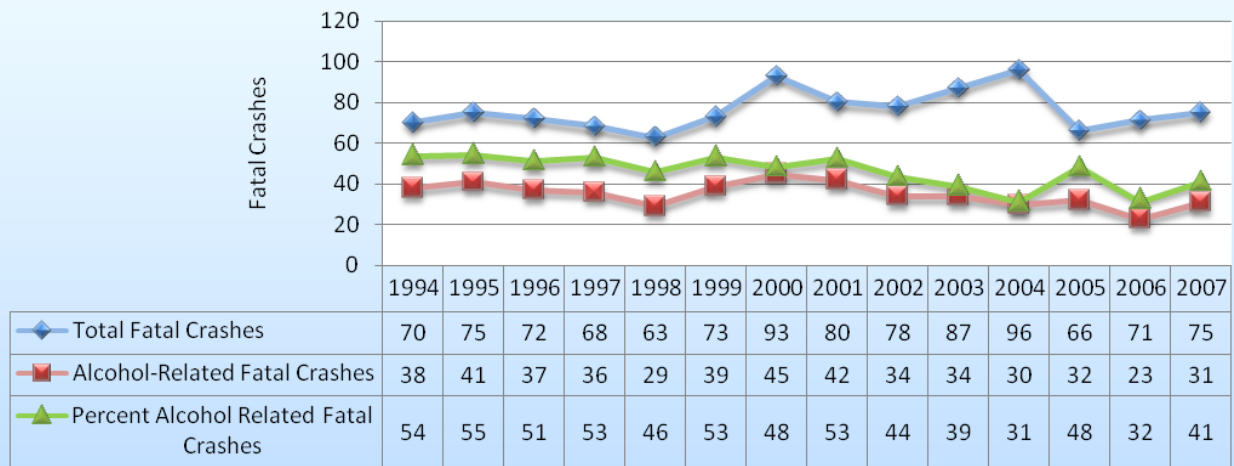
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
No Injuries	33821	32394	35936	33226	36727	30943	33,943	33,668	29,297	27,032	23,707
Minor Injuries	5727	5646	5675	5698	6103	5704	5,854	5,605	5,394	4,584	3,956
Major Injuries	537	513	425	414	433	664	655	584	580	437	433
Fatal Injuries	77	70	79	106	89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

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

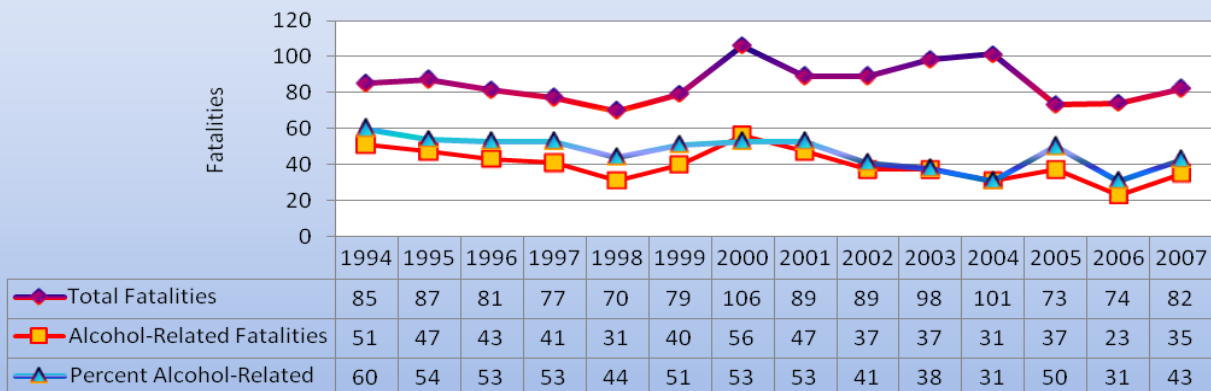
Impaired driving is the number one priority for the Alaska Highway Safety Office, because it is a preventable crime. Alcohol and drug use continues to be a major contributing factor to motor vehicle crashes and fatalities in Alaska. In 2007, 31 out of 75 fatal crashes were alcohol-related. Alcohol-related 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 1994-2007**



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

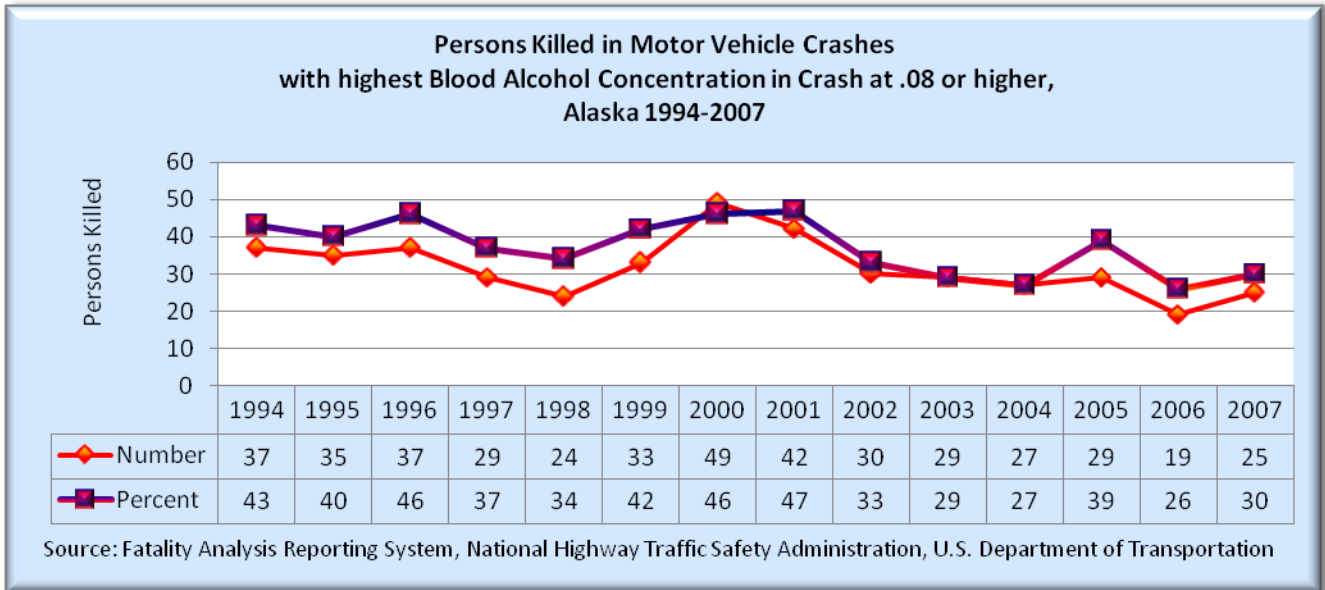
**Alcohol-Related Motor Vehicle Fatalities  
Compared to Total Motor Vehicle Fatalities, Alaska 1994-2007**



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. In 2007, 25 people died in Alaska involving a BAC of at least .08.



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

Fatal Crashes and Percent Alcohol-Impaired Driving, by Time of Day and Crash Type, Alaska 2007									
	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	5	2	40%	0	0	0%	5	2	40%
3:00 am to 5:59 am	2	1	50%	4	4	100%	6	5	83%
6:00 am to 8:59 am	3	0	0%	3	0	0%	6	0	0%
9:00 am to 11:59 am	3	0	0%	3	0	0%	6	0	0%
Noon to 2:59 pm	3	0	0%	4	0	0%	7	0	0%
3:00 pm to 5:59 pm	4	1	25%	7	2	29%	11	3	27%
6:00 pm to 8:59 pm	9	3	33%	5	0	0%	14	3	21%
9:00 pm to 11:59 pm	11	4	36%	8	4	50%	19	8	42%
Unknown	1	1	100%	0	0	0%	1	1	100%
<b>TOTAL</b>	41	12	29%	34	10	29%	75	22	29%

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 2007									
	Day of Week								
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Unknown	TOTAL
Midnight to 2:59 am	0	1	0	1	1	1	1	0	5
3:00 am to 5:59 am	1	0	0	0	1	1	3	0	6
6:00 am to 8:59 am	1	0	1	0	1	1	2	0	6
9:00 am to 11:59 am	1	1	1	0	2	0	1	0	6
Noon to 2:59 pm	2	2	0	1	0	1	1	0	7
3:00 pm to 5:59 pm	1	2	1	2	1	3	1	0	11
6:00 pm to 8:59 pm	0	1	3	0	3	2	5	0	14
9:00 pm to 11:59 pm	5	4	2	3	1	3	1	0	19
Unknown	0	1	0	0	0	0	0	0	1
<b>TOTAL</b>	11	12	8	7	10	12	15	0	75

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

According to the following chart, 6.5 percent of Adult DUI charges 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.

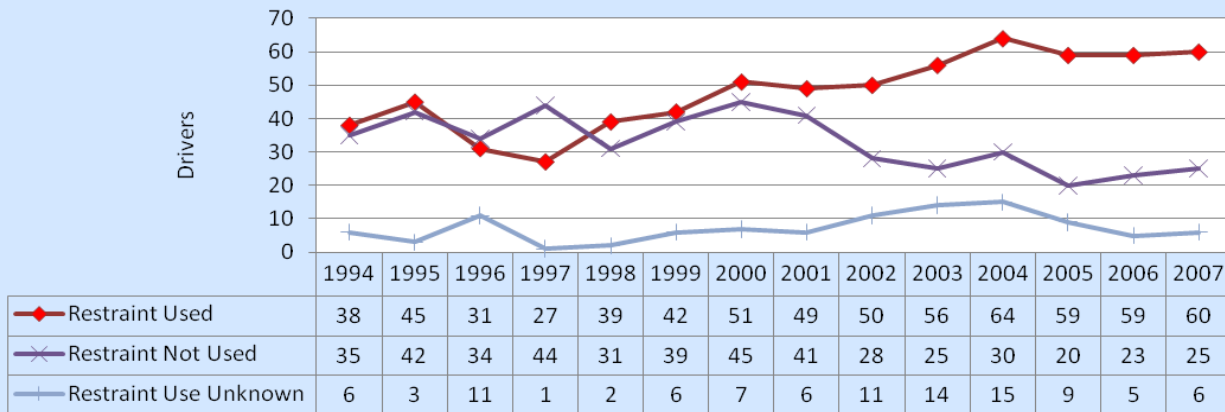
Breakdown of Alaska Outcomes of DUI Cases, 2007-2008				
	2007		2008	
Alaska DUIs:	Adult	Minor	Adult	Minor
No Disposition	353	39	768	73
Guilty Other	3	1	3	0
Guilty	4815	607	4937	551
Not Guilty: DISMISSED	369	42	312	28
Not Guilty: NOT PROSECUTED	87	11	74	12
Not Guilty: REDUCED TO VIOLATION	38	9	48	17
Not Guilty: ACQUITTED	5	0	6	0
Not Guilty: NO TRUE BILL	1	0		
Not Guilty: NOT GUILTY	7	1	3	0
Alaska Refusals:	Adult	Minor	Adult	Minor
No Disposition	51	4	128	7
Guilty	195	10	150	8
Not Guilty: DISMISSED	480	29	488	23
Not Guilty: NOT GUILTY	3	0		
Not Guilty: ACQUITTED	1	0		
Not Guilty: NOT PROSECUTED	6	0	4	1
Not Guilty: REDUCED TO VIOLATION			1	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													

## Seat Belt Usage

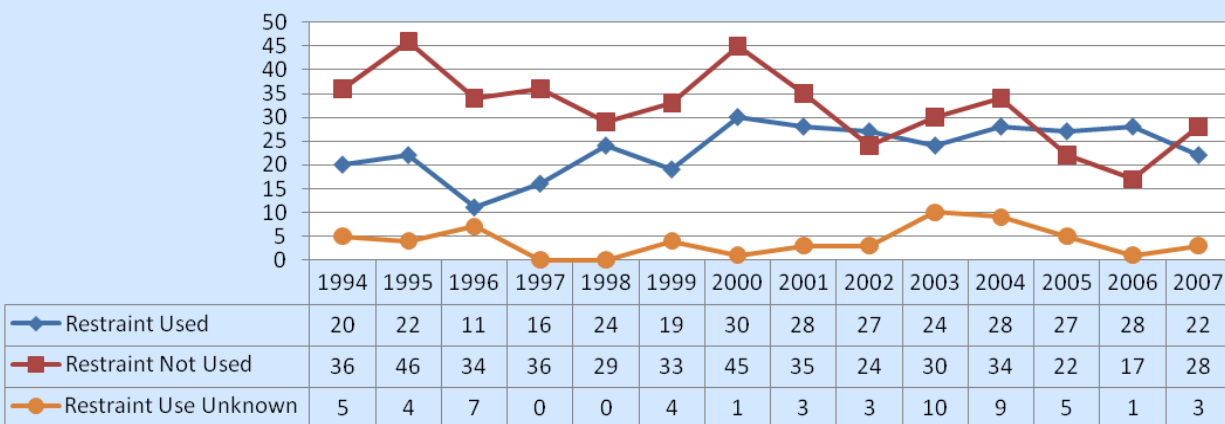
Beginning in May 2002, Alaska adopted the national enforcement and media campaign "Click It or Ticket," and the Primary Seatbelt Law became effective on May 1st, 2006. Alaska's seat belt usage has risen from 65.8 percent in 2002 to 84.9 percent in 2008. In 2006 Alaska surpassed the National Seat Belt use of 81 percent and while we have remained above the national average, Alaska's goal is to reach an 85 percent usage rate by 2009.

**Drivers of Passenger Cars and Light Trucks in Fatal Crashes by Restraint use, Alaska 1994-2007**



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 1994-2007**



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 1994-2007**

	Age											Unknown	TOTAL
	< 5	5 – 9	10 – 15	16 – 20	21 – 24	25 – 34	35 – 44	45 – 54	55 – 64	65 – 74	> 74		
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
<b>TOTAL</b>	<b>18</b>	<b>11</b>	<b>44</b>	<b>159</b>	<b>98</b>	<b>182</b>	<b>151</b>	<b>171</b>	<b>81</b>	<b>66</b>	<b>42</b>	<b>1</b>	<b>1024</b>

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





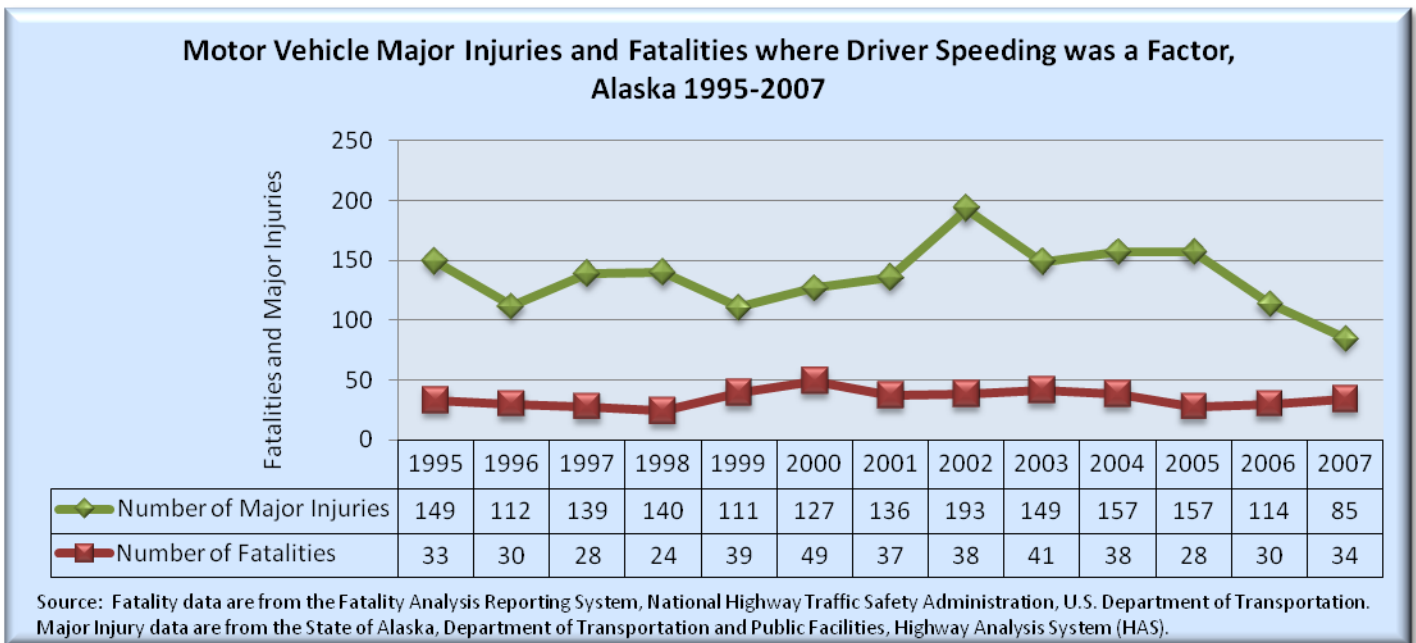
## Aggressive Driving and Red Light Running

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, Alaska 2003-2007					
	2003	2004	2005	2006	2007
Speeding Fatalities	41	38	28	30	34
Speeding Fatalities as a Percent of All Fatalities	42%	38%	38%	41%	41%
Speeding Major Injuries	149	157	157	114	85
Speeding Major Injuries as a Percent of All Major Injuries	23%	27%	27%	26%	20%
Speeding Fatalities and Major Injuries	190	195	185	144	119
Speeding Fatalities and Major Injuries as a Percent of All Fatalities and Major Injuries	25%	28%	28%	28%	23%

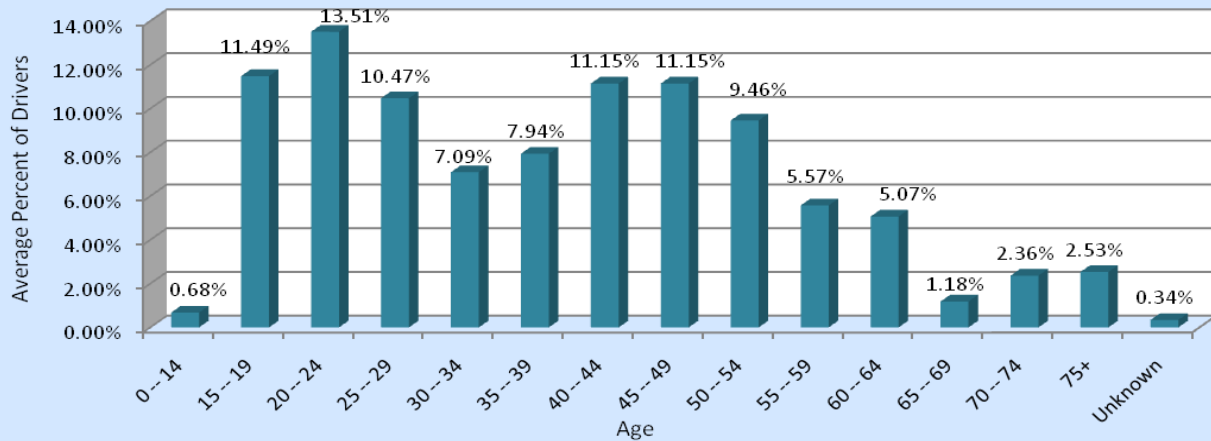
Source: Fatality data are from the Fatality Analysis Reporting System, National Highway Traffic Safety Administration, U.S. Department of Transportation. Major Injury data are from the State of Alaska, Department of Transportation and Public Facilities, Highway Analysis System.



## Young Drivers

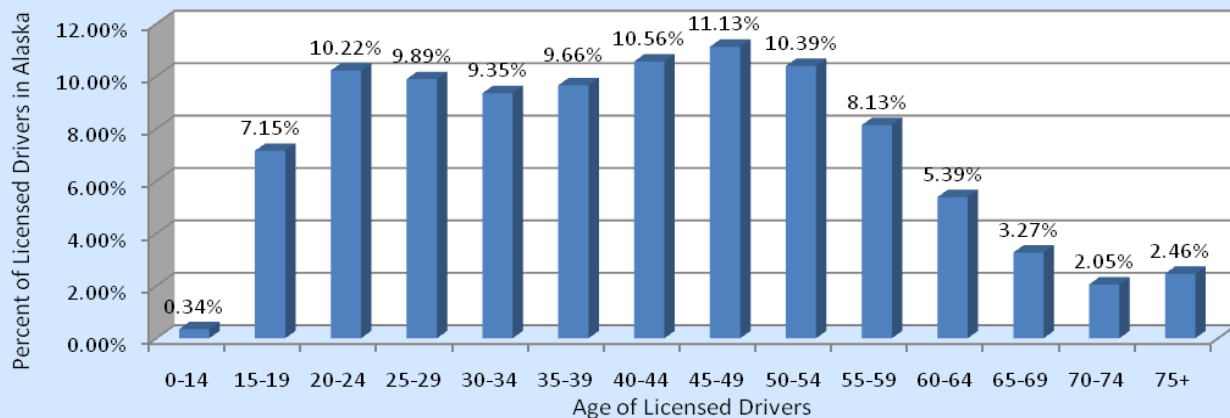
Alaska, like every other state, faces a problem with young drivers. These drivers are less likely to recognize and adjust for hazards on the road due to lack of experience and the maturity necessary for good judgment. Hence, they have a lower belt use rate than other segments of the population and they often drive too fast and/or impaired. Drivers age 15 to 19 represent on average 7.15% of Alaska's licensed drivers, but have been involved in approximately 11.49% of traffic crashes where at least one person was killed. Drivers age 20 to 24 represent on average 10.22% of licensed drivers in Alaska, but have been involved in approximately 13.51% of fatal traffic crashes; higher than any other age group

**Average Percent of Drivers Involved in Fatal Crashes by Age, Alaska  
2003-2007**



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

**Average Percent of Licensed Drivers in Alaska, by Age, 2003-2007**



Source: State of Alaska, Department of Administration, Division of Motor Vehicles.

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: Preliminary Draft Report," prepared for Alaska Department of Transportation and Public Facilities, November 2008.

**Other Statistics**

**Fatal Motor Vehicle Crashes by Weather Condition and Light Condition, Alaska 2007**

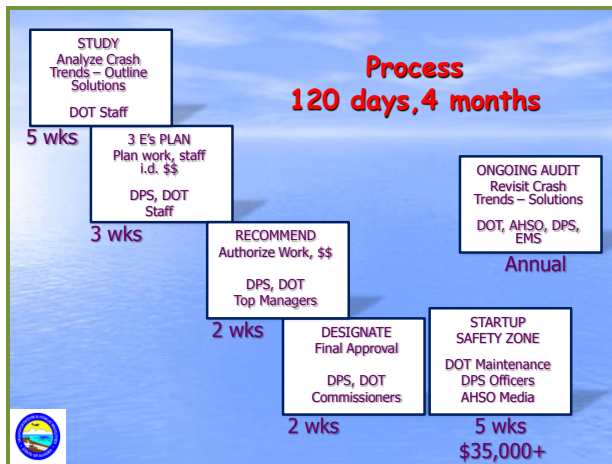
	Light Condition					TOTAL
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Unknown	
Normal	30	15	9	3	0	57
Rain	3	1	2	2	0	8
Snow/Sleet	2	2	3	0	1	8
Other	0	0	1	0	0	1
Unknown	0	0	1	0	0	1
<b>TOTAL</b>	35	18	16	5	1	75

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

## 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.



### 3 "E" 's Approach - Joint Effort

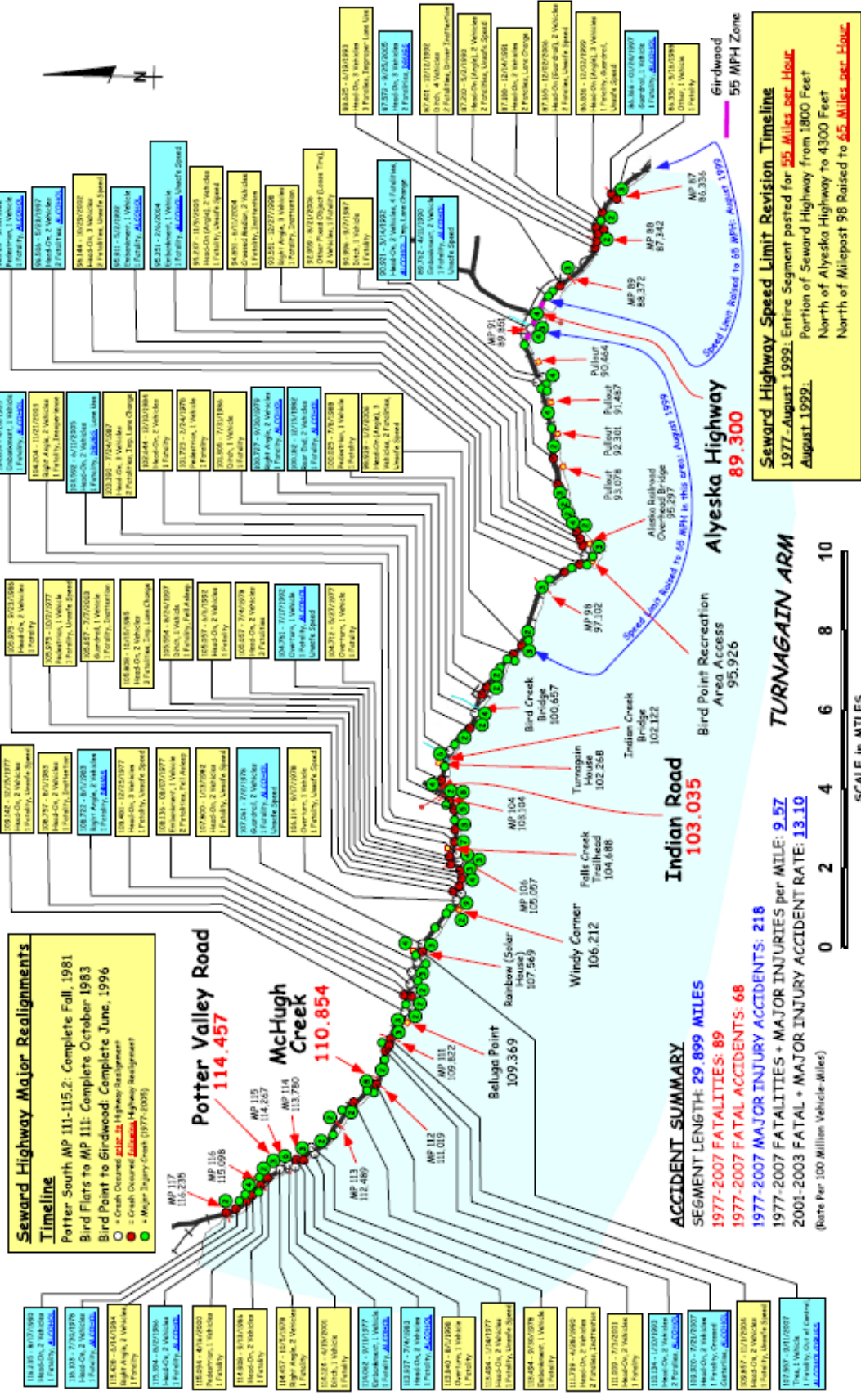
**Shared Focus**

- **Engineering** DOT
  - signs, stripes,
  - rumble strips
- **Education, \$** AHSO
  - TV, radio, advertising,
  - message boards, holidays
  - road safety campaigns
- **Enforcement** Troopers BHP
  - Target crash data
  - Rotating teams
  - DUI, Reckless, REDDI
  - Contacts, tickets, arrests

<10% are passing maneuvers.  
Loss of control, speeding, impairment, fatigue most frequent causes

02/12/2009

# SEWARD HIGHWAY: POTTER MARSH TO GIRDWOOD (MP 87) 1977 - 2007 FATAL CRASH LOCATIONS (Including Major Injury Crashes)



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



# PARKS HIGHWAY: LUCUS ROAD TO ALASKA RAILROAD - HOUSTON CROSSING (MP 56) 1977 - 2007 FATAL CRASH LOCATIONS (Including Major Injury Crashes)

## ACCIDENT SUMMARY

SEGMENT LENGTH: 13.00 MILES

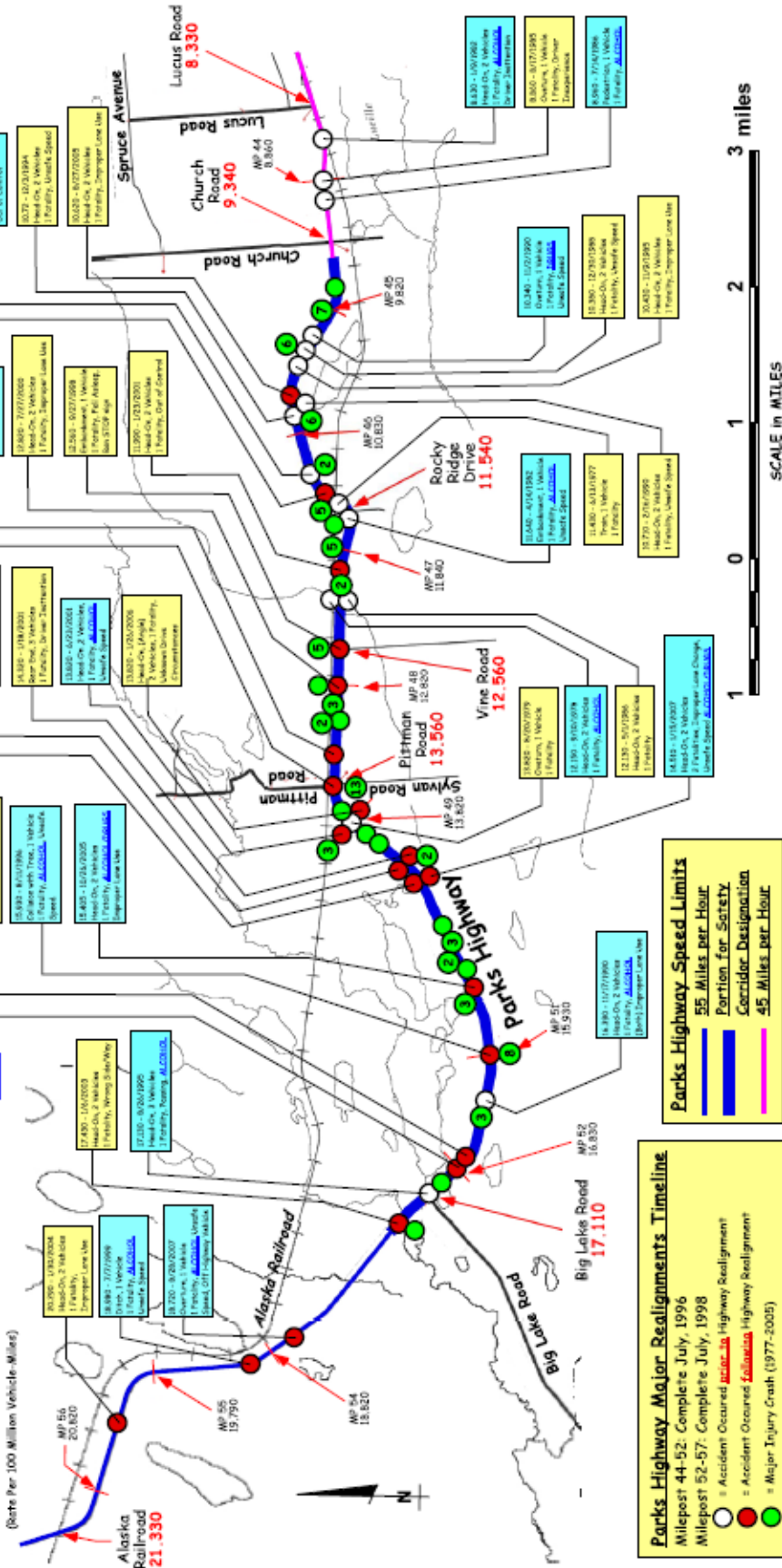
1977-2007 FATAL ACCIDENTS: 41

1977-2007 MAJOR INJURY ACCIDENTS: 37

1977-2007 FATALITIES + MAJOR INJURIES per MILE: 9.85

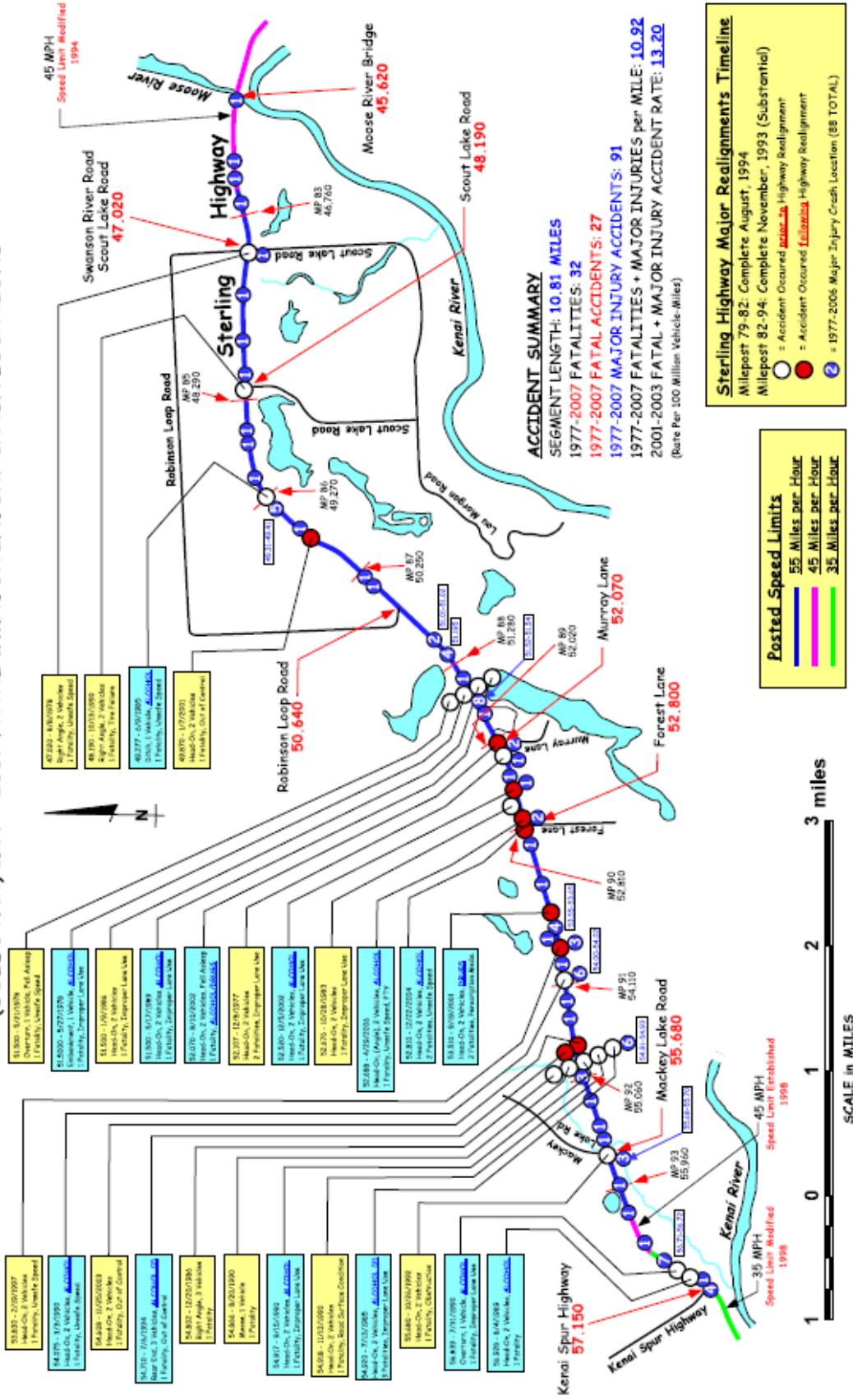
2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 17.30

(Rate Per 100 Million Vehicle-Miles)



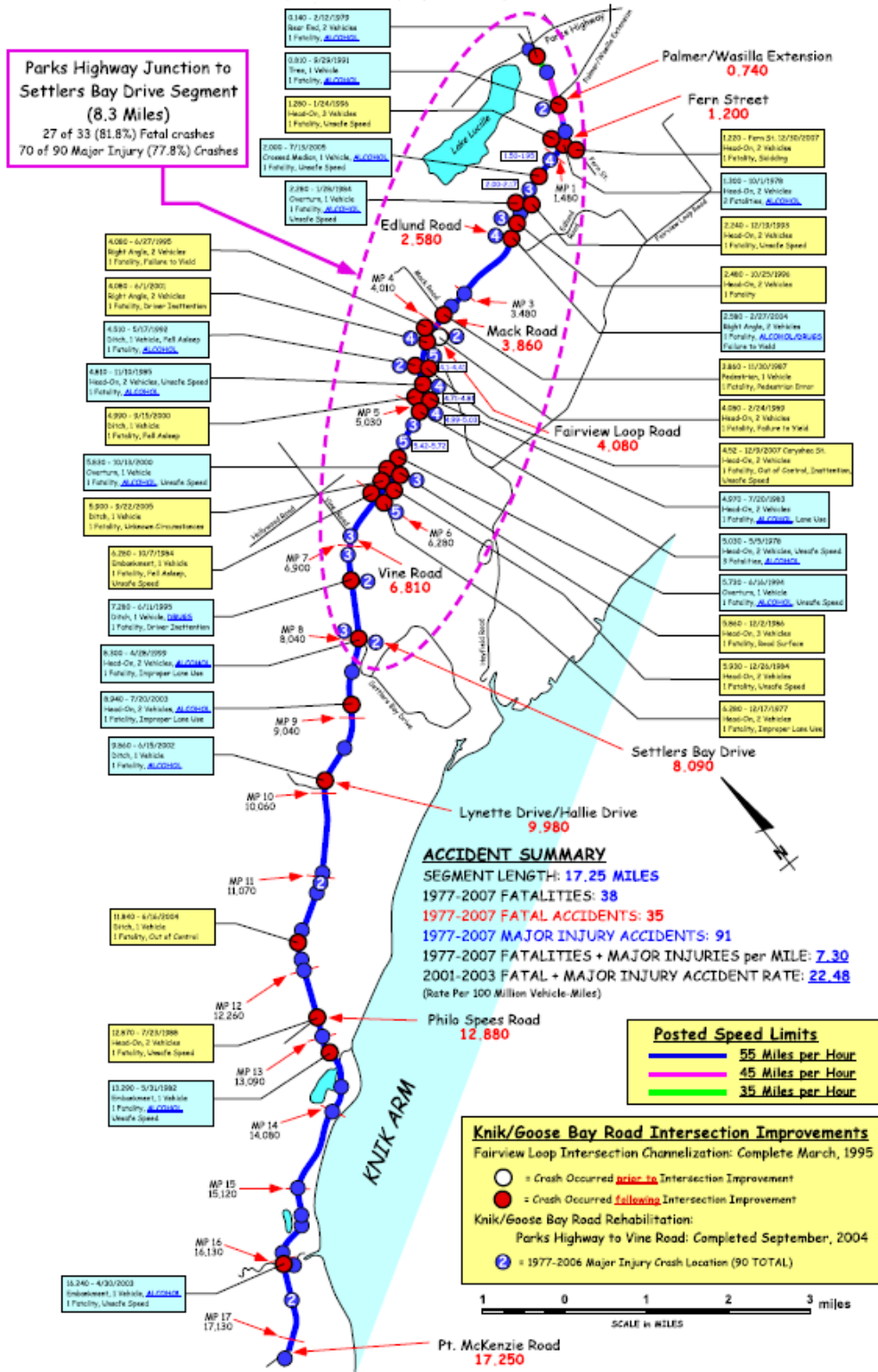
Source: State of Alaska, Department of Transportation and Public Facilities, Central Region Highway Safety Improvement Program.

# STERLING HIGHWAY: MOOSE RIVER (STERLING SCALEHOUSE) to KENAI SPUR ROAD (SOLDOTNA) 1977 - 2007 FATAL & MAJOR INJURY CRASH LOCATIONS



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

## KNIK/GOOSE BAY ROAD: PARKS HIGHWAY TO POINT MCKENZIE ROAD 1977 - 2007 FATAL & MAJOR INJURY CRASH LOCATIONS



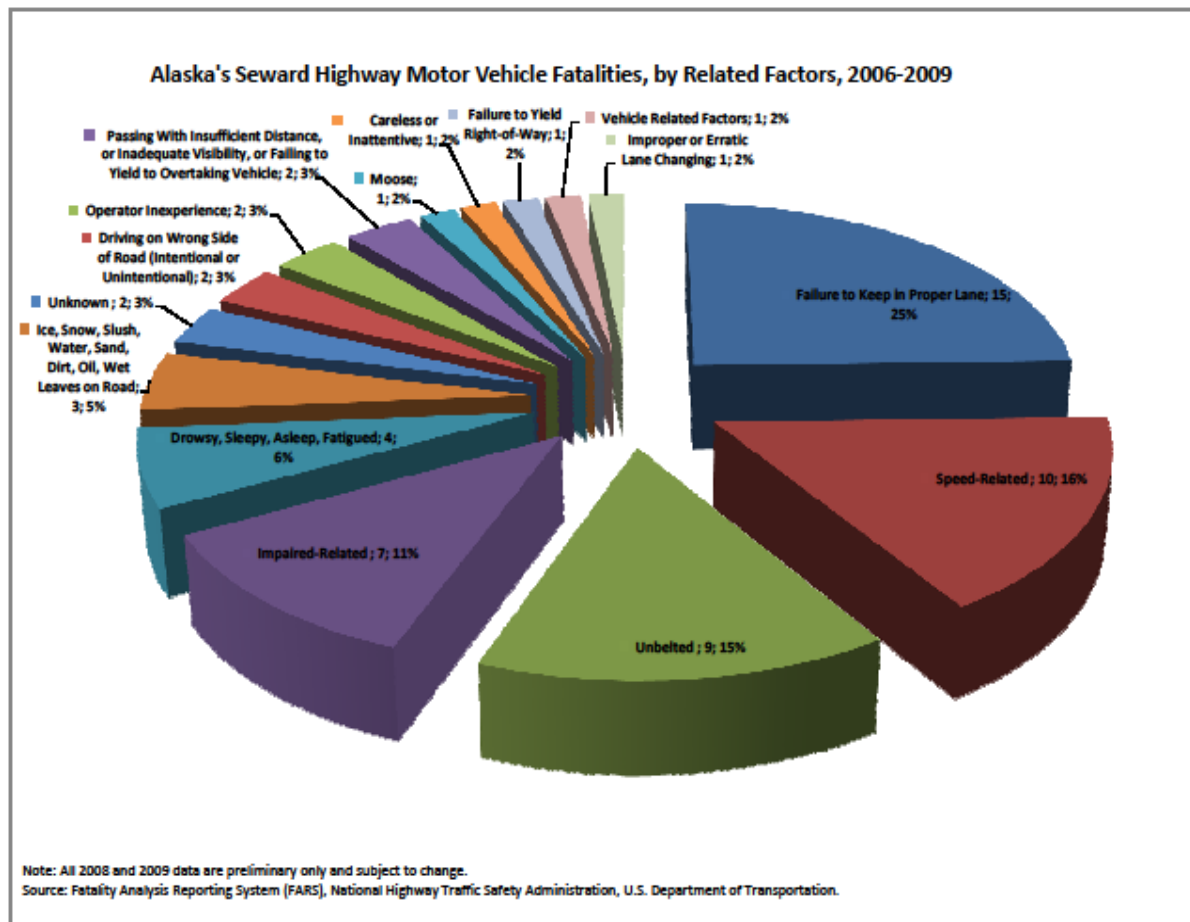
Source: State of Alaska, Department of Transportation and Public Facilities, Central Region Highway Safety Improvement Program.

## Distracted Driving

Driver inattention is a major contributor to highway 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. The presence of a triggering event distinguishes a distracted driver from one who is simply inattentive or "lost in thought."

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. A failure to keep in the proper lane can result in a deadly collision with oncoming vehicles and was the topic of a recent public meeting in Girdwood. In Alaska driver distraction plays a factor in an average 10-12 crashes daily.



Number of Motor Vehicle Fatalities in Alaska, 2005-2008						
					3-year Averages	
	2005	2006	2007	2008	(2005-2007)	(2006-2008)
Total Fatalities	73	74	82	62	76.33	72.67
Urban Roads	21	30	38	15	29.67	27.67
Rural Roads	52	44	44	47	46.67	45.00
Roadway Departure	38	32	44	38	38.00	38.00
Single Vehicle Ran off Road Right (as First Sequence of Events)	10	10	15	15	11.67	13.33
Single Vehicle Ran off Road Left (as First Sequence of Events; and cross median/centerline as first sequence, and ran off road left as second sequence of events)	6	6	4	7	5.33	5.67
Front-to-Front Collisions (Head-on)	11	8	12	13	10.33	11.00
Sideswipe - Opposite Direction Collisions	1	0	0	1	0.33	0.33
Front-to-Side - Opposite Direction Collisions	10	8	13	2	10.33	7.67
Intersections	4	11	20	14	11.67	15.00
Pedestrians	8	10	13	3	10.33	8.67
Motorcycle Occupants	4	9	6	8	6.33	7.67
Speeding Related	28	30	34	28	30.67	30.67
Fatalities involving Alcohol-Impaired Motor Vehicle Drivers	29	25	29	19	27.67	24.33
Fatalities involving Alcohol-Impaired Non-Motor Vehicle Drivers (e.g. passengers, pedestrians, pedal cyclists, etc.)	6	6	10	12	7.33	9.33
Large Trucks (Commercial Trucks over 10,000 lbs.)	4	4	4	5	4.00	4.33

**Note:** 2008 data is preliminary only, and therefore subject to change. This data was researched on 02/13/2009. This data represents the number of fatalities, not the number of fatal crashes.

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



## Crash Data / Trends

Baseline Data 1999-2002

Progress Report Data 2003-2008

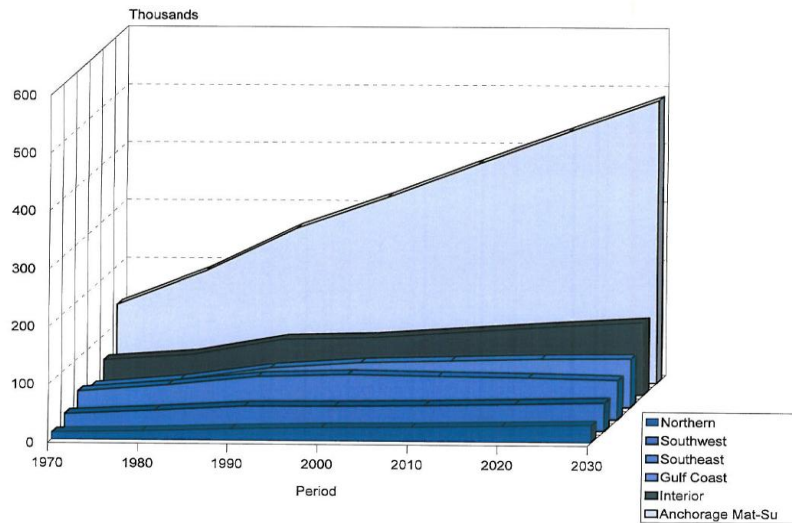
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatalities (Actual)	79	106	89	89	98	101	73	74	82	63
Fatality Rate /100 million VMT	1.7	2.3	1.9	1.8	2.0	2.0	1.5	1.5	1.6	1.3
# of Serious Injuries	425	414	433	664	655	584	580	437	433	
# of Fatalities Involving Driver or Motorcycle Operator w/ $\geq$ .08 BAC	33	49	42	30	29	27	29	19	14	19
# of Unrestrained Passenger Vehicle Occupant Fatalities	33	45	35	24	30	34	22	17	31	24
# of Speeding-Related Fatalities	39	49	37	38	41	38	28	30	34	26
# of Motorcyclist Fatalities	9	6	7	12	12	8	4	9	6	8
# of Unhelmeted Motorcyclist Fatalities	2	1	7	7	6	5	1	2	1	4
# of Drivers Age 20 or Younger Involved in Fatal Crashes	18	30	17	18	21	17	13	17	21	17
# of Pedestrian Fatalities	8	10	7	16	9	10	7	9	13	3
% Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	61%	61%	63%	66%	79%	77%	78%	83%	82%	85%
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities									8104	4145
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities									1369	1606
# of Speeding Citations Issued During Grant-Funded Enforcement Activities									5002	3353

Note: Blue Fields Represent Data Not Available

Source: Fatality Analysis Reporting System (FARS), National Highway Traffic Safety Administration, U.S. Department of Transportation, and the State of Alaska, Department of Transportation and Public Facilities, Highway Analysis System (HAS).



### Population, Alaska Economic Regions 1970-2000 Estimated, 2010-2030 Projected



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

### Highway Safety Office Priorities:

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

1. Impaired Driving
2. Seat belt Usage
3. Aggressive Driving
4. Red Light Running
5. Young Drivers
6. Safety Corridors
7. Distracted Driving

## Performance Goals and Trends

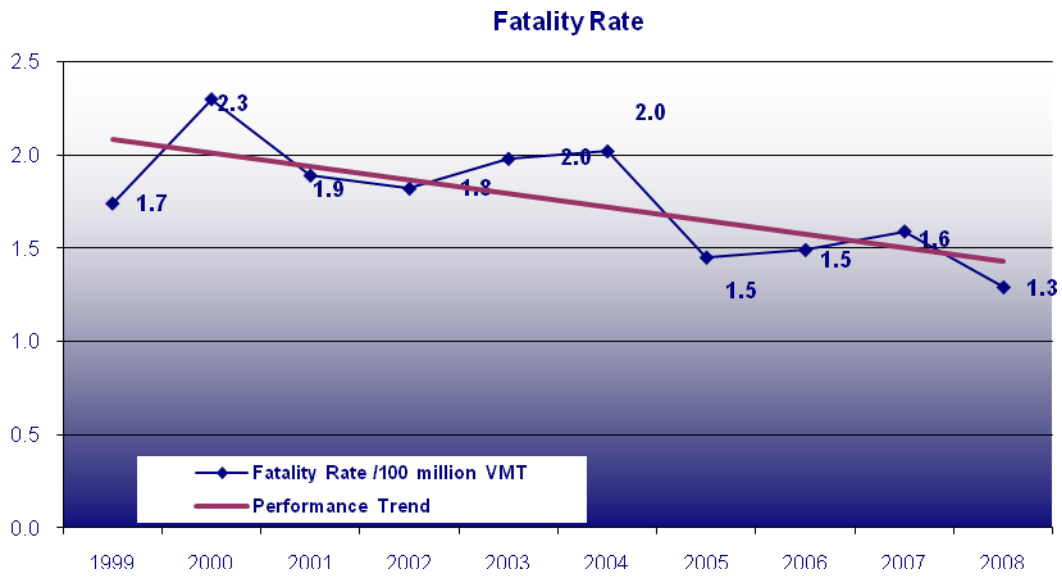
Goal: Reduce Fatalities from 63 in 2008 to 58 by 2010

Baseline: 2008 Calendar year of 63 fatalities



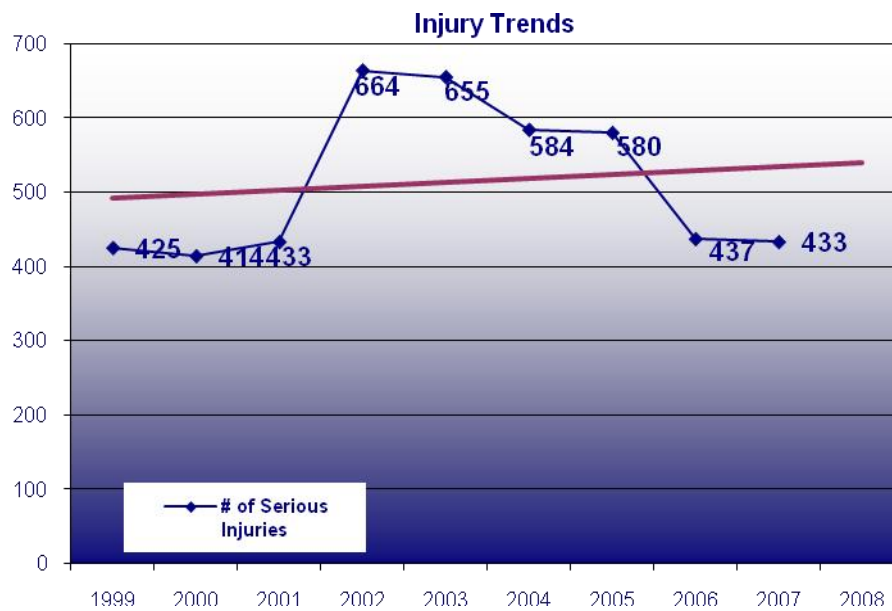
Goal: Decrease Fatality Rate per 100 Million VMT from 1.29 in 2008 to 1.19 by 2010

Baseline: 2008 Calendar year of 1.29



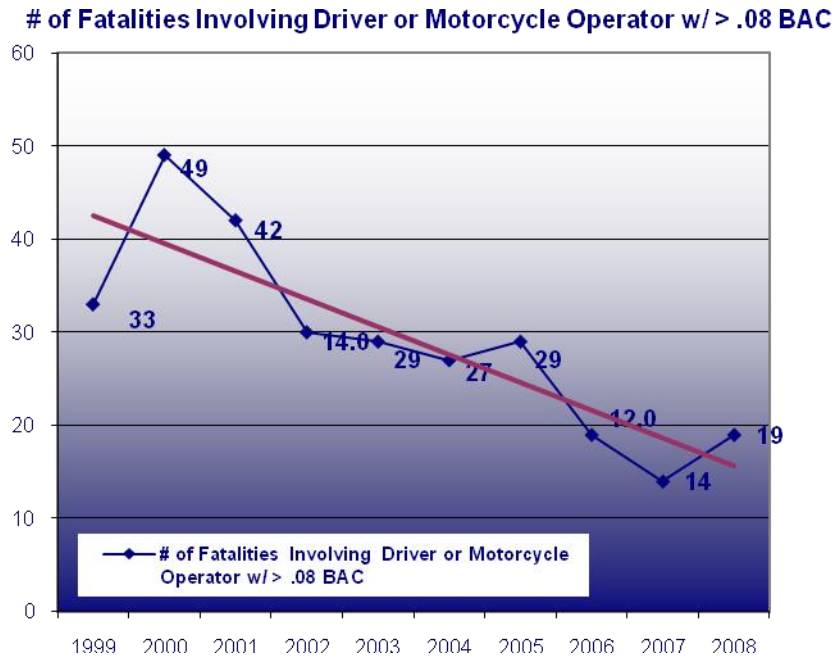
Goal: Decrease Serious Injuries from 433 in 2007 to 385 by 2010

Baseline: 2007 Calendar year of 433 Serious Injuries



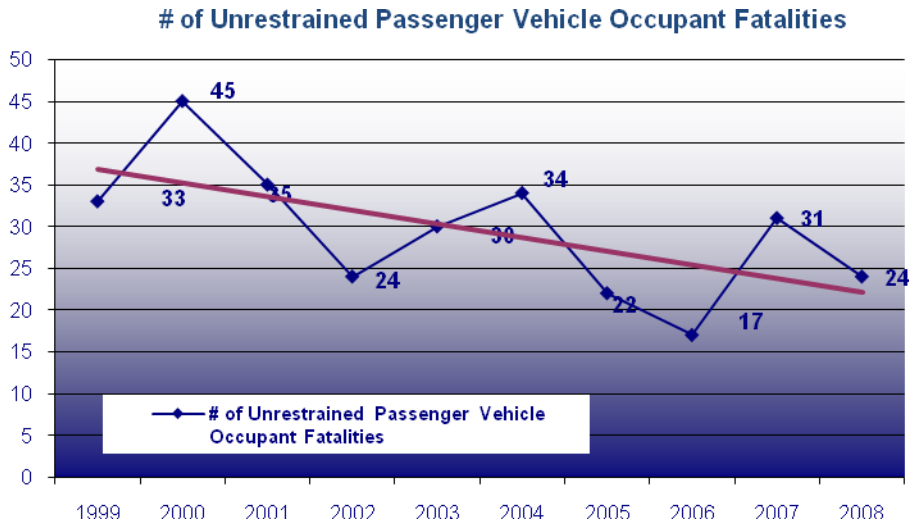
Goal: Decrease Fatalities at .08 or Above from 19 in 2008 to 18 by 2010

Baseline: 2008 Calendar year of 19 Fatalities



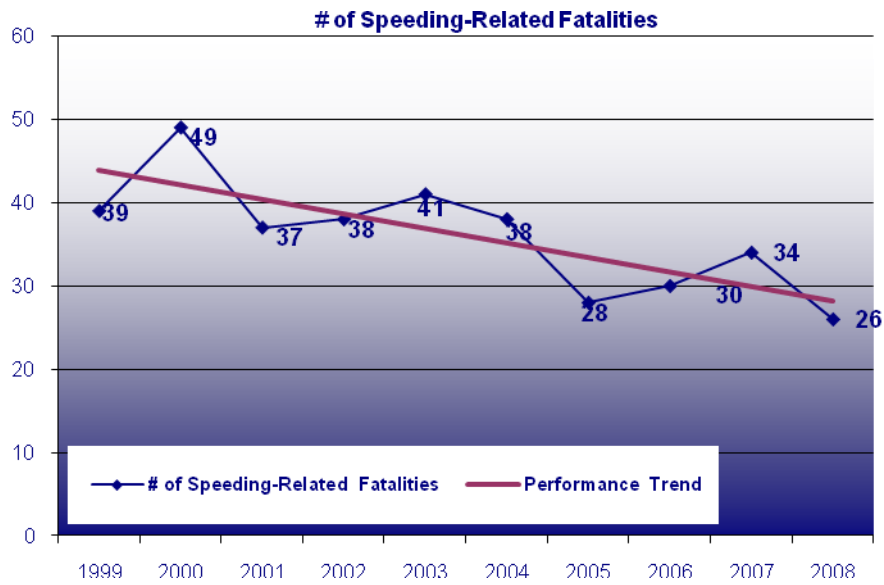
**Goal: Decrease Unrestrained Fatalities from 24 in 2008 to 22 by 2010**

**Baseline: 2008 Calendar year of 24 Fatalities**



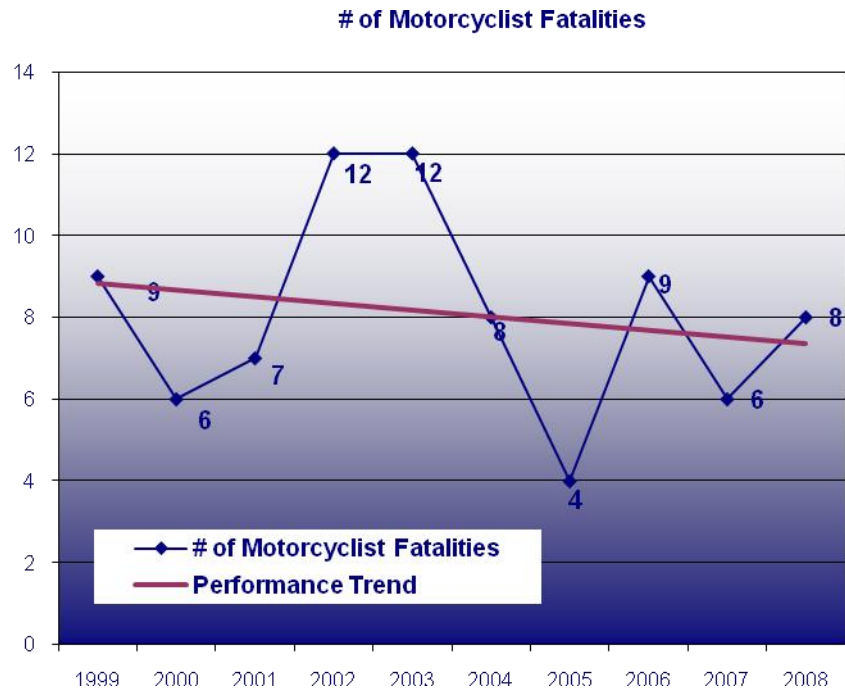
**Goal: Reduce Speeding-Related Fatalities from 26 in 2008 to 24 in 2010**

**Baseline: 2008 Calendar year of 26 Fatalities**



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

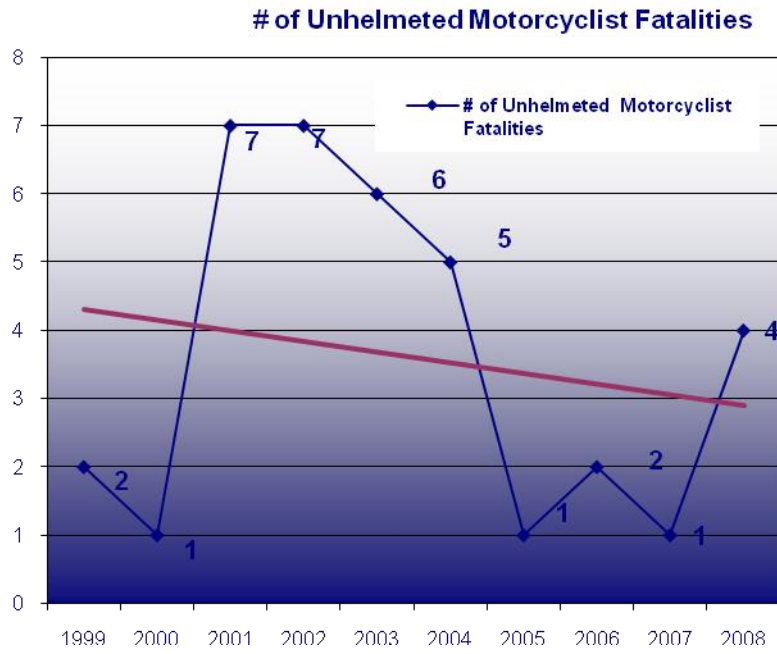
**Baseline: 2008 Calendar year of 8 fatalities**





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

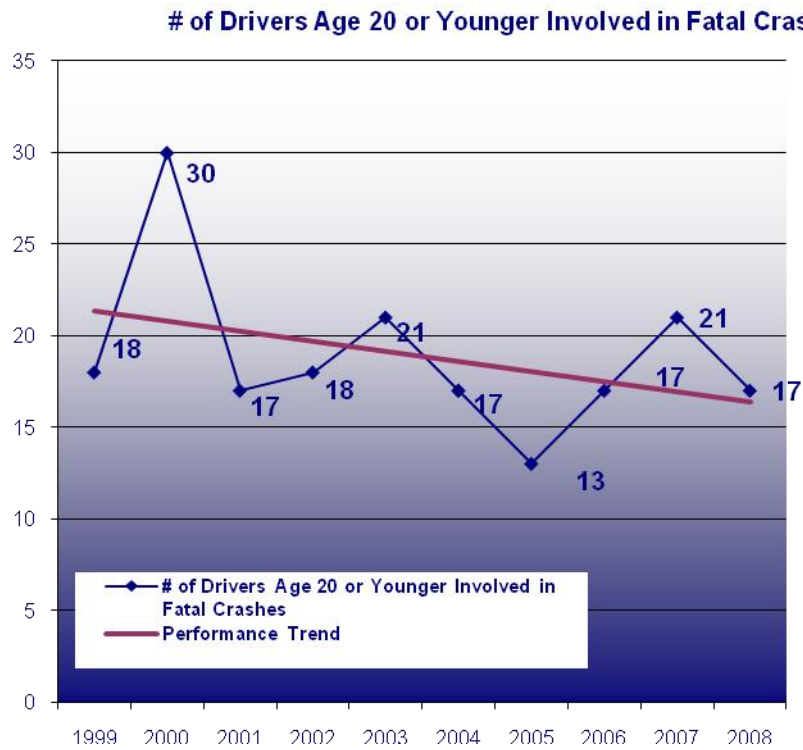
**Baseline: 2008 Calendar year of 4 fatalities**



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

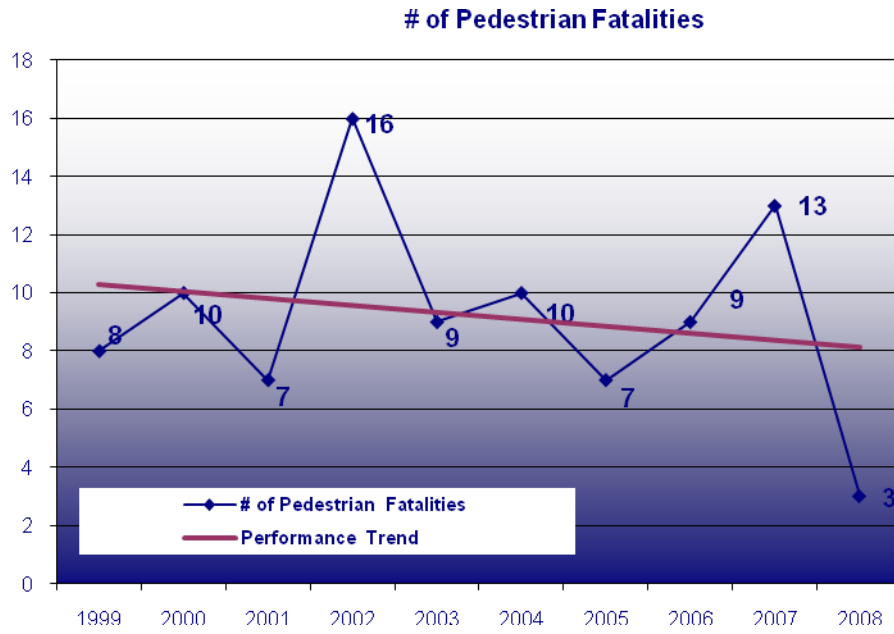
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**Goal: Maintain Pedestrian Fatalities at 3 by 2010**

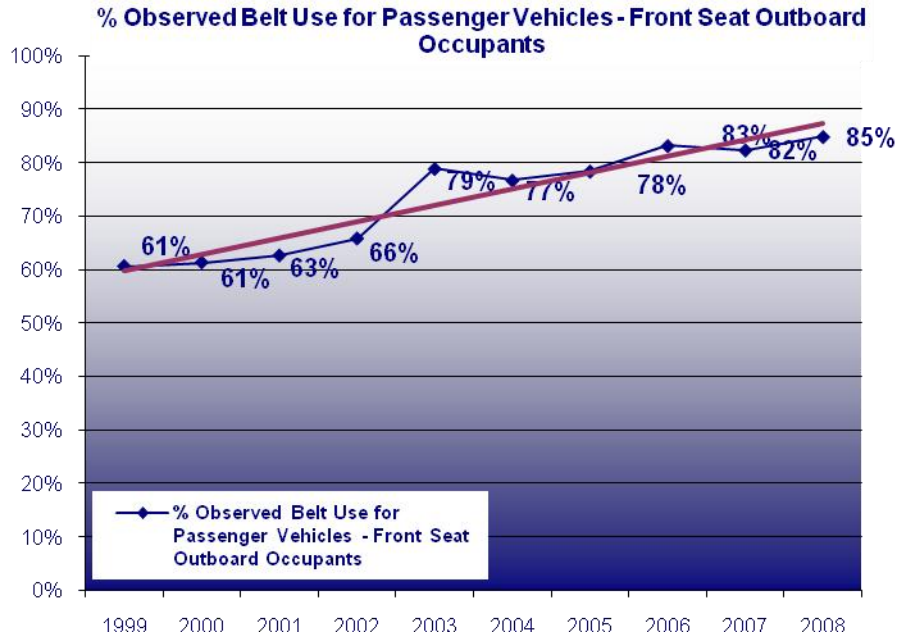
**Baseline: 2008 Calendar Year of 3 fatalities**

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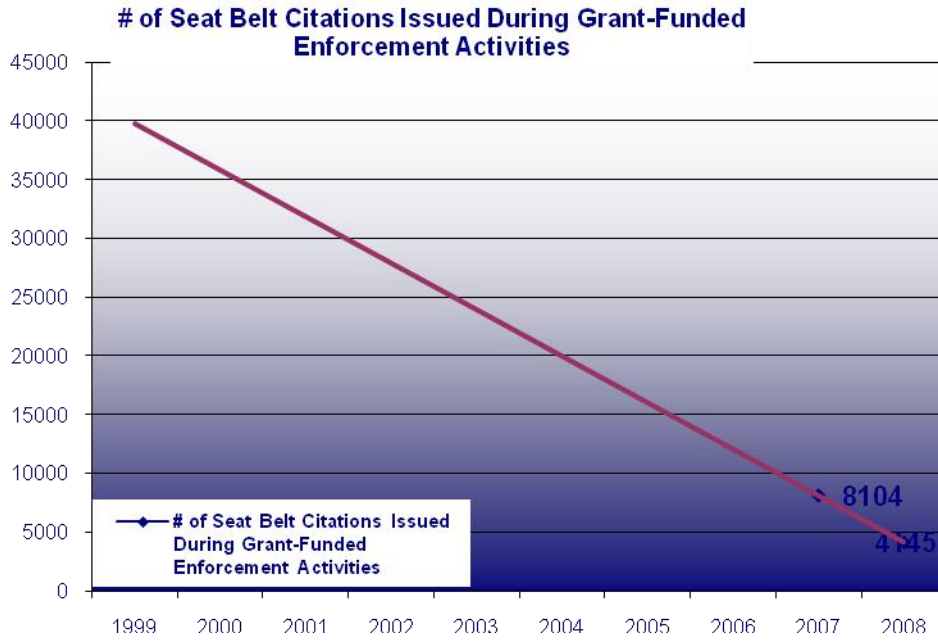
**Goal: Increase Observed Belt Use from 84.9% in 2008 to 85.0% in 2009**

**Baseline: 2008 Calendar year of 84.9%**



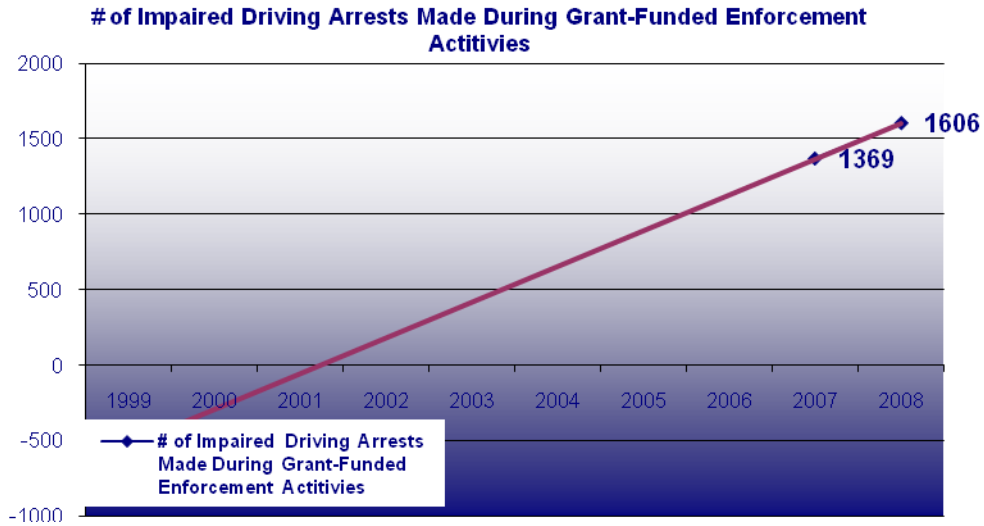
**Goal: Increase Seat Belt Citations by 10% from 4145 in 2008 to 4560 Citations in 2010**

**Baseline: 2008 Calendar year of 4145 Citations**



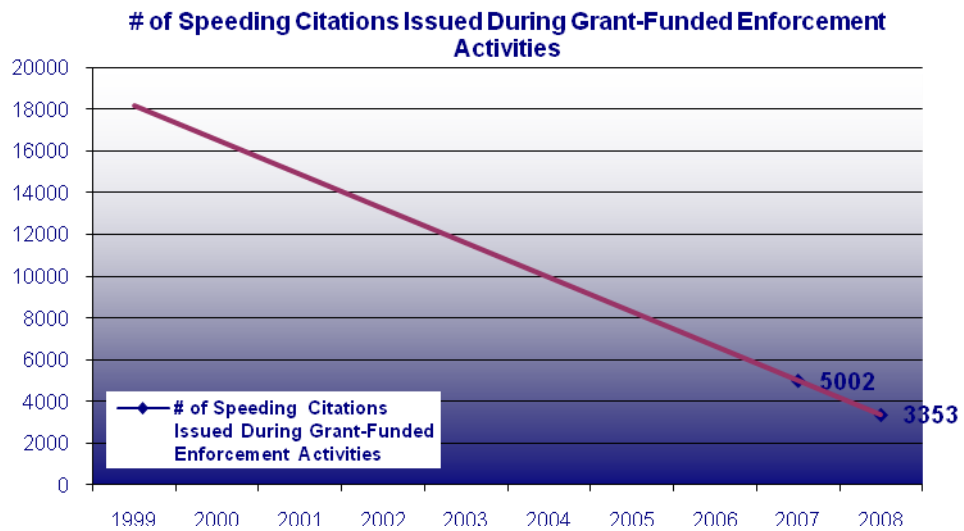
**Goal: Increase Impaired Driving Arrests by 10% from 1606 Arrests in 2008 to 1767 Arrests in 2010**

**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. 2008 data are still preliminary, and subject to change. Corrections have been made with past data.

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

	2003	2004	2005	2006	2007	2008	Objective 2010
Mileage Death Rate	1.98	2.02	1.45	1.49	1.59	1.29	1.19
# of Motor Vehicle Fatalities	98	101	73	74	82	63	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	2003	2004	2005	2006	2007	2008	Objective 2010
# of Fatal Crashes	87	96	66	71	75	56	52
Drivers ages 15-19 in fatal crashes	15	16	11	12	18	16	15

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	2003	2004	2005	2006	2007	2008	Objective 2010
# of Alcohol Impaired Driving Related Fatalities	23	13	26	13	20	19	18
% Alcohol Impaired Driving related fatalities	23%	13%	36%	18%	24%	30%	28%
# of Alcohol Impaired Driving fatal crashes	21	13	22	13	18	16	15
# of Alcohol Impaired Drivers age 16-19,	0	0	1	1	3	0	0

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	2003	2004	2005	2006	2007	2008	Objective 2010
% Occupants Belted	78.9%	76.7%	78.4%	83.2%	82.4%	84.9%	85.0%
Fatalities Not Using Restraints	30	34	22	17	31	24	22
# of Occupants age 15 and under killed in crashes not using restraints	3	1	1	4	3	1	1

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	2003	2004	2005	2006	2007	2008	Objective 2010
Pedestrians Killed	9	10	8	10	13	3	3
Pedestrians age 15 and under killed	2	1	2	2	0	2	2
Bicyclists killed	4	2	1	1	2	1	1
Bicyclists age 15 and under killed	2	1	1	0	1	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 2005 and the data from FARS is current to YTD2008.

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.

The ATRCC mission statement is: 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.

### **2009 Traffic Records Coordinating Committee Roster**

#### **Captain Hans Brinke, Chair**

SOA, Alaska State Troopers, DPS  
Address: 5700 E. Tudor Road  
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#### **Ulf Petersen**

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#### **Cindy Cashen**

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#### **Ron Martindale**

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#### **Diane Schenker**

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#### **Betty Buchan Monsour, PhD, DFTCB**

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#### **Timothy Bundy**

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#### **Chief John Lucking**

Soldotna Police Department  
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#### **Marcia Howell**

Alaska Injury Prevention Center  
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#### **Tony Piper**

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#### **Kim Carpenter**

Municipality of Anchorage  
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Phone: (907) 343-8421

#### **David Brower**

SOA, Dept. of Law  
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**Federal Representation (Non-Voting Members):**

**Shirley Wise, Alaska Contact**

Deputy Regional Administrator  
National Highway Traffic Safety Administration  
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915 Second Avenue  
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**Al Fletcher**

Federal Highway Administration  
US Dept of Transportation  
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Phone: (907) 586-7245

**Greg T Fredericksen - Regional Program Manager**

National Highway Traffic Safety Administration  
Pacific Northwest - Region 10  
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Seattle, Washington 98174  
Phone: (206) 220-7643

**Primary Contact (for general questions or comments):**

**Joanna S. Reed, Recording Secretary**

SOA, Alaska Highway Safety Office, DOT&PF  
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## ALASKA MOTORCYCLE SAFETY ADVISORY COMMITTEE (AMSAC)

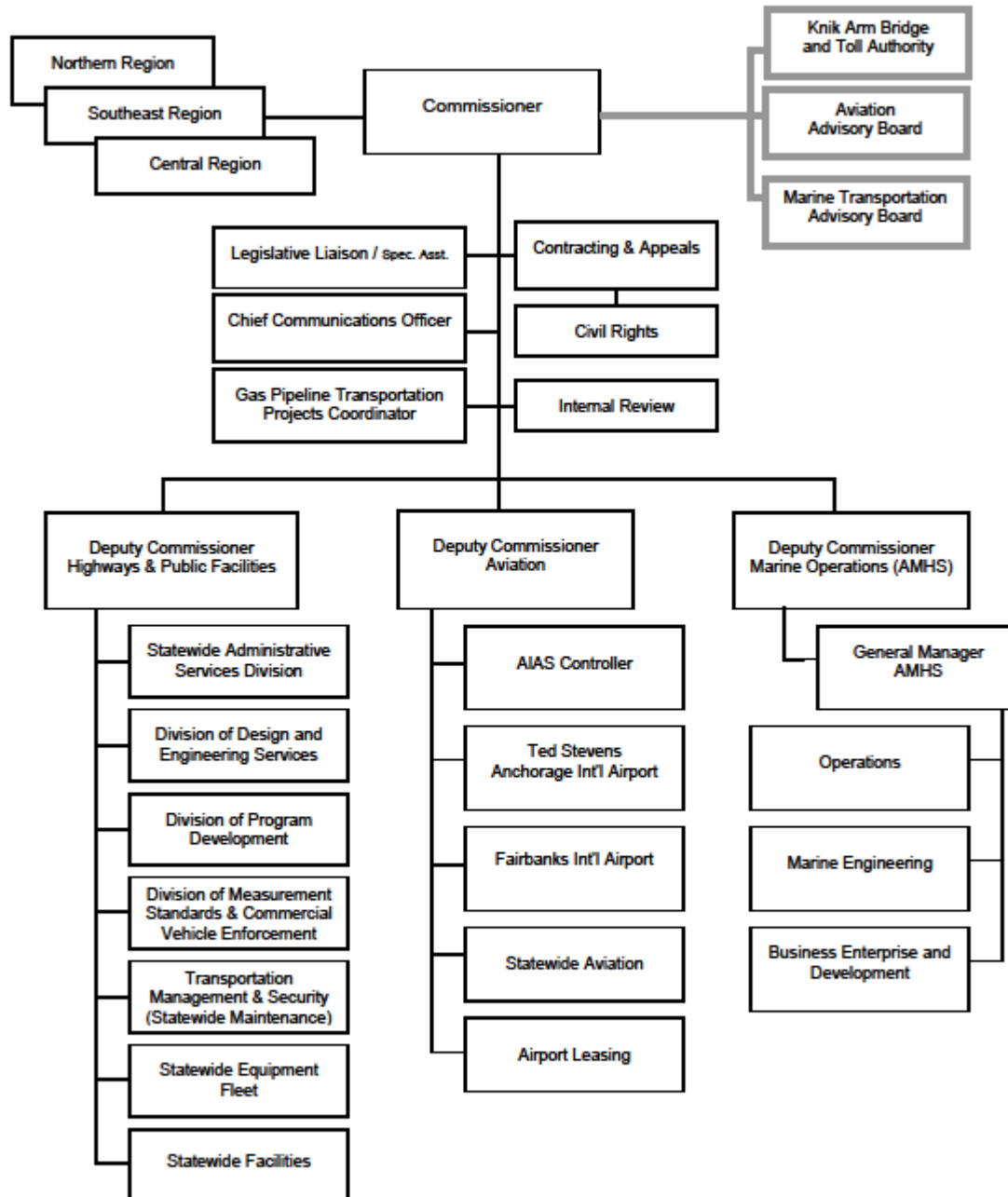
The purpose of the Alaska Motorcycle Safety Advisory Committee(AMSAC) is to recognize and engage the expertise which exists within the state that includes individuals knowledgeable and experienced in the issues of motorcycle safety and roadway operations in order to advise the Governor and the Governor’s 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.

<b>Voting members:</b>	<b>Location</b>	<b>Involvement</b>
Coffey, Dan, CHAIR	South Central	MSF Rider Coach; Legislative Liaison, ABATE of Alaska
McCrummen, Dan, VICE CHAIR	Southeast	MSF Rider Coach; President, Juneau ABATE
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
<b>Non-voting state members:</b>	<b>Location</b>	<b>Agency</b>
Joanne Olsen	Northern	DMV
BHP Captain Hans Brinke	Central	Law Enforcement
Cindy Cashen	Southeast	AK Highway Safety Office

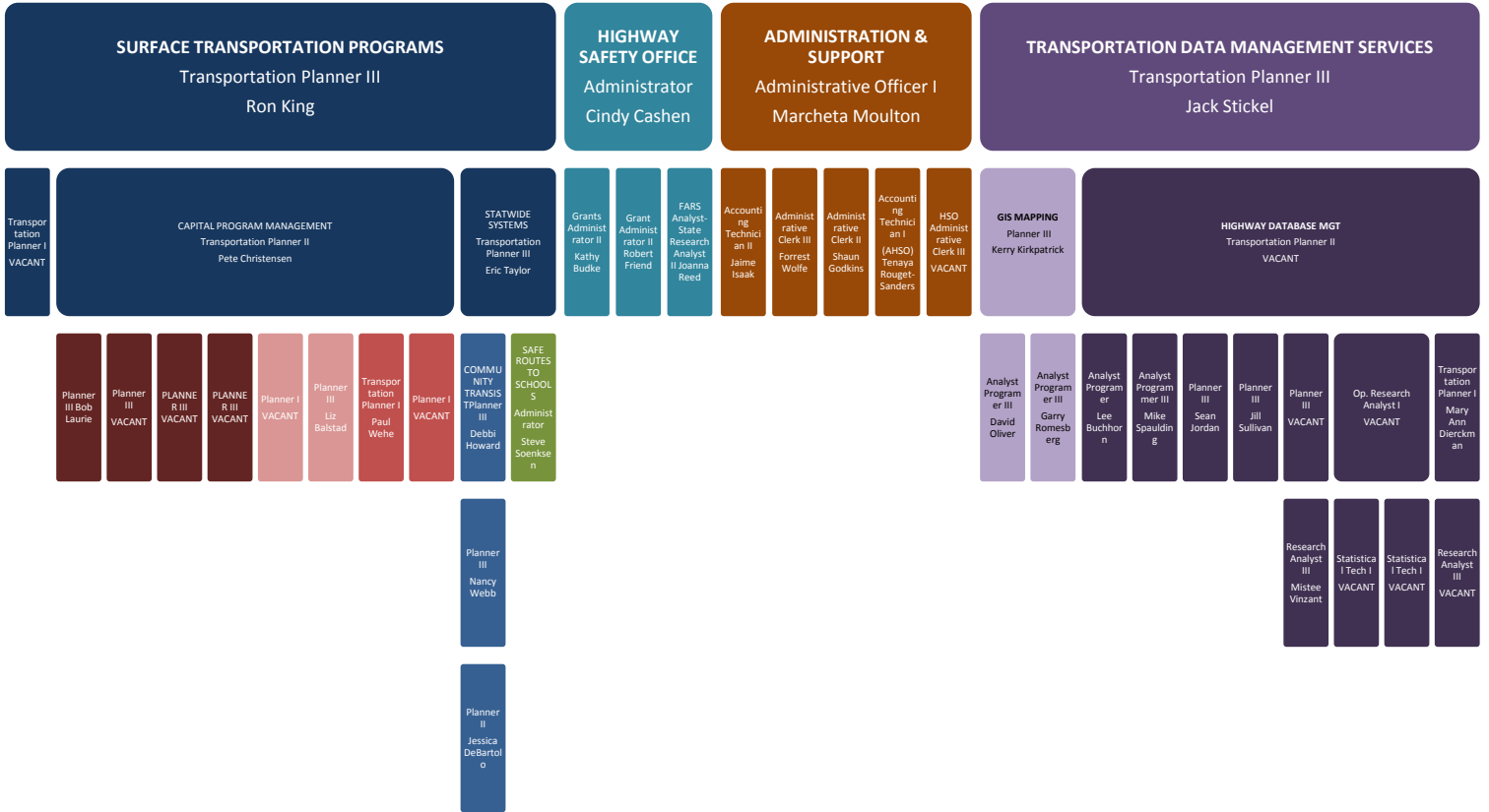
# Department of Transportation and Public Facilities

(January 2008)



# PROGRAM DEVELOPMENT

Director Jeff Ottesen



# HIGHWAY SAFETY PLAN

## 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 – Six Patrol vehicles @ \$47,500 each which will include emergency equipment, in car video system, Radar, handheld license scanner and citation printer for a total cost of \$285,000.00
- 154AL Alaska State Troopers Alaska Bureau of Highway Patrol – Six portable radios @ \$5,300 each for a total cost of \$31,800.00.
- 154AL Alaska State Troopers Alaska Bureau of Highway Patrol - Six in car mounted and portable Panasonic Tough Book computers @ \$7,500 each for a total cost of \$45,000.00.
- 402PM Alaska Bureau of Highway Patrol Creative Media Specialist and CIOT Media – Blu-Ray Disc Publisher @ \$5,000.00.
- 402 Volunteers in Policing Highway Safety Education – Two Kustom Signals Speed Trailers with solar panels @ \$9,590 each with shipping for a total cost of \$19,180.00.
- 402PT Juneau Police Department Crash Data Retrieval – Crash Data Retrieval software and associated hardware @ \$6,425.00.
- 154AL City of North Pole Police Department DUI/Traffic Enforcement Officer – 2009 Victoria Police Cruiser fully equipped @ \$43,462.00.
- 154AL Anchorage Police Department Traffic Equipment – Ford F-450 Heavy Duty cab/chassis less box (truck bed) @ \$45,935.00.
- 154AL Anchorage Police Department Traffic Equipment – Truckwell of Alaska 16' "Specialty Van up-fit installed" for Crash Scene Investigations @ \$98,830.00.
- 408K10 Department of Motor Vehicles Management and Storage of Electronic Crash Records – Two 36K Servers w/40K storage @ \$38,000 each for a total cost of \$76,000.00.
- 408K10 Department of Transportation and Public Facilities, Knik-Goose Bay Road Speed Information System – Wavetronix HD Traffic Smart Sensor with installation cables and devices for one site @ \$6,500.00.

## 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.**

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**Project Number:** PA-10-00-00  
**Project Title:** Planning and Administration

**Project Description**

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

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**Budget:** \$300,000 Section 402PA

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**Project Number:** AL-10-01-00  
**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.

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**Budget:** \$10,000 Section 402AL

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**Project Number:** 154PA-10-00-00  
**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.

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**Budget:** \$500,000 Section 154PA

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**Project Number:** K8PA-10-01-00  
**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.

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**Budget:** \$250,000 Section 410AL

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**Project Number:** 154AL-10-01-05  
**Project Title:** ASTEP Summit

**Project Description**

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

**Budget:** \$30,000      **Section 154AL**

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**Project Number:** 154AL-10-01-02 / K8-10-00-01  
**Project Title:** Alaska Bureau of Highway Patrol

**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). The ASHSP 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). ABHP is a dedicated traffic-law enforcement bureau 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.

ABHP was developed as a five-year project with the intent to request funding through the Alaska Highway Safety Office (AHSO) annually for the life of the project. With continued funding through AHSO, ABHP will continue to reach the vision adopted in the ASHSP:

Everyone Counts: Zero deaths and injuries on Alaska's surface transportation system.

**Budget:** \$4,290,478      **Section 410AL and 154AL**

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**Project Number:** 154AL-10-01-03  
**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:** \$1,251,033      **Section 154AL**

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**Project Number:** 154AL-10-01-01  
**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:** \$990,000      **Section 154AL**

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**Project Number:** K8PM-10-02-01  
**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. Media campaigns will begin in October 2009 and last through September 2010. These campaigns will include a strong enforcement message of "Drunk Driving. Over the Limit. Under Arrest" or other national or state campaign slogans.

**Budget:** \$677,102      **Section 410PM**

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**Project Number:** K8-10-00-02  
**Project Title:** SOA/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:** \$187,630      **Section 410AL**

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**Project Number:** K8-10-00-03  
**Project Title:** SOA/DPS 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 facilitated traffic offenders in Alaska would not be possible.

**Budget:** \$131,000      **Section 410AL**

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**Project Number:** K8-10-00-04  
**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:** \$78,315      **Section 410AL**

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**Project Number:** K8-10-00-06  
**Project Title:** SOA/DPS Alaska DEC/DRE

**Project Description**

To collectively bring the current DRE program from a piecemeal effort from many agencies to a comprehensive plan to address DUID cases for all agencies across the state, depending on the individual need of the agency and the local problem, using a multi-effort approach, based mostly on training partnerships with agencies already well-integrated into the DRE program.

**Budget:** \$101,633      **Section 410AL**

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**Project Number:** YA-10-28-01  
**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:** \$50,000      **Section 402YA**

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**Project Number:** K8-10-00-05  
**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:** \$43,332      **Section 410AL**

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**Project Number:** 154AL-10-01-00 / K8-10-00-00

**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.

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**Budget:** \$300,000 Sections 154AL and 410AL

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**Project Number:** MC-10-03-01

**Project Title:** Forget Me Not Mission

**Project Description**

The Forget Me Not Mission, Inc. proposes to organize four projects for 2010; two 5K walk/runs called Thunder Run Walk 'n Roll – one in Fairbanks and one in Anchorage; a motorcycle relay called Throttle Thunder Relay, from Soldotna to Fairbanks; and construction of a victim's memorial for the purpose of raising public awareness of the DUI problem in Alaska. The projects will draw attention to DUI issues through media coverage and public participation. The projects are of a nature that people are attracted to them, either to participate or observe, making them high profile, public interest activities. At these events we emphasize the DUI issues and statistics and disseminate literature about them. All media coverage they get will also emphasize the DUI message as will any advertising we purchase. The Forget Me Not Mission goal is to educate the public about the seriousness of DUI crashes and keep public awareness at a high level at all times, not just when there is a fatality, The Forget Me Not Mission will also support DUI programs in the public schools such as "Every 15 Minutes" and deer projects.

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**Budget:** \$41,768 Section 402MC

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**Project Number:** AL-10-01-01

**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 cornerstone upon which Off the Road was built is 'simplicity'. 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.

The ride home is completely free and confidential. Both the patron and their vehicle arrive home safe and at the same time. Moreover, the Anchorage Police Department supports the program by allowing taxicabs during the process of an Off the Road ride to place a sign on the taxicab windshield that reads "this taxi is participating in an Off the Road ride." With this sign posted local authorities will not tow or ticket the participating taxicabs. Previously taxicabs were towed or ticketed due to snow removal or street cleaning. Off the Road was recognized by the Municipality of Anchorage by proclaiming May 6<sup>th</sup> to be Off the Road Day.

## Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-10-00-00	Planning and Administration	\$300,000	Section 402
AL-10-01-00	Alcohol Programs	\$10,000	Section 402
154PA-10-00-00	Planning and Administration	\$500,000	Section 154
K8PA-10-01-00	Planning and Administration	\$250,000	Section 410
154AL-10-01-02	Alaska Bureau of Highway Patrol	\$3,374,478	Section 154
K8-10-00-01	Alaska Bureau of Highway Patrol	\$916,000	Section 410
154AL-10-01-03	Alaska Court System	\$1,251,033	Section 154
154AL-10-01-01	ASTEP DUI Enforcement	\$990,000	Section 154
K8PM-10-02-01	Bureau of Highway Patrol-Creative Media Specialist & DUI Media	\$692,302	Section 410
K8-10-00-02	SOA Dept of Law-Traffic Safety Resource Prosecutor	\$187,630	Section 410
K8-10-00-03	SOA/DPS Scientific Crime Detection Lab-Toxicology Services	\$131,000	Section 410
K8-10-00-04	Law Enforcement Liaisons	\$78,315	Section 410
K8-10-00-06	SOA Dept of Public Safety-DEC/DRE Program	\$101,633	Section 410
YA-10-28-01	Alaska School Activities-Play for Keeps	\$50,000	Section 402
K8-10-00-05	Dept of Law-Annual District Attorney's Conference	\$43,332	Section 410
MC-10-03-01	Forget Me Not Mission	\$41,768	Section 402
154AL-10-01-05	ASTEP Summit	\$30,000	Section 154
AL-10-01-01	Anchorage Hospitality Foundation-"Off the Road"	\$30,000	Section 402
K8-10-00-00	Statewide Services	\$50,000	Section 410
154AL-10-01-00	Statewide Services	\$250,000	Section 154
<b>402 Total</b>		\$431,768	
<b>Total All funds</b>		\$9,175,968	

## 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.**

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**Project Number:** K2-10-00-00

**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.

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**Budget:** \$10,000 Section 405OP

**Project Number:** K4PA-10-00-00

**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.

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**Budget:** \$24,816 Section 406PA

**Project Number:** OP-10-04-05

**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.

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**Budget:** \$28,000 Section 402OP



**Project Number:** PT-10-06-09  
**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. 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**

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**Project Number:** K2-10-00-01 / K4OP-10-01-01  
**Project Title:** Alaska Injury Prevention Center-Safe Communities

**Project Description**

In the Safe Communities Project, AIPC will take on some of the most dangerous aspects of highway safety, child passenger safety and seatbelt use. Reduce impaired and distracted driving through youth-created powerful multi-media messages. Promote safe pedestrian behaviors (especially concerning use of reflective material and clothing from 3-7pm). Increase bicycle awareness for drivers and offensive tactics for bicyclists. All of these activities will be conducted in conjunction with multiple community collaboration partners. In all AIPC projects, evidence-based best practices will be implemented and stringent evaluative components will be created and utilized.

**Budget:** \$419,989      **Section 405OP and Section 406OP**

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**Project Number:** PM-10-25-02  
**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**

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**Project Number:** OP-10-04-02  
**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

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**Project Number:** OP-10-04-01 / K3-10-01-01  
**Project Title:** DHSS-AK Child Motor Vehicle Injury Prevention Project

**Project Description**

This project provides an administrative and instructional system to insure that Child Passenger Safety (CPS) trainings and inspection programs statewide maintain appropriate standards. Statewide communication and support to CPS programs will be provided. The CPS Technician Instructor will maintain and support statewide communication of injury prevention activities, meetings and distribute current information. This program works with state, private, municipal, corporate and Alaska native organizations as well as AHSO to develop and maintain training, certification, recertification and inspection activities throughout Alaska. This program will support a CPS advisory board providing educational materials to encourage implementation of the recently enacted booster seat legislation.

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. Snow machine and ATV instructive safety materials targeted at tweens and teens will be made available.

**Budget:** \$104,000 Section 402OP and Section 2011

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**Project Number:** PM-10-25-03

**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 to prevent teen impaired driving 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 2010.

**Budget:** \$90,623 Section 402PM

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**Project Number:** OP-10-04-03

**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:** \$82,124 Section 402OP

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**Project Number:** K3-10-01-02

**Project Title:** SEARHC-Kids on the Move

**Project Description**

Southeast Regional Health Consortium (SEARHC) will continue the Kids on the Move program. The goal is to enhance the existing regional car seat safety program established in FY09 by strengthening the partnerships in Juneau. There will be a half-time staff coordinating the program. CPS technicians within the region will be provided with child car seats for distribution within their communities. The program will follow Safe Kids protocol and target low income families. A tracking system will be maintained for funds collected and will be used to offset the cost of car seats within the region. 18 communities are included in this supported region.

**Budget:** \$59,039 Section 2011

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**Project Number:** OP-10-04-04  
**Project Title:** Alaska Injury Prevention Center-NOPUS

**Project Description**

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

**Budget:** \$41,626 Section 402OP

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**Project Number:** K3-10-01-03  
**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:** \$40,000 Section 2011

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**Project Number:** K3-10-01-04  
**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:** \$36,715 Section 2011

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Project Number: K3PM-10-02-01

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

**Project Description**

Enhance the CPS program for the Kenai Peninsula through educational media with newspaper, radio and other printed materials. Increase the knowledge of the public about how to safely transport children in motor vehicles. Focus will be placed on the new booster seat legislation by letting the public know that children under the age of eight, 65 pounds or less or 4'9" need to be in booster seats. The media will include contact and inspection site information. All media will state that it was paid for by AHSO and Central Peninsula Hospital, the lead agency for Safe Kids, Kenai Peninsula.

Budget: \$8,000 Section 2011PM

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## Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
K2-10-00-00	Statewide Services	\$10,000	Section405
K4PA-10-00-00	Planning and Administration	\$24,816	Section 406
PT-10-06-09	ASTEP Seat Belt CIOT Enforcement	\$400,000	Section 402
K2-10-00-01	Alaska Injury Prevention Center-Safe Communities	\$196,643	Section 405
K4OP-10-01-01	Alaska Injury Prevention Center-Safe Communities	\$223,346	Section 406
PM-10-25-02	Alaska State Troopers-ABHP Visual and CIOT Media	\$301,896	Section 402
OP-10-04-02	Volunteers in Policing-VIP Highway Safety and Education Program	\$118,557	Section 402
OP-10-04-01	DHSS-AK Child Motor Vehicle Injury Prevention Project	\$53,519	Section 402
K3-10-01-01	DHSS-AK Child Motor Vehicle Injury Prevention Project	\$50,481	Section 2011
PM-10-25-03	Alaska Injury Prevention Center-Safe Community Media Project	\$90,623	Section 402
OP-10-04-03	Fairbanks Memorial Hospital-The Fairbanks Safe Rider Program	\$82,124	Section 402
K3-10-01-02	SEARHC-Kids On The Move	\$59,039	Section 2011
OP-10-04-04	Alaska Injury Prevention Center-NOPUS	\$41,626	Section 402
K3-10-01-03	Central Peninsula Hospital-Safe Kids Kenai Peninsula Child Passenger Safety	\$40,000	Section 2011
K3-10-01-04	Mat-Su Service for Children & Adults-Mat-Su Child Passenger Safety Program	\$36,715	Section 2011
OP-10-04-05	ASTEP Summit	\$28,000	Section 402
K3PM-10-02-01	Central Peninsula Hospital-Safe Kids Kenai Peninsula Child Passenger Safety Educational Media	\$8,000	Section 2011
<b>402 Total</b>		\$1,116,345	
<b>Total All funds</b>		\$1,765,395	

# 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-10-05-00

**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
<b>402 Total</b>		\$2,000	
<b>Total All funds</b>		\$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.**

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**Project Number:** 154AL-10-01-04

**Project Title:** Fairbanks PD- DUI/Traffic Enforcement Unit

## Project Description

The Fairbanks Police Department has completed three years of what is perceived as a highly successful DUI/Traffic Enforcement Team. The first two years has two dedicated traffic officers, and during 2008 the department added two additional dedicated traffic officers. The goals/objectives will be similar to past grant years in reducing injuries and saving lives. This will be accomplished through dedicated and aggressive enforcement in key areas such as occupant protection, alcohol impaired driving, aggressive and speeding violations. The educational component will continue to be included in the form of 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.

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**Budget:** \$553,817 Section 154AL

**Project Number:** PT-10-06-01

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

## Project Description

With AHSO funding the North Pole Police Department will continue funding 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. The DUI / Traffic unit will provide the following services:

- 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 them 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.

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**Budget:** \$161,592 Section 402PT



**Project Number:** PT-10-06-02  
**Project Title:** Anchorage PD- Traffic Unit Equipment Grant

**Project Description**

The Anchorage Police Department is requesting grant funds for the purchase of (1) one emergency response vehicle (van) to be used by the Traffic Unit's "Major collision Investigation Unit (MCIU)." The van will provide a rapid, safe and heated platform for their crash investigators to work from in all weather conditions in any location. It will be equipped with emergency lights, warning lights, tower and side mounted illumination lights. It will also provide a centralized and secure storage for their crash scene mapping equipment, vehicle data retrieval equipment, on-board computers, trace evidence collection equipment as well as video and communications gear. This van will be deployed to all fatality and major injury collisions reducing their initial response time and total time on scene. This will result in reduced road closures, more thorough investigations and successful prosecutions.

**Budget:** \$144,765 Section 402PT

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**Project Number:** PT-10-06-03  
**Project Title:** Fairbanks PD-Equipment Purchases

**Project Description**

The Fairbanks Police Department would like to purchase various pieces of equipment to utilize towards traffic safety as it pertains to the Fairbanks area. During 2008, the Fairbanks Police Department issued 4,131 traffic citations of which 728 were for speeding violations. In addition, 332 DUI's, 44 refusals, and 204 DWSOL cases were made. There were also 592 seatbelt citations issued. These numbers are a reflection of a very committed and determined administration towards traffic safety.

**Budget:** \$95,326 Section 402PT

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**Project Number:** PT-10-06-04  
**Project Title:** Soldotna PD – Technology on Patrol

**Project Description**

The purpose of this project is to enhance traffic enforcement efficiency by providing each officer of the Soldotna Police Department with technology devised for use in their vehicles while on patrol. These tools include the equipment and software necessary for performing electronic ticketing for traffic violations as well as laptops, and personal data devices which will provide them with instant wireless communication, access to the traditional law enforcement databases; APSIN, NLETS, NCIC as well as internet data, email, audio and video recording and transmittal capabilities. It is expected that the technology will reduce ticketing errors, improve data accuracy, benefit prosecutions, promote officer safety and enhance efficiency by allowing officers to spend more time in their patrol vehicles on the streets and less time in the office handling paperwork. This project further incorporates a continued effort to encourage safe driving with Community programs to targeted demographics

**Budget:** \$73,280 Section 402PT

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**Project Number:** PT-10-06-05  
**Project Title:** Kenai PD-All Eyes On DUIs

**Project Description**

The Kenai Police Department (KPD) proposes to implement a DUI suppression campaign entitled "All Eyes on DUIs." The goal of the campaign is to increase DUI arrests and reduce DUI related crashes within the City of Kenai by training and equipping every officer that drives the roadways for DUI suppression. The KPS will be purchasing equipment (digital video cameras and PBT's) in addition to providing refresher DUI training to all officers. KPS is in need of the in-car video systems, which have become critically important to DUI investigation and prosecution. Currently, 8 of the 17 patrol vehicles at KPD are equipped with Digital Ally cameras that have multiple advanced features including pre-record (always recording), back seat prisoner camera and night mode. The remaining patrol vehicles either have outdated video equipment or no video equipment at all. Also, 9 of the 18 officers at KPD have been outfitted with the Alco-Sensor FST portable breath tester. The remaining officers either do not have a PBT or are carrying much older models. As part of KPD's campaign to combat DUI's, with the assistance of grant funding, KPD will be purchasing Digital Ally cameras for every patrol vehicle and the Alco-Sensor FST portable breath testers to be carried by every officer. Our goal in this campaign is to train and equip every officer that drives a patrol car, no matter what their assignment, for DUI suppression. The training will focus on DUI recognition, standardized field sobriety testing, and the use of the new cameras and PBT's.

**Budget:** \$44,758 Section 402PT

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**Project Number:** PT-10-06-06  
**Project Title:** Dillingham PD-Impaired Driving

**Project Description**

The Dillingham Department of Public Safety is proposing the purchase of in-car cameras for use in Impaired Driving (DUI) enforcement. The in-car cameras will provide video documentation of traffic stops, FST's, and DUI arrests. This documentation will assist the District Attorneys with successful prosecution of DUI offenses, Officers will have the ability to review and critique their traffic stops, leading to increased professionalism, higher performance and improved officer safety skills.

**Budget:** \$11,700 Section 402PT

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**Project Number:** PT-10-06-07  
**Project Title:** Wrangell PD-In Car Video Cameras

**Project Description**

This grant proposal is requesting funding to purchase in car video camera equipment for Wrangell Borough Police Department vehicle to provide a video record of traffic stop events which result in citations and arrests that may be contested in court.

The highway/road system portion of the Wrangell Borough is primarily located on Wrangell Island. The City of Wrangell has a population of about 2,100 with approximately 40 miles of paved road and approximately 150 miles of unpaved roads. The patrol function of the department is comprised of one Sergeant and four Police Officers, all are certified in the use of traffic radar and Data Master CDM.

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**Budget:** \$10,880 Section 402PT

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**Project Number:** PT-10-06-08  
**Project Title:** Juneau PD-Crash Data Retrieval

**Project Description**

The Juneau Police Department is proposing to purchase a Crash Data Retrieval (CDR) System, along with the associated equipment and training for two (2) officers. In 2006, it was estimated about 64 percent of passing cars on the market came equipped from the factory with "Event Data Recorders (EDR)". The EDR records data on driver inputs (steering, braking, etc.) and vehicle movements (air bag deployment, acceleration, deceleration, skidding, swerving, etc.) when the vehicle is involved in a collision strong enough to trigger the EDR system. The CDR System consists of hardware and software that downloads pre-crash and crash data from a vehicle's air bag module (the EDR) to a computer. The CDR software presents this data in easy to read graphs and tables. The CDR will be used at serious motor vehicle crash scenes to supplement data obtained through statements of involved parties and on scene observations, An investigator will take the CDR information and further add to the investigation of serious motor vehicle crash scenes. In the case of a crash where a driver is unable to make a statement about the crash or on scene evidence is not available, the CDR information can be used to assist with determination of what occurred in the crash. The CDR will assist officers in performing a better investigation of serious crashes and providing the citizens of Juneau better data for criminal and civil cases. The accurate and thorough data from the CDR will also provide more detailed statistical information in crash reporting to State agencies.

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**Budget:** \$9,985 Section 402PT

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### Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
154AL-10-01-04	Fairbanks PD DUI Unit	\$553,817	Section 154
PT-10-06-01	City of North Pole DUI Officer	\$161,592	Section 402
PT-10-06-02	Anchorage PD Traffic Unit	\$144,765	Section 402
PT-10-06-03	Fairbanks PD Equipment	\$95,326	Section 402
PT-10-06-04	Soldotna PD-Tech. on Patrol	\$73,280	Section 402
PT-10-06-05	Kenai PD-All Eyes on DUP's	\$44,758	Section 402
PT-10-06-6	Dillingham PD-Impaired Driving	\$11,700	Section 402
PT-10-06-07	Wrangell PD-In Car Video Cameras	10,880	Section 402
PT-10-06-08	Juneau PD Crash Data Retrieval	\$9,985	Section 402
<b>402 Total</b>		\$552,286	
<b>Total All funds</b>		\$1,106,103	

# TRAFFIC RECORDS PROGRAM AREA

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

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**Project Number:** K9-10-01-00  
**Project Title:** Statewide Services

**Project Description**

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

**Budget:** \$50,000 Section 408

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**Project Number:** K9-10-01-01  
**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 license fee, and the Easy Street Draw license fee), related to the ATRCC Traffic Records Assessment projects and improvement of statewide traffic record systems.

**Budget:** \$60,000 Section 408

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**Project Number:** K9-10-01-02  
**Project Title:** DMV-Management and Storage of Electronic Crash Records and Customer Service Representative

**Project Description**

The Department of Administration, Division of Motor Vehicles (DMV) is the repository of all crash reports submitted by the public and law enforcement. Through a previous initiative, citizen crash reports are submitted via the internet. This will be followed by various law enforcement agencies submitting crash reports through the internet. While the data is being reported in a timely manner, DMV has no system to accept electronic data. The electronic reports must be turned into a portable document format (PDF), pulled up on a screen, and then printed. This causes a backlog of work that is continually growing as each report must be handled several times. DMV is asking for funding to establish an electronic storage and management system for crash reports, and Customer Service Representatives.

**Budget:** \$288,400 Section 408

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**Project Number:** K9-10-01-03  
**Project Title:** AHSO- Traffic Records Coordinator

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

- Coordinate the Alaska Traffic Records Coordinating Committee (Interagency committee).
- Coordinate and 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.
- Assist with the annual state TraCS User conference.
- Develop approximately four traffic records grant proposals with the management of the AHSO Administrator and the direction of ATRCC.
- Be the point of contact for policy analysis, oversight, and coordination of Alaska traffic records.
- Attend state and national conferences on traffic records and related topics.
- Create and manage the Traffic Safety Resource Guide.

**Budget:** \$150,000 Section 408

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**Project Number:** K9-10-01-04  
**Project Title:** AACOP TraCS Project

**Project Description**

This project is a joint venture between the Alaska Association of Chiefs of Police (AACOP), and the Alaska Department of Public Safety for the purpose of deploying the TraCS and electronic traffic data technology throughout Alaska.

**Budget:** \$130,624 Section 408

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**Project Number:** K9-10-01-05  
**Project Title:** DHSS: Alaska Crash Outcomes

**Project Description**

The Alaska Crash Outcomes Pilot Project will use LinkSolv software comparable to NHTSA's "CODES" software (Crash Outcomes Data Evaluation Systems) with data resources in Alaska to develop the system for regular analysis and online reporting of crash data, weather and road condition data, and "outcomes" including the injuries sustained, long term health status, and costs of care and rehabilitation. The project will use hospital discharge and emergency department data to learn more about how to improve highway safety. 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 ties directly to the ATRCC FFY08 strategic plan vision and mission, and has been identified on p. 3 as "produce, analyze and report on injury surveillance data annually." The goal is to improve the Injury Surveillance System to reduce unnecessary burden of death, disability, and associated costs of motor vehicle crashes. The project utilizes multiple data sets from traffic records and public health to analyze outcomes to inform policy, a primary focus of the Technical Review recommendations to Alaska's traffic records program (May 2007 report). Objectives are to: (1) Analyze characteristics of the crash, vehicles, and persons involved in relation to outcomes to enable highway safety planners to prioritize strategies to reduce motor vehicle crash incidence; develop, post, evaluate and refine (with Advisory Committee input) regular reports; (2) Analyze/report/post data relating to response to crashes in relation to crash conditions and outcomes to identify potential strategies to reduce deaths and severity of injury; and (3) Demonstrate efficiency and efficacy of application of the accepted analytical software using Alaska data resources for providing results for surveillance, evaluation of highway, first responder, and emergency department's changes in practice, and for planning purposes.

**Budget:** \$99,883 Section 408

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**Project Number:** K9-10-01-06

**Project Title:** DOT&PF- 12-200 Crash Form Training Project-Year 2

**Project Description**

This project is intended to:

- Establish a consistent way to collect crash data by the use of ANSI D-16, ANSI D-20 and MMUCC.
- Provide training on the filling out of the 12-200 crash form.

The 12-200 crash form in has been in place since 2002. 12-200 data collection standards and officer training were identified as deficient in the 2007 Traffic Records Assessment.

As these items are interdependent and need to be addressed together, this grant proposes to take on these identified ATRCC strategies and combine them into a single project.

- Increased data accuracy for easier reporting and comparison of data nationally through:
  - o The use of standardized data elements
  - o Improved law enforcement training
- Improve compatibility of data by requiring the new form and training to use ANSI D-16, ANSI D-20, and MMUCC 3.
- Make statistical studies more reliable through uniformity of data emanating from use of ANSI D-16, ANSI D-20, and MMUCC 3.
- Address deficiencies noted in the 2007 Traffic Records Assessment.

This project is being managed by:

Ron Martindale, Alaska DOT/PF Central Region HSIP Coordinator  
Lt. Katherine Peterson, Alaska State Troopers

**Budget:** \$25,000 Section 408

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**Project Number:** K9-10-01-07

**Project Title:** DOT&PF Knik-Goose Bay Road Speed Information System

**Project Description**

The Knik-Goose Bay Road is one of the five new candidate safety zones under the Alaska Strategic Highway Safety Plan. There were 8.75 fatalities and major injuries per mile for the period 1977 – 2006 with a fatal + major injury accident rate of 22.48 for the 2001-2003 three-year period. Unsafe speed is a contributing factor to many of these accidents. The Knik-Goose Bay Road Speed Information System project seeks to reduce these serious injury and fatal highway crashes by providing the capability to monitor the speed patterns and target enforcement activities. The project will install up to four speed monitoring traffic sensors at existing Department of Transportation and Public Facilities (DOT&PF) passive traffic stations along Knik-Goose Bay or other suitable sites. The speed data will be available via a web interface in close to real-time and be archived to allow comparison with other time periods.

This is a continuation of the FY2009 project. A second year is being requested due to late Notice to Proceed and the winter conditions in Wasilla. A full year of evaluation would be most beneficial in evaluating the speed program. The goals and objectives have not changed. However, the equipment mix has been modified to reflect the overall anticipated budget for the project and the portability of the chosen traffic sensors.

**Budget:** \$16,512 Section 408

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## Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
K9-10-01-00	Statewide Services	\$50,000	Section 408
K9-10-01-01	Traffic Records Travel and License Fees	\$60,000	Section 408
K9-10-01-02	DMV-Management and Storage of Electronic Crash Records and Customer Service Representative	\$288,400	Section 408
K9-10-01-03	AHSO-TR Coordinator	\$150,000	Section 408
K9-10-01-04	AACOP- TraCS Project	\$130,624	Section 408
K9-10-01-05	DHSS- Alaska Crash Outcomes	\$99,883	Section 408
K9-10-01-06	DOT&PF- 12-200 Crash Form Project-year 2	\$25,000	Section 408
K9-10-01-07	DOT&PF Knik-Goose Bay Road Speed Information System	\$16,512	Section 408
<b>Total All funds</b>		\$820,419	

## 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.**

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**Project Number:** EM-10-02-01

**Project Title:** SEARHC Community Health Services-Youth First Responders

**Project Description**

The overall goal of the Youth First Responders program is to provide youth with the opportunity for in-depth and experiential education in emergency medical services (EMS) to increase the number of trained responders and support injury prevention education. The purpose of the grant project is to improve EMS response to motor vehicle crashes on the Prince of Wales Island by increasing the number of trained EMS responders and to decrease the number of injuries related to motor vehicles by providing injury prevention training. The program seeks to actively engage high school students on the Prince of Wales Island by teaching ETT/EMT classes in rural schools. The program will encourage their future commitment to EMS response in their community and invigorate the current responders. The Youth First Responders team activities enhance classroom learning by giving youth an opportunity to receive in-depth training and provide EMS services at injury prevention community events. The Youth First Responders program is unique in that it provides a multi-faceted approach supported by many community partners to allow teens to explore a variety of career and civic involvement options and gain real-life experience in health and safety.

Collaborating Partners: Cooperative Extension Service 4-H program; University of Alaska Southeast, Sitka; local Prince of Wales EMS services; South East Regional EMS council (SEREMS); and local school districts.

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**Budget:** \$44,344 Section 402EM

**Project Number:** EM-10-02-02

**Project Title:** American Red Cross of Alaska-Safety Highways with Youth Trained in CPR/AED and First Aid

**Project Description**

American Red Cross proposes a partnership with the State of Alaska Department of Transportation and Public Facilities, Office of Highway Safety Administration, the Mat-Su Youth Court, 5 other previous your oriented partners, plus one new partner to increase the number of licensed and permitted drivers who have American Red Cross CPR/AED and First Aid training. The purpose of our partnerships is to make the roadways in the Mat-Su Borough safer in the event of injuries and accidents by enabling drivers the knowledge and skills to provide care while emergency responders are en route. American Red Cross will achieve this by training one new instructor in the 4H who will in turn train the approximate 250 youth within their organizations to Youth Court juvenile offenders as part of their CWS requirement.

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**Budget:** \$27,705 Section 402EM

### Emergency Medical Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
EM-10-02-01	<b>SEARHC Community Health Services-Youth First Responders</b>	\$44,344	Section 402
EM-10-02-02	<b>American Red Cross of Alaska-Safety Highways</b>	\$27,705	Section 402
<b>402 Total</b>		\$72,049	
<b>Total All funds</b>		\$72,049	

# 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:** K6-10-01-00  
**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-10-03-02  
**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 Number	Project Title	Budget	Budget Source
K6-10-01-00	Statewide Services	\$150,000	Section 2010
MC-10-03-02	AMSAC Travel	\$15,000	Section 402
<b>402 Total</b>		\$15,000	
<b>Total All funds</b>		\$165,000	

## **SPEED MANAGEMENT PROGRAM AREA-NONE**

### **Speed Management Program Area: Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
n/a			
<b>402 Total</b>		\$0	
<b>Total All funds</b>		\$0	

# ROADWAY SAFETY PROGRAM AREA

**Goal: Reduce the Mileage Death Rate (MDR).**

**Reduce the number of fatalities and serious injuries.**

**Project Number:** TBD  
**Project Title:** Hazard Elimination Funds

**Project Description**

Hazard Elimination seat belt related-projects will be funded with Section 406 -Primary Seat Belt Incentive Funds.

**Budget:** \$223,345 Section 406

**Project Number:** 154HE-10-03-01  
**Project Title:** Hazard Elimination Funds

**Project Description**

Hazard Elimination project will be funded in FY09 with section 154 as part of the Highway Safety Improvement Projects (HSIP) and HAS Web 12-200 Projects.

**Budget:** \$11,000,000 Section 154HE

**Project Number:** 164HE-10-01-01  
**Project Title:** Hazard Elimination Funds

**Project Description**

Hazard Elimination project will be funded in FY09 with section 164 as part of the Highway Safety Improvement Projects (HSIP) and HAS Web 12-200 Projects.

**Budget:** \$20,000,000 Section 164HE

## Roadway Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
TBD	Hazard Elimination Funds	\$223,345	Section 406
154HE-10-03-01	Hazard Elimination Funds	\$11,000,000	Section 154
164HE-10-01-01	Hazard Elimination Funds	\$20,000,000	Section 164
<b>Total All funds</b>		\$31,223,345	

## OTHER PROGRAM AREA

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

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**Project Number:** PM-10-25-01

**Project Title:** Market Wise-Statewide Highway Safety Media Campaign

### Project Description

This grant is for the funding of a Statewide Highway Safety Radio Campaign. Commercials for the radio campaign will be produced in accordance with the goals of the Alaska Strategic Highway Safety Plan. This media campaign will try to increase awareness of safety issues associated with our highways and in the long run help reduce traffic related deaths and injuries. Market Wise will also work with other agencies to combine efforts with the overall goal of preventing highway injuries and fatalities.

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**Budget:** \$114,927 Section 402PM

**Project Number:** SA-10-17-01

**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.

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. All financial assistance will be provided on an as-needed basis.

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**Budget:** \$117,150 Section 402SA

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**Project Number:** SA-10-17-02  
**Project Title:** GHSA-NHTSA Survey

**Project Description**

As part of joint effort to develop Traffic Safety Performance Measures for States and Federal Agencies, a GHSA and NHTSA working group identified a basic set of questions that could be used in periodic surveys that track driver attitudes and awareness concerning impaired driving, seat belt use, and speeding issues. NHTSA and GHSA agreed that States would utilize these questions in surveys to be conducted during fiscal year 2010 and that findings would be reported in 2011 Highway Safety Plans.

**Budget:** \$40,000 402SA

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**Other Program Area: Budget Summary**

Project Number	Project Title	Budget	Budget Source
PM-10-25-01	Market Wise-Statewide Highway Safety Media Campaign	\$114,927	402PM
SA-10-17-01	Alaska Court System-Operator's Without License (OWL)	\$117,150	402SA
SA-10-17-02	GHSA-NHTSA Survey	\$40,000	402SA
<b>402 Total</b>		\$272,077	
<b>Total All funds</b>		\$272,077	



### Program Area: Budget Summary

Budget Source	Est. carry-forward funds	Est. new funds	Est. total	Grants	Difference
Section 402	\$700,000	\$1,761,525	\$2,461,525	\$2,461,525	\$0
Section 405	\$50,000	\$156,643	\$206,643	\$206,643	\$0
Section 406	\$0	\$248,162	\$248,162	\$248,162	\$0
Section 408	\$350,000	\$500,000	\$850,000	\$820,419	+\$29,581
Section 410 (ALR)	\$400,000	\$1,059,561	\$1,459,561	\$1,459,561	\$0
Section 410 (PRG)	\$0	\$1,059,561	\$1,059,561	\$975,561	+\$84,000
Section 2010	\$50,000	\$100,000	\$150,000	\$150,000	\$0
Section 2011	\$0	\$194,235	\$194,235	\$194,235	\$0
Section 154AL	\$1,000,000	\$5,966,018	\$6,966,018	\$6,949,328	+\$16,690
Section 154HE	\$0	\$11,000,000	\$11,000,000	\$11,000,000	\$0
Section 164HE	\$0	\$20,000,000	\$20,000,000	\$20,000,000	\$0
<b>Total All Funds</b>	<b>\$2,798,162</b>	<b>\$41,797,543</b>	<b>\$44,595,705</b>	<b>\$44,465,434</b>	<b>+\$130,271</b>

# CERTIFICATIONS AND ASSURANCES

*State Certifications*

Revised 8/25/05

## 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:

- o 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- o 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- o 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- o 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- o NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- o Highway Safety Grant Funding Policy for Field-Administered Grants

### Certifications and Assurances

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;

**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.**

**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.**

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));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and 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 18.20, 18.21, and 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;

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), which prohibits discrimination on the basis of handicaps (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; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

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 (23 USC 101 Note) 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 with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **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. (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)

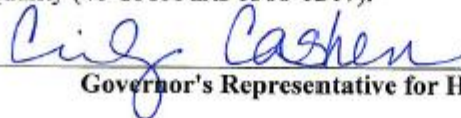
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless 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.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year AK 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).



Governor's Representative for Highway Safety

9.18.09

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
410 Alcohol SAFETEA-LU		

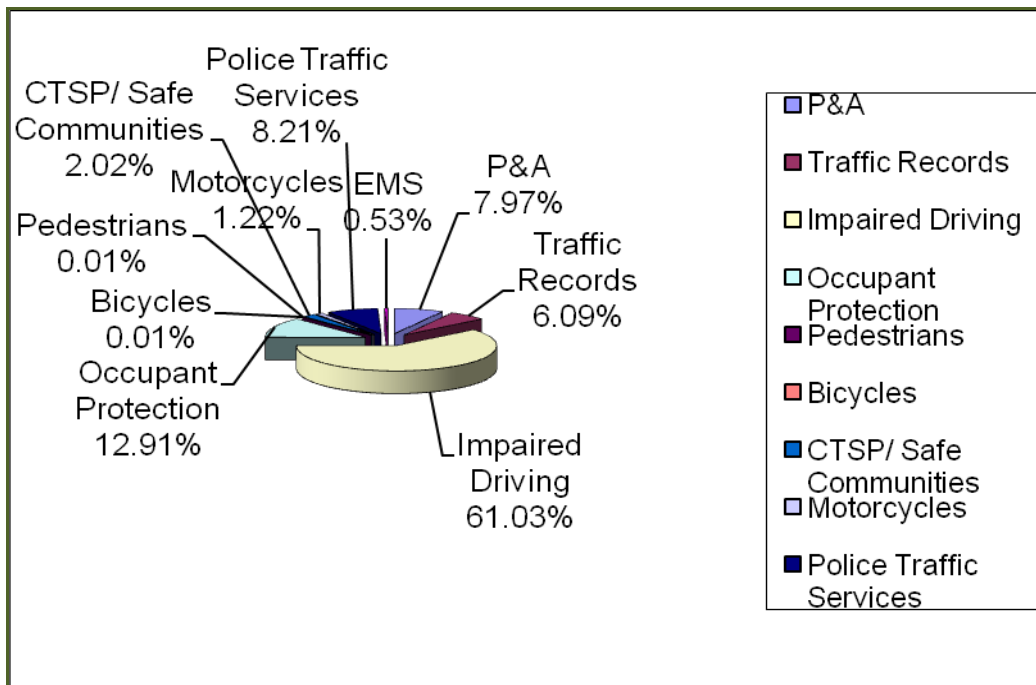
Funding Source	Program Code	Program Area
	K8	Alcohol SAFETEA-LU
	K8PA	Alcohol Planning and Administration
	K8PM	Alcohol SAFETEA-LU Paid Media
411 Data Program		
	J9	Data Program
2003B Child Pass. Protection		
	J3	Child Pass. Protection
2010 Motorcycle Safety		
	K6	Motorcycle Safety Incentive
2011 Child 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). The GTS calculates the required match and local benefit percentages. A sample copy of the report is provided on the following page. The report and an instruction manual can be found on the NHTSA web site

## Financial Summary Graph

Financial Summary								
	402	405/406/2011	410	154	2010	408	Total	% of Total
P&A	\$300,000	24,816	250,000	500,000			\$1,074,816	8.0%
Traffic Records						820,419	\$820,419	6.1%
Impaired Driving	\$131,768		2,200,212	5,895,511			\$8,227,491	61.0%
Occupant Protection	\$1,116,345	624,234					\$1,740,579	12.9%
Pedestrians	\$1,000						\$1,000	0.0%
Bicycles	\$1,000						\$1,000	0.0%
CTSP/ Safe Communities	\$272,077						\$272,077	2.0%
Motorcycles	\$15,000				150,000		\$165,000	1.2%
Police Traffic Services	\$552,286			553,817			\$1,106,103	8.2%
EMS	\$72,049						\$72,049	0.5%
<b>TOTAL</b>							<b>\$13,480,534</b>	



## Grant Funding Requirements

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
Section 402	20% of total program costs; <b>Exception:</b> Select States use a sliding scale for State Match; <b>Exempt:</b> Indian Nations & Territories	<b>Ceiling:</b> P & A funds restricted to 10% of federal funds received annually; Note – Indian Nations restricted to 5% administrative takedown. <b>Match:</b> 50% hard match; <b>Exception -</b> Select States use a sliding scale for State Match; <b>Exempt -</b> Indian Nations & Territories	At least 40% of Federal funds spent by locals or designated as the benefit of locals; <b>Exempt:</b> 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 - 2 <sup>nd</sup> yr. 50% 3 <sup>rd</sup> - 4 <sup>th</sup> yr. 75% 5 <sup>th</sup> - 6 <sup>th</sup> yr. (of total program cost)  *Beginning in FY04 for States awarded TEA-21 405 funds in FY03 and FY04. <b>Exempt:</b> 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	<b>Ceiling:</b> P & A funds restricted to 10% of federal funds received annually; <b>Match:</b> 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; <b>Exempt:</b> 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% 1 <sup>st</sup> - 2 <sup>nd</sup> yr. 50% 3 <sup>rd</sup> - 4 <sup>th</sup> yr. 75% 5 <sup>th</sup> - 6 <sup>th</sup> yr. (of total program costs); <b>Exempt:</b> Territories	Ceiling: P & A funds restricted to 10% of Federal funds received annually; <b>Match:</b> 50% hard match; <b>Exception</b> Select States use a sliding scale for State Match; <b>Exempt -</b> 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 <b>Exempt:</b> 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% 1 <sup>st</sup> – 3 <sup>rd</sup> yr. 50% 4 <sup>th</sup> 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	<b>AL:</b> 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; <b>Match:</b> None required	Federal funds spent by locals or designated as the benefit of locals; <b>Exempt:</b> 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; <b>Match:</b> 50% hard match; <b>Exception –</b> 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; <b>Exempt:</b> 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% 1 <sup>st</sup> - 2 <sup>nd</sup> yr. 50% 3 <sup>rd</sup> - 4 <sup>th</sup> yr. 75% 5 <sup>th</sup> - 6 <sup>th</sup> 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; <b>Match:</b> None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; <b>Exempt:</b> 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: <u>QN1</u> for NHTSA highway safety programs and <u>QO8</u> 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: <u>QN1</u> for NHTSA highway safety programs and <u>QO8</u> for Federal-Aid highway type programs have been established to allow for separate accountability
Section 405 – J2 TEA-21	25% 1 <sup>st</sup> - 2 <sup>nd</sup> yr. 50% 3 <sup>rd</sup> - 4 <sup>th</sup> yr. 75% 5 <sup>th</sup> - 6 <sup>th</sup> yr. (of total program costs); <b>Exempt:</b> 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% 1 <sup>st</sup> - 2 <sup>nd</sup> yr. 50% 3 <sup>rd</sup> - 4 <sup>th</sup> yr. 75% 5 <sup>th</sup> - 6 <sup>th</sup> yr. (of total program costs); <b>Exempt:</b> 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% 1 <sup>st</sup> - 2 <sup>nd</sup> yr. 50% 3 <sup>rd</sup> - 4 <sup>th</sup> yr. 75% 5 <sup>th</sup> - 6 <sup>th</sup> yr. (of total program costs); <b>Exempt:</b> Indian Nations & Territories			State will maintain its aggregate expenditures from all other sources, <b>except those authorized under Chapter 1 of Title 23 of the United States Code</b> , 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
	<b>Exempt:</b> Indian Nations & Territories			
Section 153 Transfer Pre-TEA-215	None	<b>Ceiling:</b> P & A funds restricted to 10% of federal funds received annually; <b>Condition:</b> Cannot be used unless 10% 402 PA is obligated.  <b>Match:</b> None required.	At least 40% of Federal funds spent by locals or designated as the benefit of locals; <b>Exempt:</b> DC & Puerto Rico	
Section 410 - J7 Pre-TEA-21	25% 1 <sup>st</sup> Year 50% 2 <sup>nd</sup> Year 75% 3 <sup>rd</sup> Year plus subsequent years (of total program cost) <b>Exempt:</b> 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% 1 <sup>st</sup> - 2 <sup>nd</sup> yr. 50% 3 <sup>rd</sup> - 4 <sup>th</sup> yr. 75% 5 <sup>th</sup> - 6 <sup>th</sup> yr. (of total program costs) <b>Exempt:</b> 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% 1 <sup>st</sup> - 2 <sup>nd</sup> yr. 50% 3 <sup>rd</sup> - 4 <sup>th</sup> yr. 75% 5 <sup>th</sup> - 6 <sup>th</sup> yr. (of total program costs); <b>Exempt:</b> Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources, <b>except those authorized under Chapter I of Title 23 of the United States Code</b> , 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% 1 <sup>st</sup> Year 50% 2 <sup>nd</sup> Year 75% 3 <sup>rd</sup> 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	<b>Ceiling:</b> P & A funds restricted to 10% of federal funds received annually; <b>Exempt</b> - Indian Nations <b>Condition:</b> Cannot be used unless 10% 402 PA is obligated <b>Match:</b> None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; <b>Exempt:</b> DC & Puerto Rico	
Section 154 & 164 Transfer AL - Open Container & Repeat Offender Funds HE - Open Container & Repeat Offender Funds TEA-21	None	<b>Ceiling:</b> P & A funds restricted to 10% of federal funds received annually; <b>Exempt</b> - Indian Nations <b>Match:</b> None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; <b>Exempt:</b> 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; <b>Exception:</b> Select States use a sliding scale for State Match;	<b>Ceiling:</b> P & A funds restricted to 10% of federal funds received annually; <b>Match:</b> 50% hard match; <b>Exception</b> - 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; <b>Exempt:</b> 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% 1 <sup>st</sup> - 2 <sup>nd</sup> yr. 50% 3 <sup>rd</sup> - 4 <sup>th</sup> yr. 75% 5 <sup>th</sup> - 6 <sup>th</sup> 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	<b>Ceiling:</b> P & A funds restricted to 10% of federal funds received annually; <b>Exempt</b> - Indian Nations <b>Match:</b> None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; <b>Exempt:</b> 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: <u>QN1</u> for NHTSA highway safety programs and <u>QO8</u> 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: <u>QN1</u> for NHTSA highway safety programs and <u>QO8</u> for Federal-Aid highway type programs have been established to allow for separate accountability
Section 2003B - J3 TEA-21	20% of total program costs; <b>Exempt:</b> 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)