



**FFY 2008**

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**ALASKA HIGHWAY SAFETY OFFICE**

**PERFORMANCE PLAN**

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# Executive Summary

## *Historical Overview*

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The State and Community Highway Safety Grant Program was enacted by the Highway Safety Act of 1966 as Section 402 of Title 23, United States Code, and re-authorized by Congress in 1998 as the Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21). The program is administered by the National Highway Traffic Safety Administration (NHTSA) who is charged with the responsibility for reducing deaths, injuries, and economic losses resulting from motor vehicle crashes nationwide.

Alaska Statute 44.19.025 designates the Governor as the official ultimately responsible for highway safety programs pursuant to the national Highway Safety Act of 1966 and directs her to coordinate the activities of departments and agencies of the State and its subdivisions for such purpose. In 1976, the Governor issued Administrative Order No. 34, creating the Alaska Highway Safety Planning Agency (AHSPA) and delegating the Agency to carry out the responsibilities entrusted to the Governor by AS 44.19.025. In 2000, under Executive Order No. 101, the Agency was relocated to the Department of Transportation and Public Facilities and renamed the Alaska Highway Safety Office (AHSO).

## *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.

## *To Accomplish Our Mission*

The Alaska Highway Safety Office approaches the issue of highway safety through statewide outreach programs and federally funded Alaska Highway safety projects. The Office enhances the health and well being of the people of Alaska by promoting data driven programs which save lives and prevent injuries on Alaska's highways. AHSO coordinates strategic traffic enforcement partnerships, statewide targeted media campaigns, traffic data pilot programs, EMS communication optimization and the integration of public health strategies.

The office is home to the Fatality Analysis Reporting System (FARS) and therefore responsible for all on-road fatality reports. The office now tracks off-road fatalities, including snow machines and ATV's at the direction of the Governor's Representative.

AHSO grants Federal funding to programs which have met certain criteria requirements based on NHTSA and GHSA suggested guidelines. State and local traffic violations and court adjudication are studied alongside crash reports in order to successfully identify high crash locations/areas and crash contributing factors. AHSO also uses Injury Surveillance System (ISS) data in its Highway Safety Plan development process to identify populations at risk, determine costs of injuries, develop projects, and measure the impact of highway safety projects and programs.

The Alaska Highway Safety Office 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 our goals require partnering with public agencies and special interest groups in order to foster the sense of cooperation vital to accomplishing our mission.

The AHSO 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.

Programming resources are directed to the state's targeted problem areas identified through a problem identification process, and funded through the following national priority areas: Impaired Driving, Occupant Protection, Pedestrian & Bicycle Safety, Police Traffic Services, Traffic Records, Safe Communities, Emergency Medical Services, Motorcycle Education, Aggressive Driving, and Roadway Safety.

The Alaska Highway Safety Office annually identifies existing highway safety problems within the state of Alaska. The selection of specific goals, based upon these identified problems, is a collaborative effort by AHSO staff based upon experience, the problems presented, the resources available, and the potential for realistic achievement.

## *Partnerships*

### **Inter-Agency Working Groups**

The AHSO is involved in efforts to promote inter-agency cooperation relating to highway safety issues using the resources of various state departments and agencies to the best advantage possible. We have organized working groups within the Alaska Department of Transportation and Public Facilities and with the Departments of Administration, Corrections, Court System, Health and Social Services, Law, and Public Safety to fully utilize federal funding sources available for highway safety programs.

### **Community Coalitions**

The AHSO encourages the development of community based coalitions in order to engage citizens' involvement in the health and safety of their communities. We encourage the development of Safe Communities projects throughout the state, and support and participate in coalitions which address highway safety concerns such as motorcycle education and underage drinking.

### **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. Projects are developed in cooperation with the Alaska Safe Routes to School Coordinator.

## *Highway Safety Status*

Official crash data for 2006 is not yet available; therefore 2005 data is used where possible. Fatality numbers are taken from the National Fatality Analysis Reporting System database and are current to 2006.

## ***Highway Safety Performance Planning Process***

A number of factors are considered to determine project priorities and areas of emphasis:

- Federal legislation
- State statutes
- Federal and national priorities and goals
- State and local priorities

Other influences are Federal and State legislative bodies, community-based organizations, local and national interest groups, State and local traffic safety related non-profit organizations and local governments. Projects can be proposed by members of any of these organizations, directly or indirectly. National priority areas are established in 23 Code of Federal Regulations (CFR), Chapter 11, and Section 1204.3. Some of the national priority areas are also State priority areas and are included in the State's HSPP. These program areas then form the framework for providing detailed descriptions of the selected traffic safety projects.

## ***Priority Identification Process***

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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 YTD2007. 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

## ***Grant Application Process***

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The Alaska Highway Safety grant application process is comprised of the following steps:

1. Generally undertaken during the month of April, project solicitation notices, containing the issues intended to be addressed, are sent by the AHSO to public and private agencies who will best be able to attain the AHSO goals and made available on the AHSO website to other potential grantees.
2. Potential grantees are required to submit an application form containing a problem statement, a description of proposed activities, and a complete budget, including their agencies matching share. It is emphasized that to be funded, projects must have a direct link to the AHSO identified problems and goals.
3. The AHSO reviews each application to verify that it does address the identified problems. If necessary, AHSO staff works with the potential grantee to develop a fully detailed project. After applications are pre-screened by AHSO, then they are evaluated by the AHSO Grant Review Team composed of representatives of agencies and organizations who have worked with the AHSO and have traffic safety or grant related experience.
4. The AHSO Administrator will incorporate recommendations by the committees of the Alaska Strategic Highway Safety Plan (SHSP) and the Alaska Traffic Record Coordinating Committee (ATRCC) and the concerns made in the annual Safety Corridor report will be addressed in the HSP. Projects are selected after the team has scored the proposals and award notices are issued in August.

**Table 1. AHSO Grant Schedule**

Issue Request for Proposal	April 16, 2007
Application Question Period	April 16 - June 1, 2007
Proposals Due	June 1, 2007 5:00 p.m. AST
Evaluate Proposals	June 15 - August 15, 2007
Award Notification & Notice To Proceed	August 16 - 31, 2007
Project Begin Date	October 1, 2007
Project End Date	September 30, 2008

**Table 2. AHSO Grant Development Process Calendar**

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



## *The Strategic Highway Safety Plan Integration*

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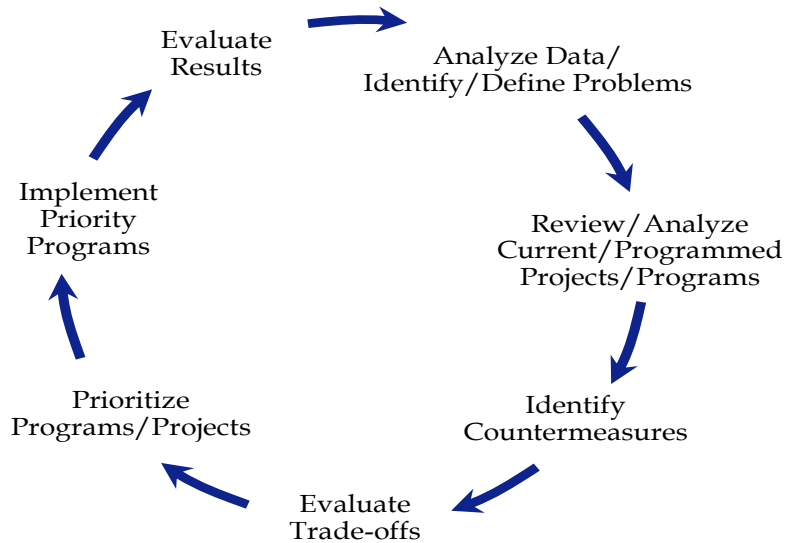
The Alaska Highway Safety Office reviews the Strategic Highway Safety Plan (SHSP) when considering the Highway Safety Performance Plan (HSPP) to identify possible gaps in addressing driver behavior issues and eliminate any redundancy for the maximum use of resources. The Alaska Highway Safety Office 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 following graphic illustrates the process of the strategic highway safety planning:



## ***Identify Priorities***

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

- 1) Impaired Driving
- 2) Aggressive Driving
- 3) Teen Driving
- 4) Occupant Protection
- 5) Safety Corridor
- 6) The Municipality of Anchorage Intersections
- 7) Traffic Record Data System

In past years the state based its highway safety programs on fatality-related data. Minimal consideration was given to the serious injuries which had resulted from motor vehicle collisions. Recent data shows serious injuries remain at a high level, in part because technology and education save lives which otherwise would have perished in these collisions. Therefore, injury-related data is reviewed in addition to fatalities when we consider effective highway safety programs for Alaska. Motor vehicle related injuries and fatalities continue to be the most significant public health care problem in the State of Alaska and the leading cause of death for persons between the ages of 1 and 55.

## *The Alaska Traffic Records Coordinating Committee*

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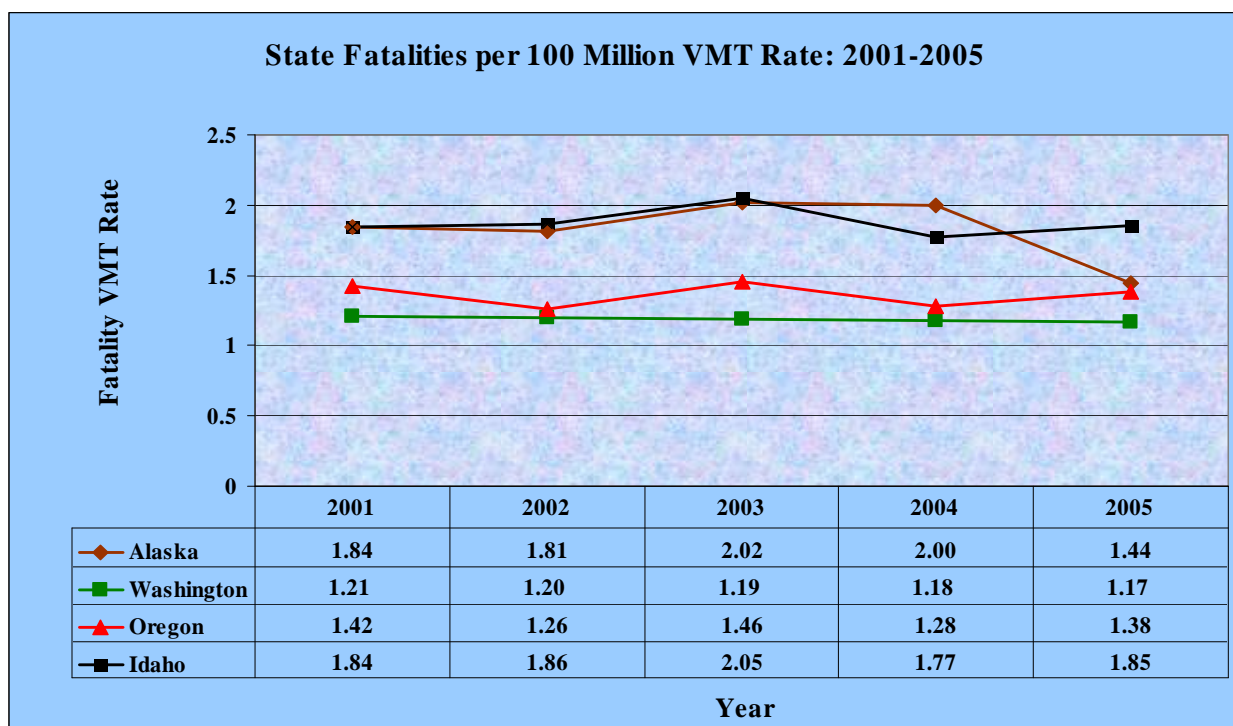
The Governor's Highway Safety Representative is the Vice-Chair of the Alaska Traffic Records Coordinating Committee (ATRCC) which oversees the development and management of traffic safety programs through a systematic process with the goal of reducing the number and severity of traffic crashes. This data-driven process ensures all opportunities to improve highway safety are identified through data analysis, research, and experience. Effective countermeasures have been selected to specifically address the problems and issues identified. Tradeoff analysis is used to prioritize the countermeasures according to cost and effectiveness and outcomes have been tracked and measured using performance measures. The evaluation results will facilitate identification and implementation of the most effective highway safety strategies and programs.

### *Statistics*

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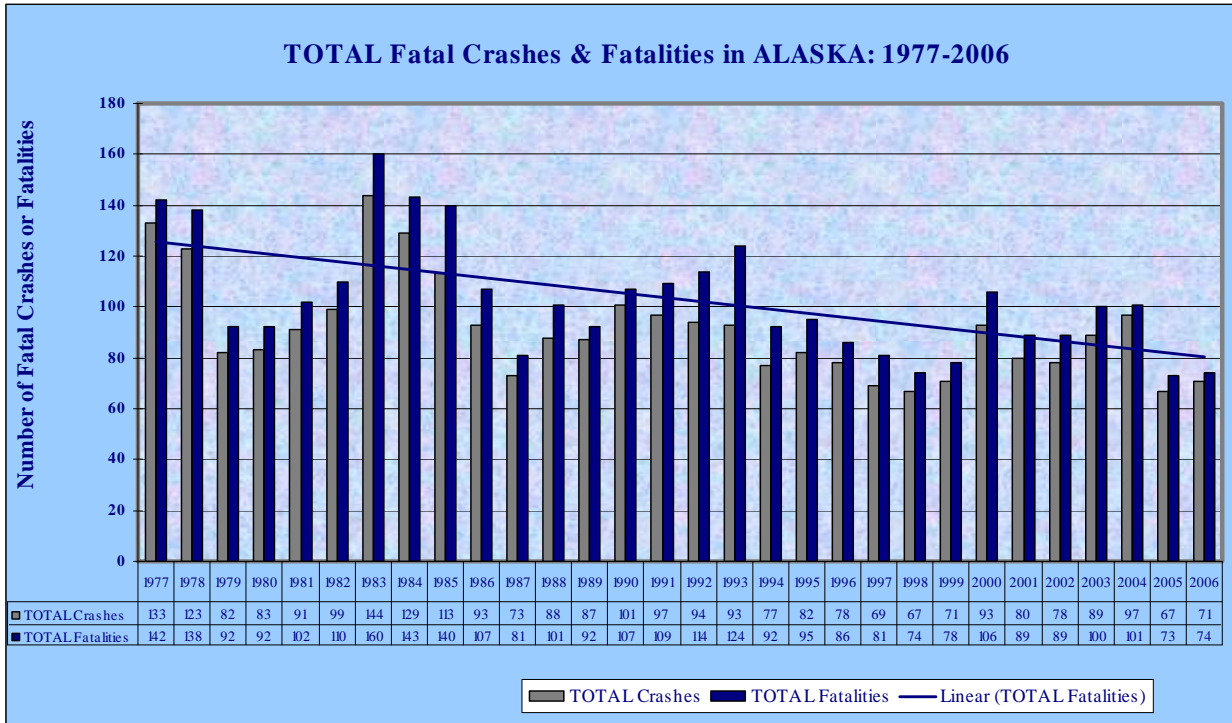
#### *Alaska Fatalities and Injuries*

There are substantial differences when comparing states highway systems and the best method is by looking at the number of deaths per 100 million vehicle miles (VMT) traveled within that state. For every 100 million miles traveled in Alaska during 2006, 1.48 people were killed. This was part of a decreasing trend since a high of 2.02 fatalities in 2003. In 2005 Alaska's mileage death rate was below the national average of 1.47 (2005 NHTSA Annual Assessment).



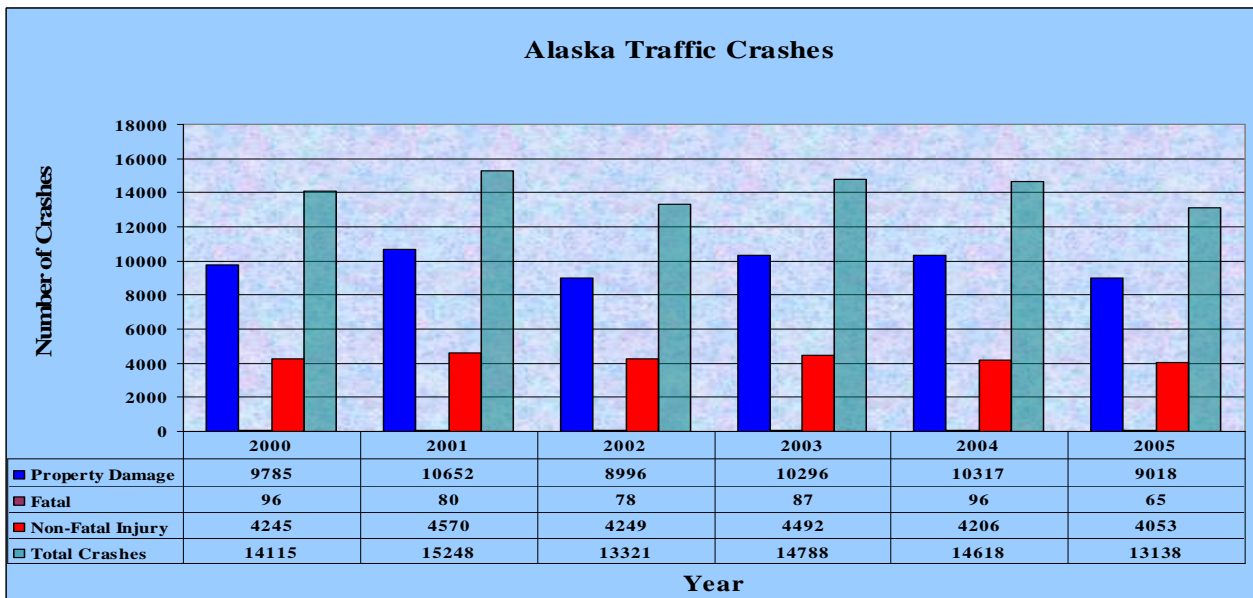
(Figure 1)

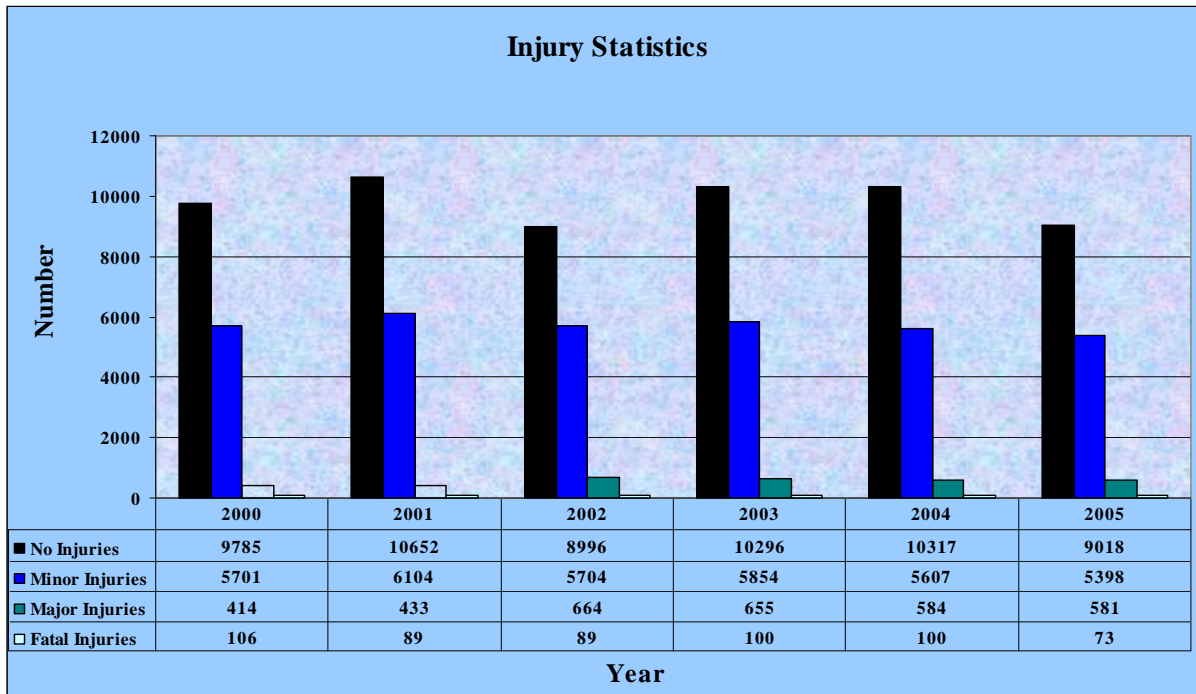
The 2006 Alaska fatality count was 74, the 2005 Alaska fatality was 73, and there were 100 fatalities in 2004 on Alaska's Highway system. The graph below shows a trend of declining fatalities with a graduating spike about every ten years: 1977, 1983, 1993, and 2000.



(Figure 2)

In 2005, the Alaska Department of Transportation crash data system reported 13,138 traffic crashes, showing a trend of decreases over the last two years starting with the 2003 high of 14,789 and following with the 14,618 reported in 2004.





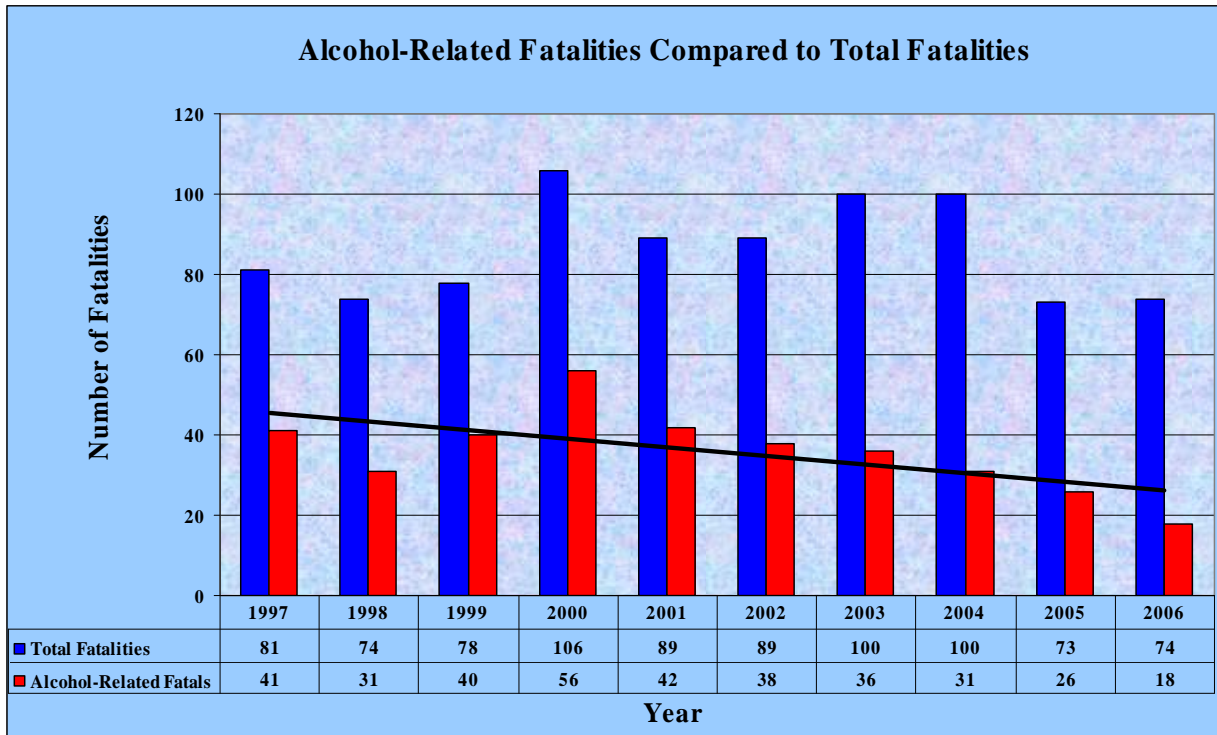
(Figure 4)

### *Impaired Driving*

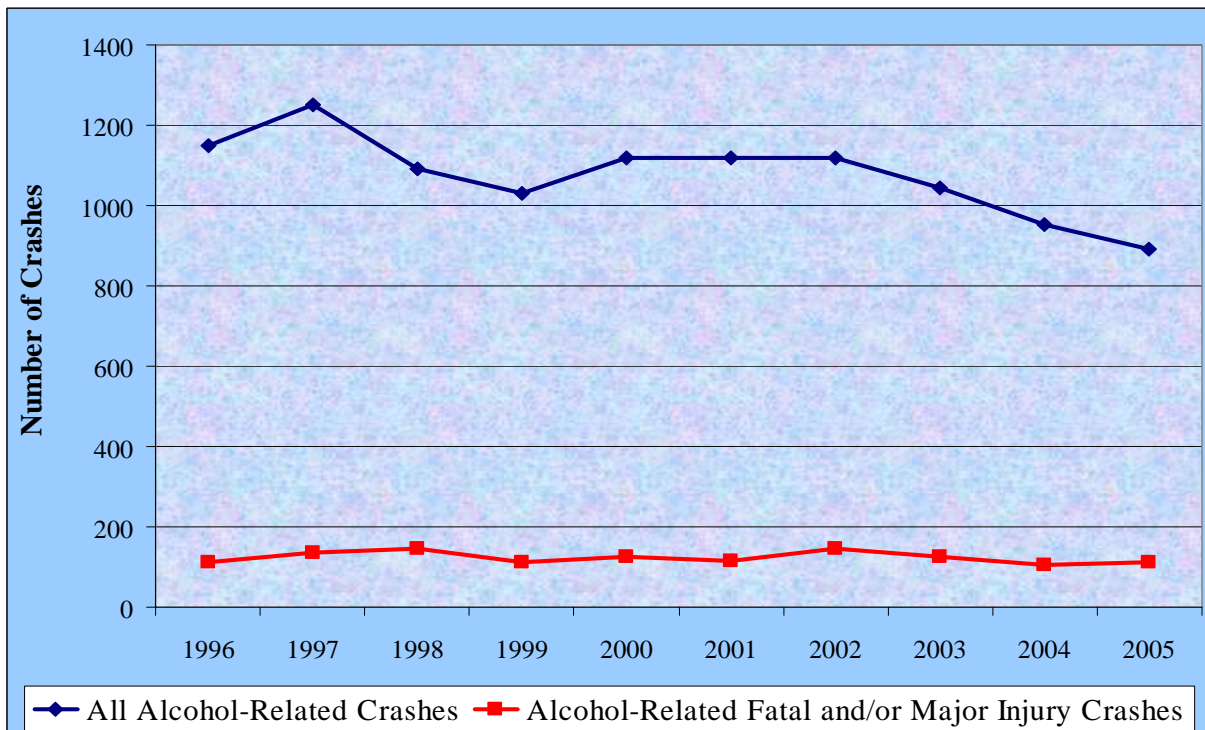
Impaired driving is the number one priority for the Alaska Highway Safety Office because it is a preventable crime. Alcohol and drug use continues to be a major contributing factor to motor vehicle crashes and fatalities in Alaska. In 2006, 18 out of 74 fatalities were alcohol or drug related for a rate of 24%. Though this is a large decrease from last year's rate of 35% and a decade low, alcohol's contribution to traffic crashes is still a serious issue.

The data shows that impaired driving is a large contributing factor in Alaska's fatality and serious injury traffic crashes. There is a general downward trend in impaired driving crashes over the past decade. However, the trend with respect to fatal and serious injury crashes is fairly flat over the same time period. On the other hand, Figure 5 shows that the proportion of impaired driving fatalities as a percent of all fatalities is trending downward with the exception of 2000. To complicate the analysis further, Figure 6 shows the raw number of fatalities trending downward over the past ten years with a slight increase in 2005 while the number of injuries remains fairly stable. This apparent conflict in the data could be due to the small number of fatalities. When combined with injuries, the decline is not so apparent.

Table 1 shows that the majority of alcohol-related crashes involved at least one driver who was over the legal limit of .08 BAC. Further research is necessary to determine the proportion of those over the legal limit with very high BACs. Alaska law provides enhanced penalties for offenders over .16 and .24. However, there is a sense that the stiffer penalties are not routinely applied. Research shows that persons with high BACs are more likely to be involved in a crash, and it also shows that enhanced penalties for high BACs is an effective countermeasure.



(Figure 5)



(Figure 6)

Alaska Alcohol-Related Crashes (BAC Level)

Year	Under .08	Above .08
2000	26%	74%
2001	21%	79%
2002	33%	64%
2003	39%	61%
2004	19%	81%
2005	28%	72%

(Table 1)

Table 2 shows the number of citations issued from 2000 to 2006, while Table 3 breaks the statistics down by city or area and demonstrates the number of arrests by population density. In Table 2, the numbers appear to be trending downward. Alaska, like many other states, is faced with a shortage of troopers and police officers. Many officers are retiring and the positions are difficult to fill due to low pay and a number of other factors.

Total Number of DUI Citations

Year	Approx. Number of Citations Across the State
2000	5452
2001	5249
2002	5528
2003	5637
2004	5917
2005	6114
2006	5318

(Table 2)

City/Area	Total Population	DUI Arrests	Arrests per Population
Aleutian Chain	3,845	3	1 in 1282
Anchorage	260,283	1,390	1 in 187
Aniak	572	6	1 in 95
Bethel	5,471	118	1 in 46
Big Lake	2,635	2	1 in 1317
Cantwell	222	9	1 in 25
Cooper Landing	369	7	1 in 52
Cordova	2,454	13	1 in 189
Craig	1,397	25	1 in 56
Delta Junction	840	8	1 in 105
Dillingham	2,466	43	1 in 57
Emmonak	767	2	1 in 383
Fairbanks	82,840	798	1 in 103
Fort Yukon	595	3	1 in 198
Galena	675	6	1 in 112
Girdwood	2,000	45	1 in 44
Glennallen	554	24	1 in 23
Haines	1,811	4	1 in 452

Healy	1,000	5	1 in 200
Homer	3,946	88*	1 in 45
Hoonah	860	2	1 in 430
Houston	1,202	13	1 in 92
Iliamna	102	8	1 in 13
Juneau	30,711	238	1 in 129
Kenai	6,942	99	1 in 70
Ketchikan	7,922	147	1 in 54
Klawock	854	6	1 in 142
Kodiak	6,334	84	1 in 75
Kotzebue	3,082	41	1 in 75
Nenana	402	5	1 in 80
Ninilchik	772	2	1 in 386
Nome	3,505	45	1 in 78
North Pole	1,570	59	1 in 26
Northway	107	5	1 in 21
Palmer	4,533	146*	1 in 31
Petersburg	3,224	15	1 in 215
Seward	2,830	62	1 in 46
Sitka	8,835	105	1 in 84
Skagway	862	3	1 in 287
Soldotna	3,759	89*	1 in 42
St. Marys	500	3*	1 in 167
Talkeetna	772	21	1 in 37
Tananna	4,993	2	1 in 2497
Tok	1,393	25	1 in 56
Unalakleet	747	5	1 in 149
Unalaska	4,283	46	1 in 93
Valdez	4,036	44	1 in 91
Wasilla	5,469	73	1 in 75
Wrangell	2,308	22	1 in 105
Yakutat	680	4	1 in 170

(Table 3)

According to the data in Table 4, less than 11 percent of DUI charges were dismissed by prosecutors in 2006. While this is not an area of major concern, it still bears looking into to determine whether there is a need for law enforcement or prosecutor training, insufficient prosecutorial resources, etc. 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. As shown in Table 5 a large number of refusals occur in Alaska and the prosecutors most often dismiss those cases. The refusal problem is further documented in Table 5



which shows data from the seven courts that have converted to CourtView, Alaska’s new trial court case management system. Collectively, these courts account for 63 percent of the court system’s criminal case filings. The Figure also shows the proportion of felony DUIs to all DUIs and the proportion of felony refusals to all refusals. A First and Second DUI conviction, within 15 years of the previous conviction, is considered a misdemeanor. A third DUI conviction, within 10 years of the previous one, is considered a felony DUI conviction. All sentences include a mandatory compliance with recommendations based on an alcohol assessment.

<b>Disposition of DUI Charges</b>						
	<b>Anchorage</b>		<b>Fairbanks</b>		<b>Palmer</b>	
	<b>2005</b>	<b>2006</b>	<b>2005</b>	<b>2006</b>	<b>2005</b>	<b>2006</b>
<b>Acquitted</b>	3	3	12	11	0	0
<b>Convicted</b>	1470	1456	634	756	781	737
<b>Dismissed by Prosecutor</b>	96	95	70	80	69	68
<b>Dismissed by Court</b>	4	4	4	8	13	10
<b>Total</b>	1573	1558	720	855	863	815

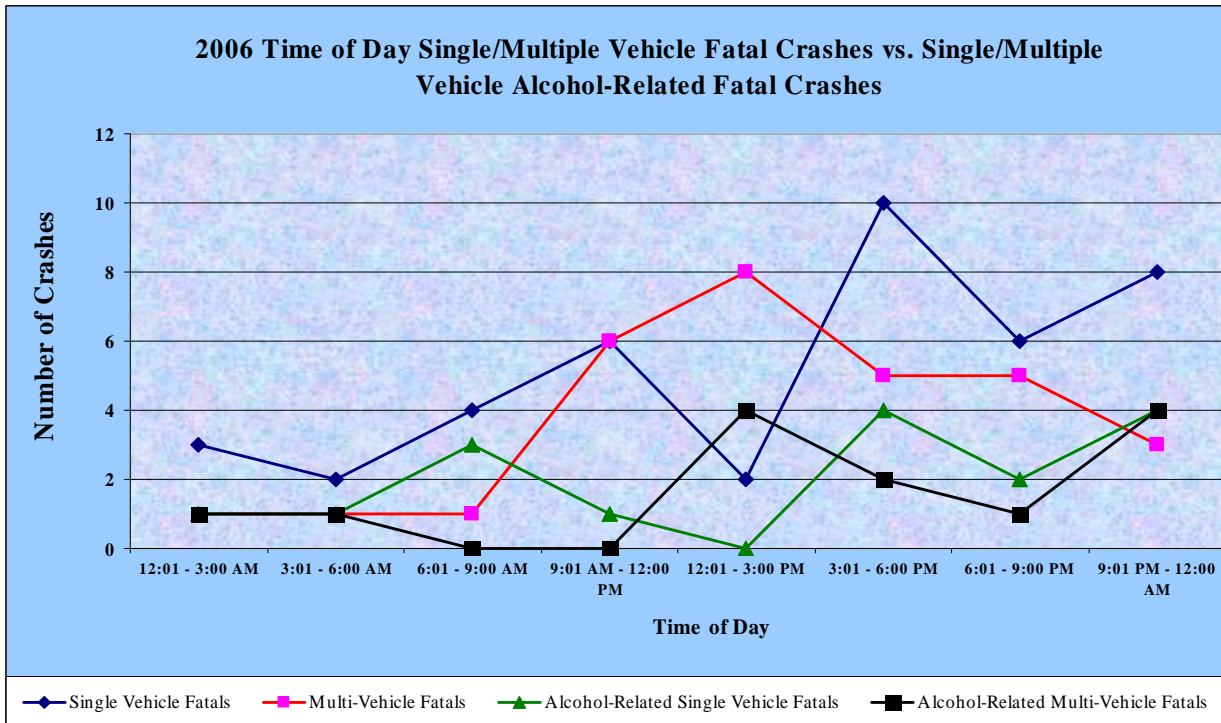
Source: Alaska Court System

(Table 4)

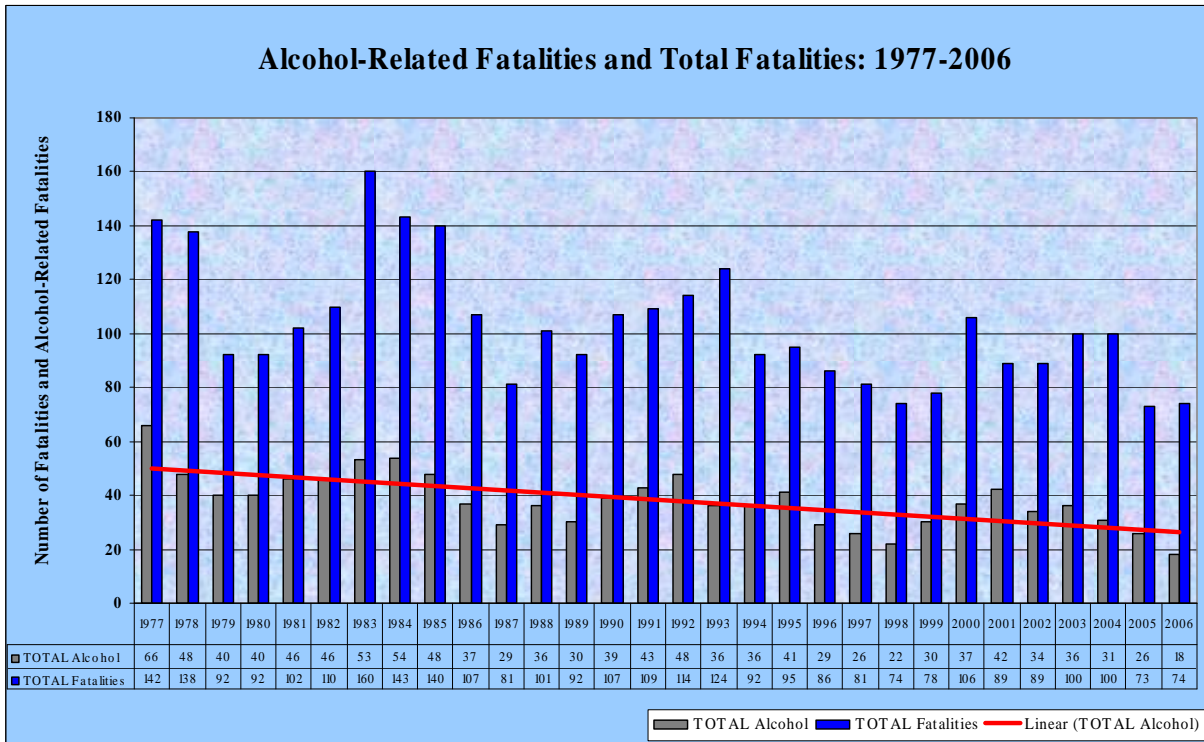
<b>Disposition of DUI Refusals</b>						
	<b>Anchorage</b>		<b>Fairbanks</b>		<b>Palmer</b>	
	<b>2005</b>	<b>2006</b>	<b>2005</b>	<b>2006</b>	<b>2005</b>	<b>2006</b>
<b>Acquitted</b>	1	0	2	1	0	0
<b>Convicted</b>	33	34	42	38	16	24
<b>Dismissed by Prosecutor</b>	163	152	76	77	93	94
<b>Dismissed by Court</b>	0	0	1	4	3	1
<b>Total</b>	197	186	121	120	112	119

Source: Alaska Court System

(Table 5)



(Figure 7)



(Figure 8)

### ***Aggressive Drivers***

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 but examination of other citation categories illuminates the issue further. Table 7 shows the number of serious injury crashes where at least one driver was cited for either disregarding a traffic signal or reckless driving. Table 6 presents statistics related to fatalities and major injuries in speeding-related crashes. While it is difficult to find a trend in these data, it is obvious that speeding is involved in a large number of serious crashes.

### **Fatalities and Major Injuries Involving Speeding**

	2001	2002	2003	2004	2005
Speeding Fatalities	37	38	41	38	27
Speeding Fatalities as a Percent of All Fatalities	42%	43%	42%	38%	36%
Speeding Major Injuries	136	193	148	157	157
Speeding Major Injuries as a Percent of All Major Injuries	31%	29%	23%	27%	27%
Speeding Fatalities and Major Injuries	173	231	189	195	184
Speeding Fatalities and Major Injuries as a Percent of All Fatalities and Major Injuries	33%	31%	25%	28%	28%

Source: FARS, Alaska Dataport.  
(Table 6)

### **Serious Injury Crashes by Aggressive Driving Category**

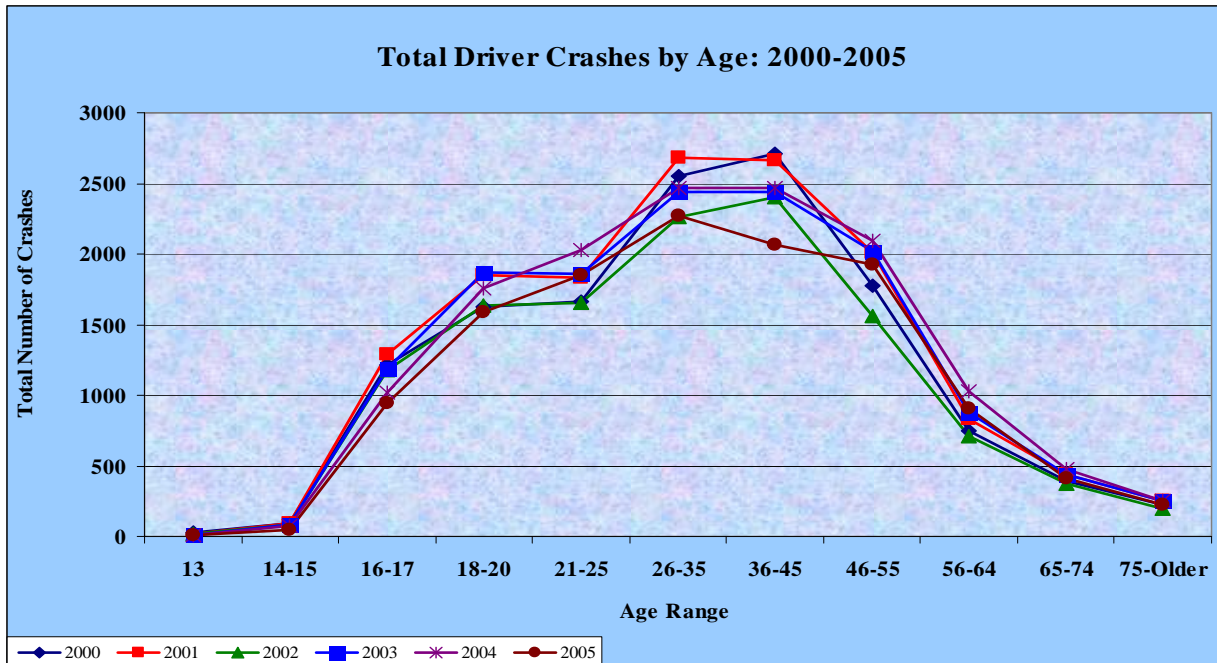
<u>Year</u>	<u>Disregarded Traffic Signal</u>	<u>Reckless Driving</u>
2000	15	66
2001	17	87
2002	34	100
2003	32	112
2004	27	97
2005	26	91

(Table 7)

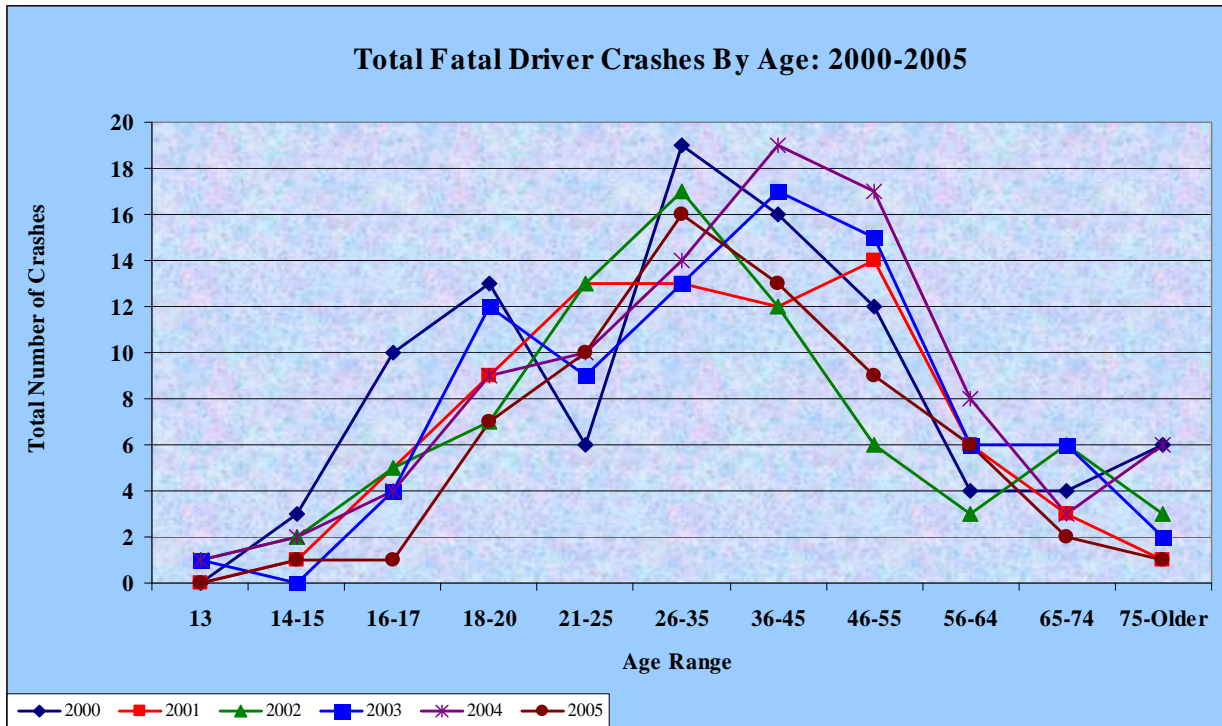
### Young Drivers

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 because they lack experience, and they lack 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 impaired. Teen drivers represent roughly a quarter of the state's population, but have constantly been responsible for approximately one third of our traffic crashes where at least one person was killed or seriously injured.

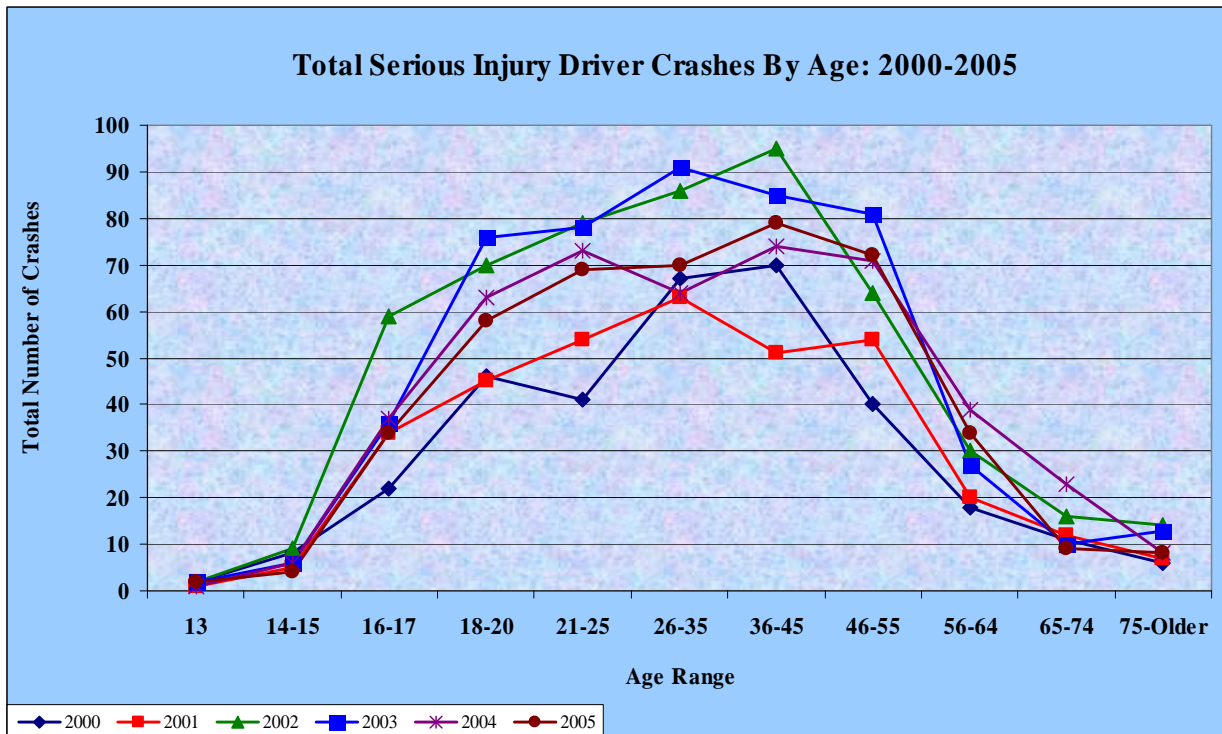
A high number of teen and middle aged drivers are involved in overall crashes but teens and young adults are more heavily involved in crashes that result in fatalities and major injury.



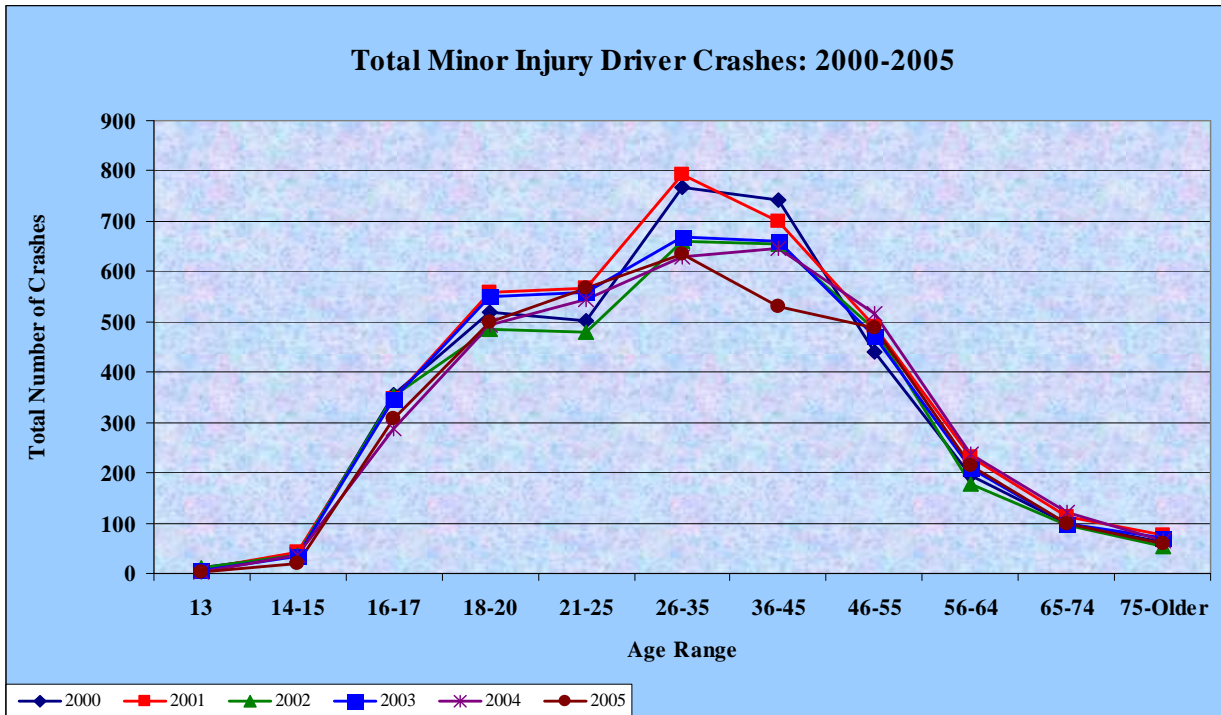
(Figure 9)



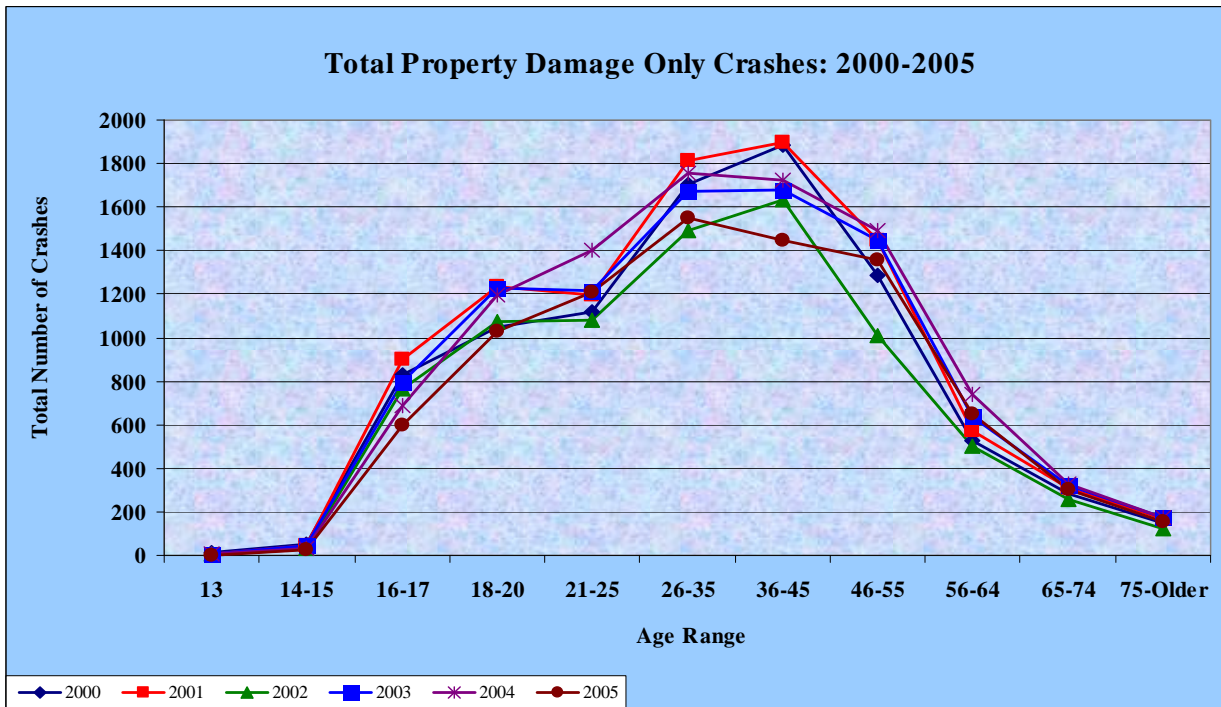
(Figure 10)



(Figure 11)



(Figure 12)

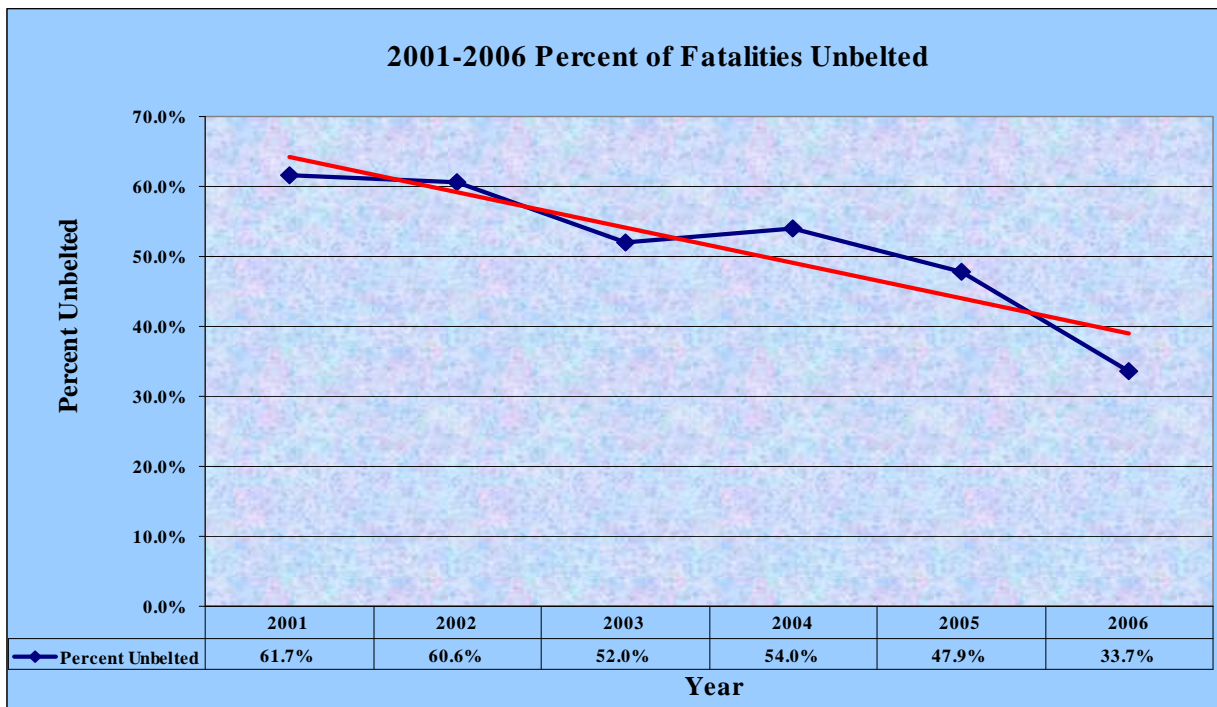


(Figure 13)

**Occupant Protection**

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 34 percent from 2001 to 2007 but has remained largely static between 2006 and 2007. According to the 2007 National Occupant Protection Usage Survey of 32,200 vehicle occupants by the Alaska Injury Prevention Center, about 82.4 percent of Alaskans wear their seatbelt. In 2005 Alaska surpassed the National Seat Belt use of 82% and while we have remained above the national average, Alaska's goal is to reach an 85 percent usage rate by 2008.

The observations showed that generally seat belt usage was up in Fairbanks, Juneau and the Matanuska Susitna Borough. The rate of motorists using seatbelts in Anchorage remained largely unchanged, but there was a significant decrease of seatbelt usage observed in the Kenai-Soldotna area. The highest users of seat belts were the occupants of Mat-Su Vans while Juneau's truck drivers remain the most resistant to buckling up.



(Figure 14)

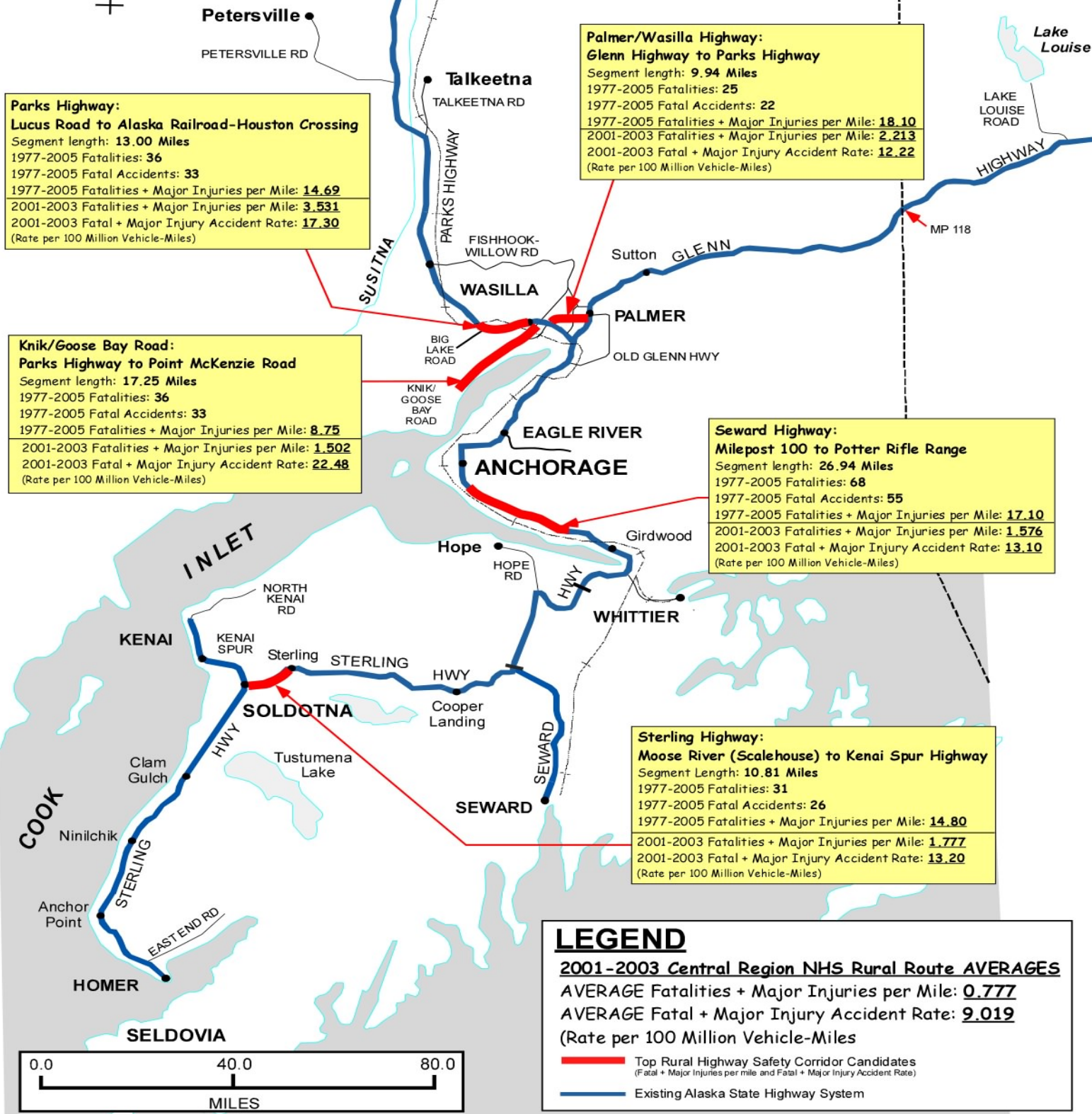
### *Safety Corridors*

Alaska has five major highways that form a single corridor and connects major population centers. The Glennallen, the Seward, and the Sterling Highways connect Alaska's largest city, Anchorage, to the state's major recreation areas. The George Parks (Parks) Highway connects Anchorage to the state's second largest city, Fairbanks, 400 miles to the north. The Richardson/Alaska Highway provides access south from Fairbanks to Yukon and British Columbia. The Richardson Highway is also the primary access to Alaska for multitudes of recreational vehicle travelers coming to Alaska every summer.

In most areas, there are no alternate roads between communities and motorists must travel on the five major highways. In addition, the number of vehicles on many highways, especially on the Seward and Sterling Highways, often triples during the summer tourist and fishing seasons.



# Leading Rural Highway Candidates for **Traffic Safety Corridor** Designation Central Region (Using 1977-2005 Accident Data)



# PARKS HIGHWAY: LUCUS ROAD TO ALASKA RAILROAD - HOUSTON CROSSING (MP 56) 1977 - 2005 FATAL ACCIDENT LOCATIONS

## ACCIDENT SUMMARY

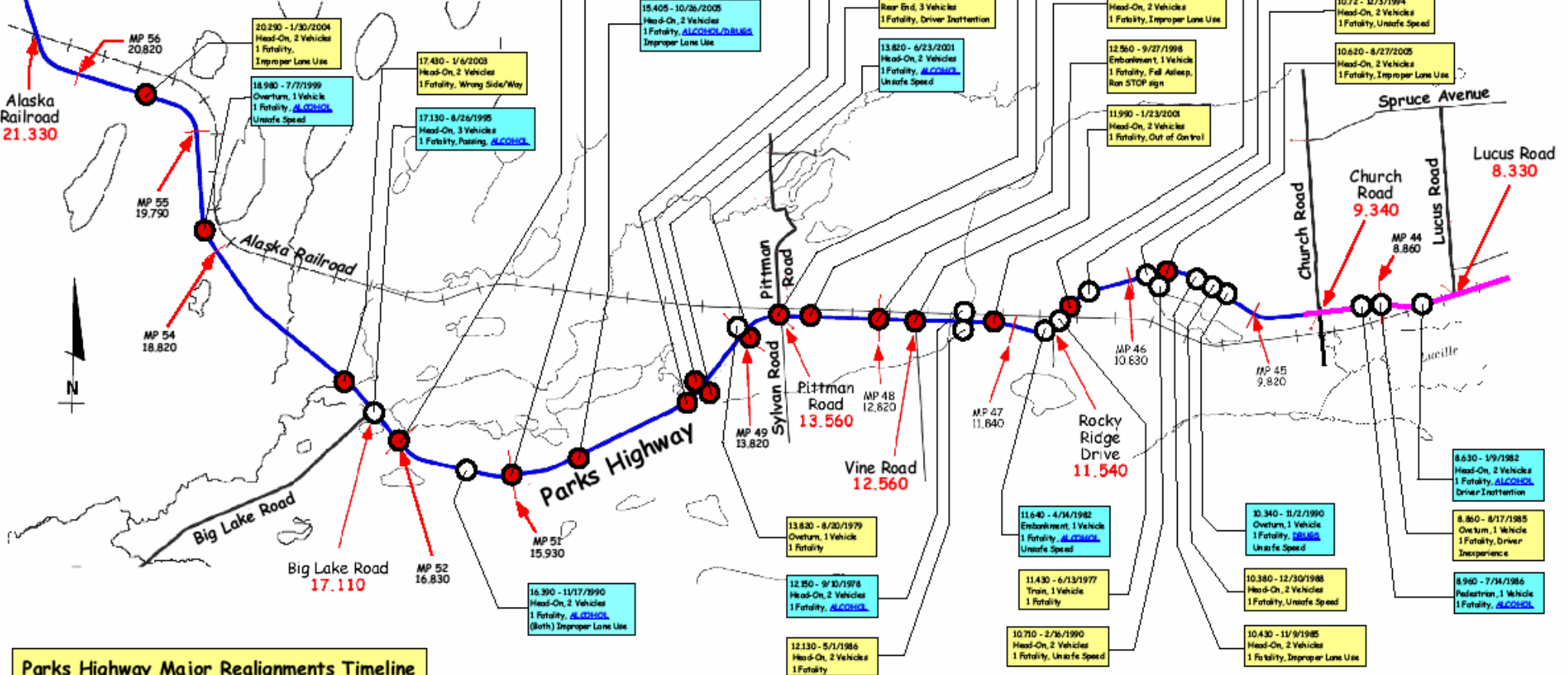
SEGMENT LENGTH: 13.00 MILES

1977-2005 FATALITIES: 36

1977-2005 FATAL ACCIDENTS: 33

1977-2005 FATALITIES + MAJOR INJURIES per MILE: 14.69

2001-2003 FATAL + MAJOR INJURY ACCIDENT RATE: 17.30  
(Rate Per 100 Million Vehicle-Miles)



**Parks Highway Major Realignments Timeline**

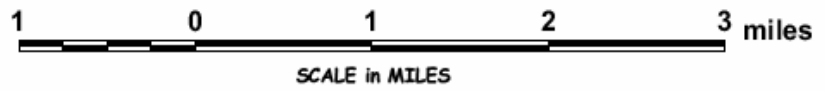
Milepost 44-52: Complete July, 1996

Milepost 52-57: Complete July, 1998

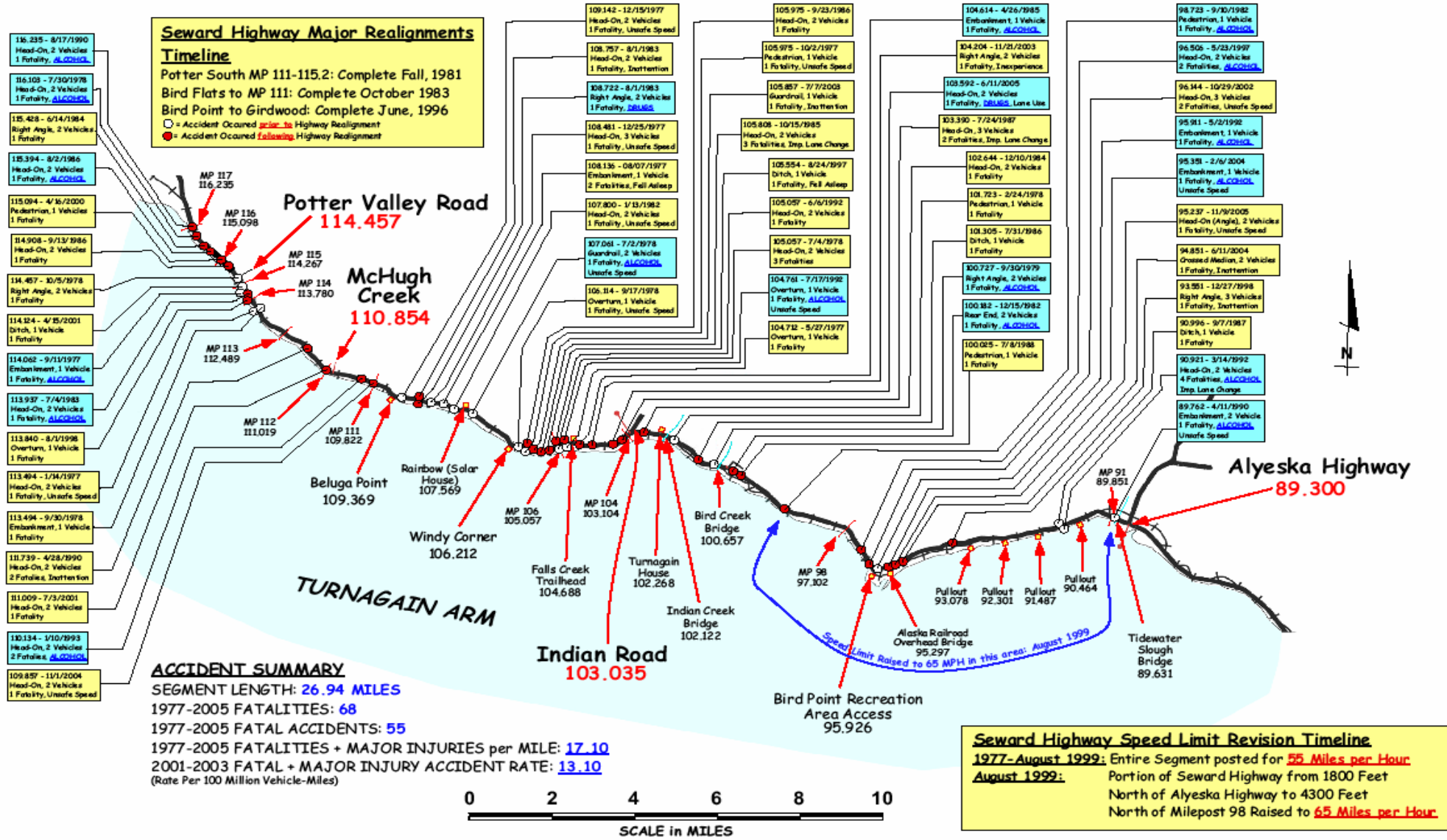
- = Accident Occurred **prior to** Highway Realignment
- = Accident Occurred **following** Highway Realignment

**Parks Highway Speed Limits**

- Blue line: 55 Miles per Hour
- Pink line: 45 Miles per Hour

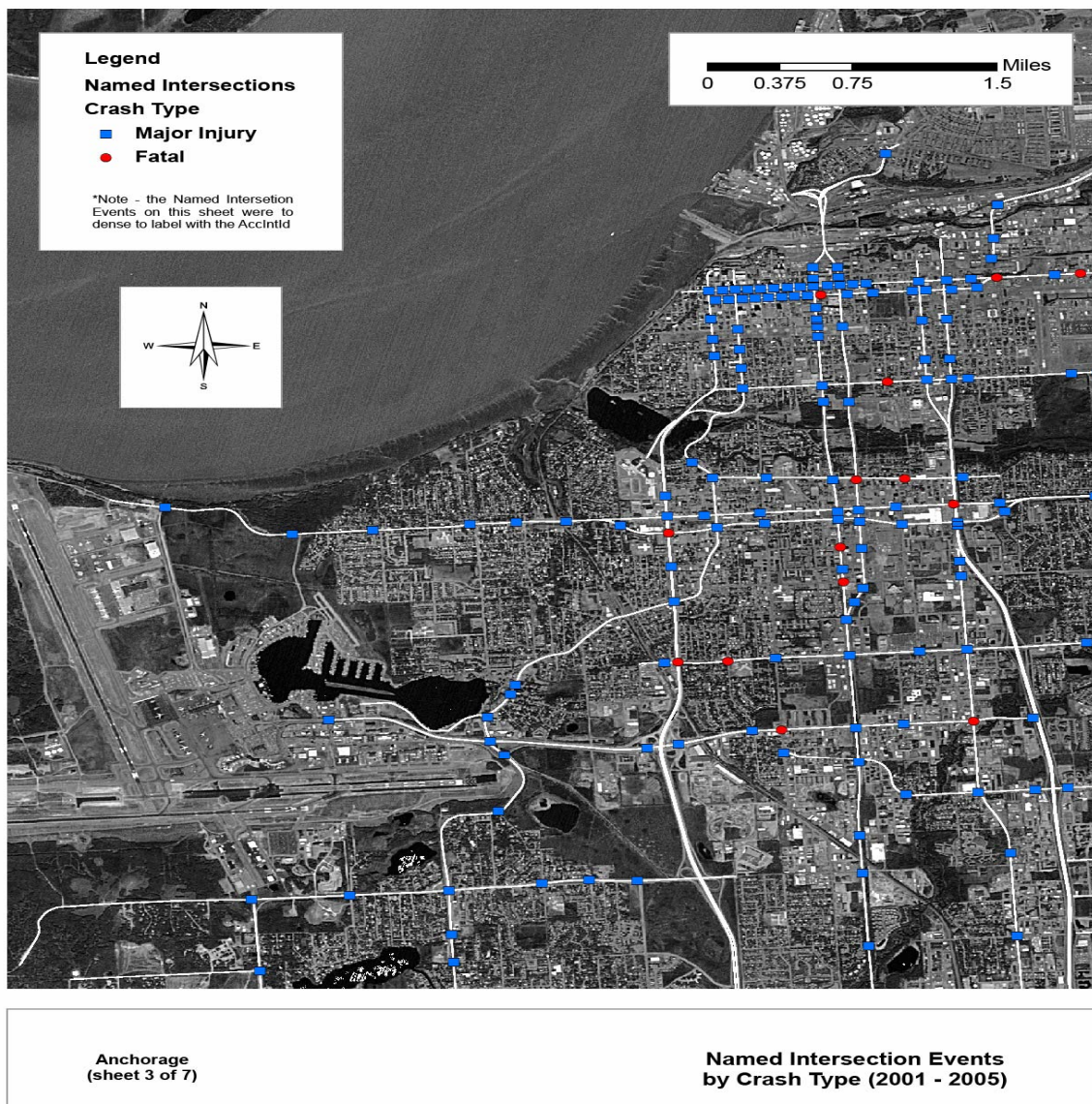


# SEWARD HIGHWAY: POTTER MARSH TO GIRDWOOD 1977 - 2005 FATAL ACCIDENT LOCATIONS



## *Municipality of Anchorage Intersections*

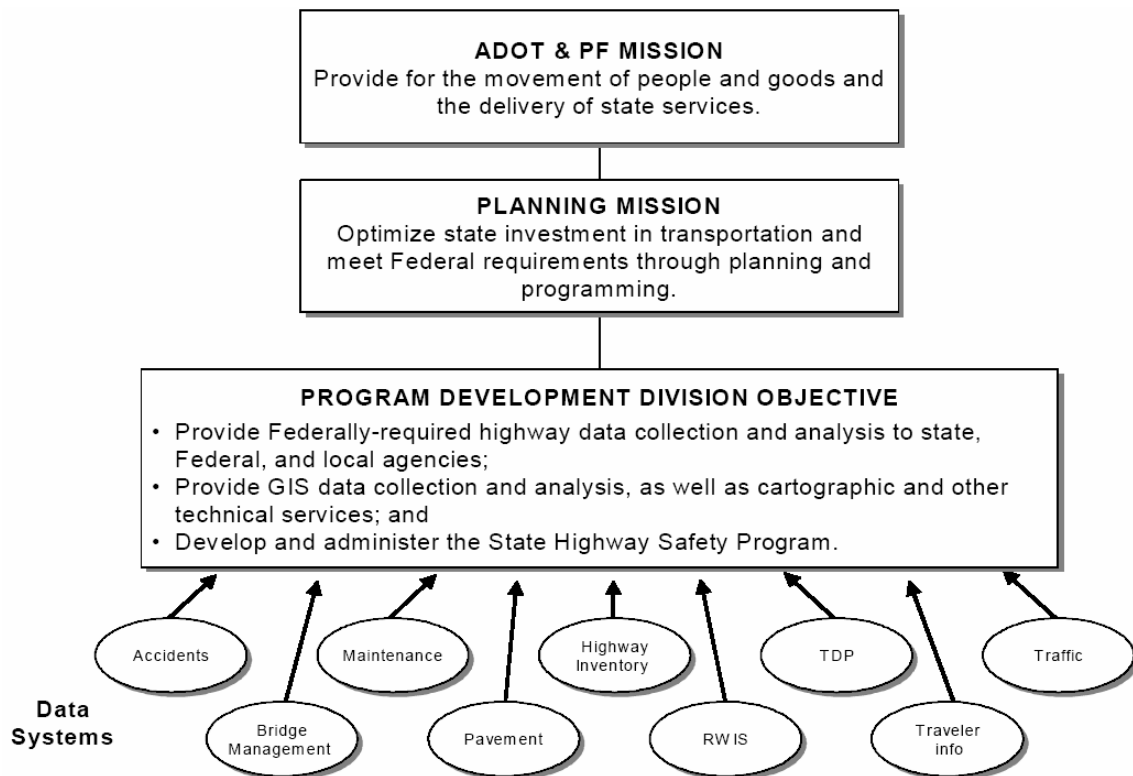
The Municipality of Anchorage is home to 277,498 Alaskans, almost 50 percent of Alaska's population and home to the largest number of drivers in the state. Encompassing approximately 1,700 square miles of land and with a roadway network of more than 1,200 miles, it is the largest city in the state. The Municipality's traffic safety problems are largely associated with its volume of residents, summer visitors, and road miles.



## Traffic Record Data System

The Alaska Highway Safety Office is working with law enforcement agencies and other interested groups to develop a more effective method of collecting and utilizing data from traffic crashes. This is a multi-year effort, designed to make data more usable in a shorter period of time. The Measurement Standards and Commercial Motor Vehicle Enforcement office in Anchorage has implemented a pilot program utilizing the Traffic and Criminal Software (TraCS) for their citation reporting system. The TraCS project is included in future Traffic Record Coordinating Committee plans and will be involved in the Strategic Planning document for further future development.

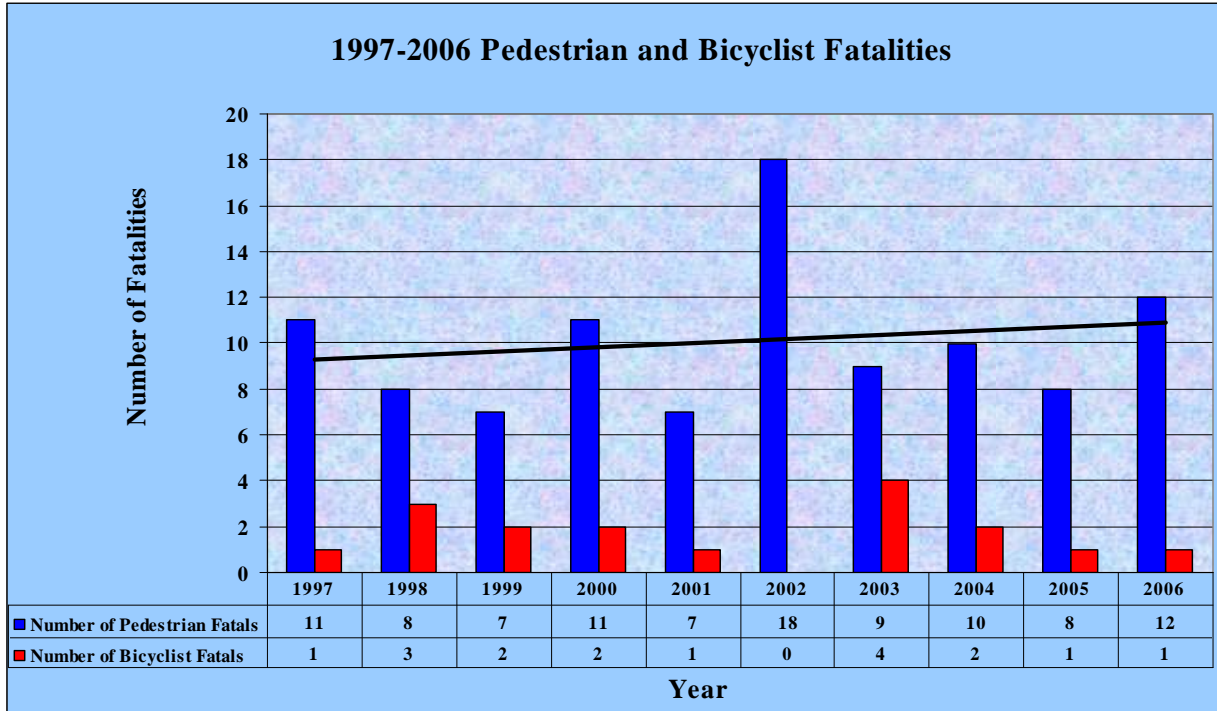
During November, 2006, the Alaska Traffic Records Coordinating Committee (ATRCC) was resurrected to bring together working members from a number of state departments, cities and relative agencies across the state. In May, 2007 the ATRCC hosted Alaska's first traffic records assessment in 15 years and has applied for section 408 federal funding from NHTSA.



(Figure 15)

*Pedestrian and Bicycle*

While Alaska has a small percentage of Bicyclist and Pedestrian fatalities, it still remains a concern. Beginning in 2001, there has been an increased coordination with the Safe Routes To School Coordinator for Bicycle and Pedestrian safety programs in the Anchorage/Mat-Su areas where the majority of our Bike and Pedestrian fatalities occur.



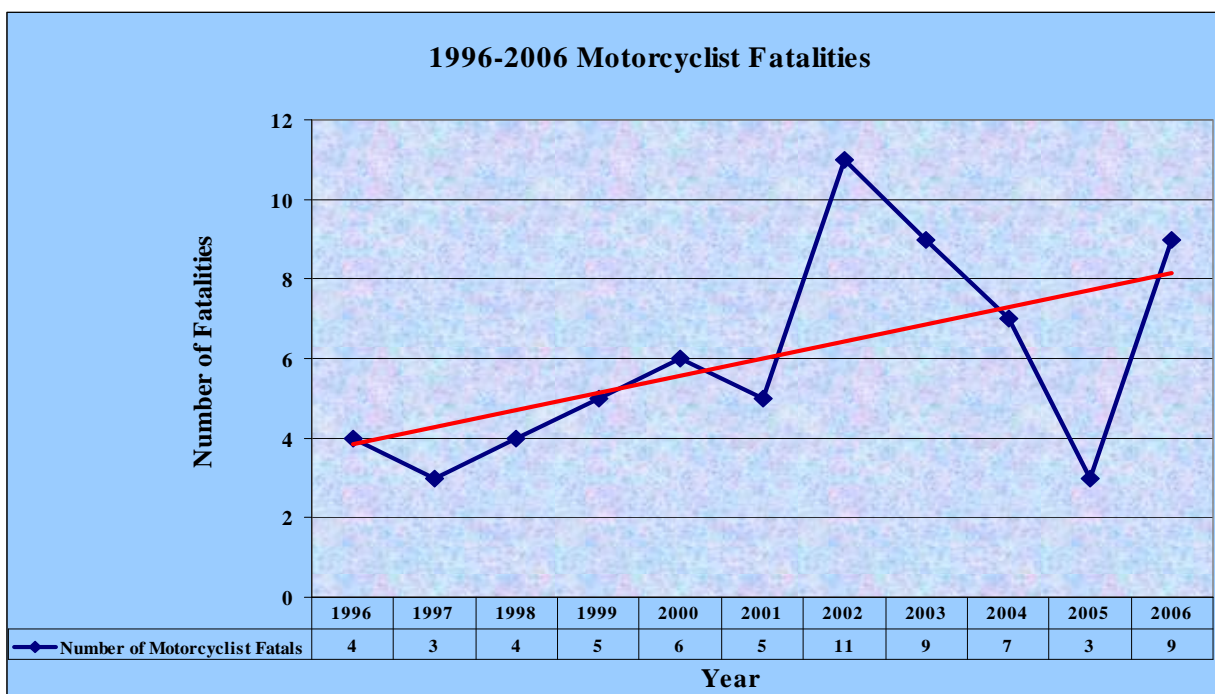
(Figure 16)

## Motorcycle

The state Division of Motor Vehicles reports 24,147 registered motorcycles and over 30,000 people with registered motorcycle licenses in the State of Alaska in 2006. As the number of registered motorcycles in Alaska continues to grow, there is a concern regarding Motorcycle Safety. Last winter a group of motorcycle enthusiasts from local businesses and organizations met to discuss their needs and expectations. These are knowledgeable experts who know the issues of motorcycle safety and road hazards unique to motorcycles, and other matters relating to motorcycle safety. The group agreed to resume meeting in the fall of 2007 and provide the AK Highway Safety Office guidance and recommendations on Motorcycle Safety Programs.

Alaska, like other states in the nation, is experiencing an increase in the number of crashes involving motorcycles and subsequently an increase in motorcycle fatalities. The number of national motorcycle fatalities last year is more than double that of a decade ago. Compared with a passenger car occupant, a motorcycle rider is 26 times more likely to die in a crash. Since 1997, motorcycle rider fatalities have increased each year and far exceed that of any other form of transportation. In 2005 there were 4,553 motorcyclists killed in national crashes, and motorcycle fatalities currently account for more than 10 percent of all motor vehicle crash fatalities. Alaska reflects the national rate with 9 motorcycle fatalities of the 95 motor vehicle fatalities in 2003. The following year the state dealt with 103 motorcycle crashes, of which 15 were alcohol-related. The state experienced 536 motorcycle collisions of which there were 43 fatalities and 399 major and minor injuries between 2001 and 2005.

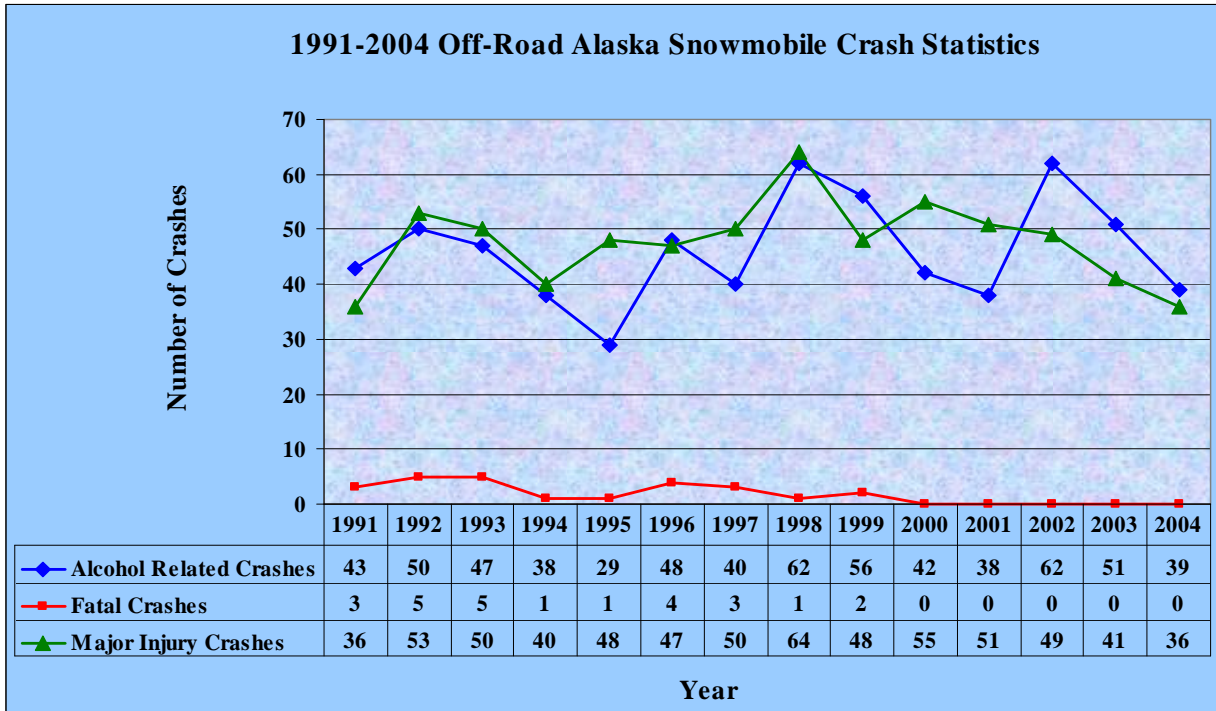
The recent motorcycle related deaths and serious injuries in Anchorage and Fairbanks are tragic examples of the lack of rider awareness and education. Alaska's swell of baby boomers is turning to adventurous hobbies as shown by our DMV database. Alaska's total traffic volume on highways increased by nearly 22.1 percent (22.1%) between 1997 and 2006, but there were 44 percent (44%) more motorcycle registrations that same year than were registered in 2001 (24,147 compared to 16,761).



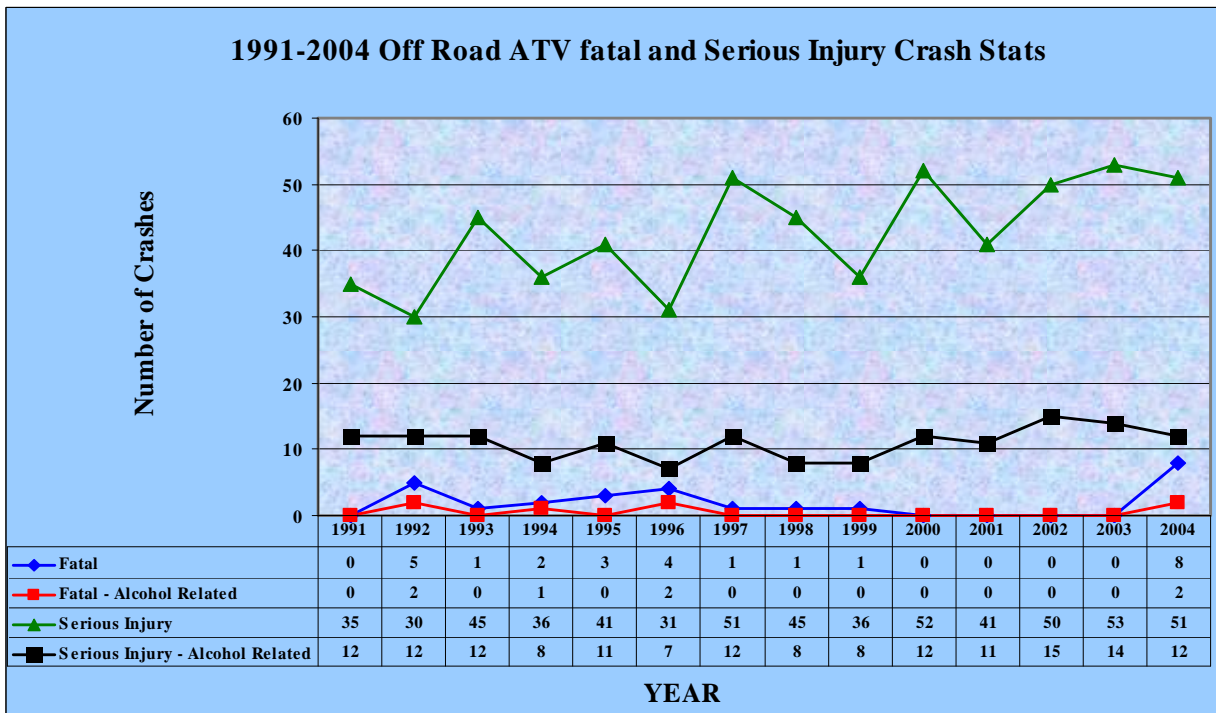
(Figure 17)

## Off-Road Vehicles

Per the HAS Database off-road vehicle crashes in Alaska account for 0.5 percent of the total crashes in a given year but nearly one-half of all off-road crashes will end in a fatality or serious injury and many of those involve impaired driving.



(Figure 18)



(Figure 19)



## ***Performance Goals***

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Performance goals and objectives have been determined with 2009 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.

**Table 8. Alaska Highway Safety Priority Program Areas**

<b>Title</b>
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 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 developed through the Strategic Highway Safety Plan and the Traffic Record Assessment, strategic traffic enforcement partnership activities coupled with statewide media campaigns, traffic safety legislation, enforcement equipment and motor vehicle technology, highway safety and driver education, engineering programs, a statewide alcohol assessment and expanded participation by public and private health sectors, are the methods we will employ to achieve the desired results.

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

	2001	2002	2003	2004	2005	2006	Objective 2009
Mileage Death Rate	1.84	1.81	2.02	2.00	1.44	1.48	1.40
# of Motor Vehicle Fatalities	89	89	100	100	73	74	67

**Performance Goal: Reduce the number of injury and fatal crashes**

Performance Measures	2000	2001	2002	2003	2004	2005	2006	Objective 2009
# of Fatal Crashes	93	80	78	87	96	65	71	61
# of Injury Crashes	4,245	4,570	4,249	4,492	4,206	4,053	3,345	2,500
Drivers ages 13-19 in fatal crashes	22	15	12	12	14	7	12	5
Drivers ages 13-19 in injury crashes	843	898	884	876	785	748	N/A	650

**Performance Goal: Reduce the ratio of impaired driving related fatalities**

Performance Measures	2000	2001	2002	2003	2004	2005	2006	Objective 2009
% Impaired Driving related fatalities	52%	47%	38%	36%	31%	35%	24%	22%
# of Impaired Driving fatal crashes	38	42	34	36	31	26	18	15
# of Drivers age 13-19, involved in fatal crashes who had been drinking (% based on known test results)	8	5	1	0	3	1	0	0

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

Performance Measures	2002	2003	2004	2005	2006	2007	Objective 2009
% Occupants Belted	50%	79%	77%	78.4%	83.2%	82.4%	85%
Fatalities Not Using Restraints	61%	52%	54%	49%	34%	N/A	25%
# of Occupants under age 16 killed in crashes	2	4	3	4	3	N/A	1

**Performance Goal: Reduce the number of Bicyclists and Pedestrians killed or injured in crashes**

Performance Measures	2001	2002	2003	2004	2005	2006	Objective 2009
Pedestrians killed or seriously injured	36	58	54	41	43	N/A	35
Pedestrians under the age of 16 killed or seriously injured	3	5	5	3	2	N/A	1
Bicyclists killed or seriously injured	19	24	24	25	23	N/A	15
Bicyclists under the age of 16 killed or seriously injured	2	8	7	2	4	N/A	1

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

Performance Measures	2003	2004	2005	2006	Objective 2009
Approximate time between collection and DOT input	5 Months	4 Months	4 Months	3 months	1 Month

## *Select Performance Measures*

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We use performance measures with our project goals track their progress by the specified target date and use absolute numbers, percentages or rates. Program performance measures are reviewed and updated each year, when necessary. There are two common types of performance measures: direct and proxy. Direct measures are preferred. Examples of direct measures include: number of crashes, citations, people trained, units purchased, etc. Sometimes it is impossible to obtain direct measures. If such is the case, a proxy measure might be used. Proxy measures are indicators that provide an indirect assessment of desired activity. An example is a self-reporting survey conducted among a statistically valid sample of the population to determine behavioral change (recognition of public service announcements on television or radio, safety belt usage, drunk driving issues, etc.).

AHSO considers the following characteristics for a good performance measure:

- Quantifiable where possible
- Directly linked to objectives
- Accurate and clearly defined
- Understandable
- Objective
- Practical

## *Prioritize Programs and Strategies*

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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.

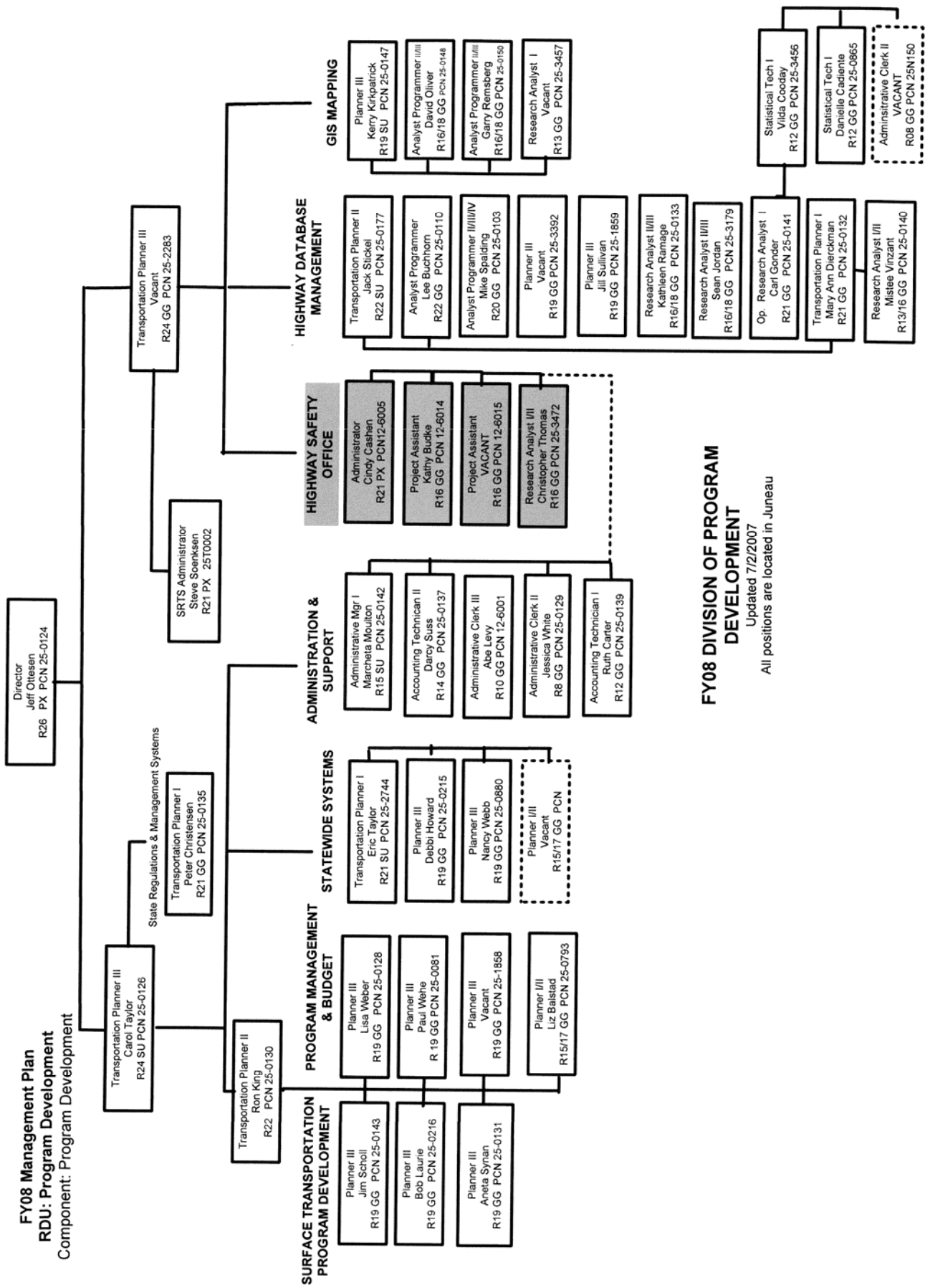
### ***Planning and Administration***

Certain Federal grants are subject to a state Planning and Administration (P&A) Indirect Cost Allocation plan (ICAP) charge of 4.88% which has been reviewed and approved by the Federal Highway Administration (FHWA). P&A costs are those direct and indirect expenses that are attributable to the overall management of the State's Highway Safety Plan. Section 154 sanction funds do not allow ICAP charges because only activities specific to the project are allowable expenses. Last year a state match was made with the AHSO Administrator and Accounting Technician I salaries while P&A will support the salaries of the AHSO Project Assistant and the Research Analyst II as well as office expenses such as travel, training, equipment, supplies, rent and utilities necessary to carry our duties. Federal regulations limit the amount of 402, 406, 410 and 154 funds that can be spent on P&A to 10 percent and have been programmed for expenditure in the upcoming HSPP.

### ***Demographics***

Alaska is geographically located in the some 600 miles NW of the State of Washington, separated from the lower 48 United States by Canada. In the 2000 Census, Alaska had a population of 626,932 distributed over 27 boroughs and census areas. About 68% of the population is urban and most of the urban areas are in the central region of the state, around the city of Anchorage which is home to 41% of Alaskans. Approximately 66.7 percent of the population is non-Hispanic white, 18.3 percent is American Indian/Alaska Native, Hispanics, Asians, African Americans, and Native Hawaiian or other Pacific Islanders make up 4.8%, 4.5%, 3.4%, and 0.5% of the population, respectively. According to the Census, 31.4 percent of the population is under 18 years of age, 64.3% is between the ages of 18 and 65 and more than 4.3% is over the age of 65. There are 14,788 miles of roads. Of that total, 1,081 miles are comprised of interstate highways. In 2006 there were 506,051 licensed drivers and 871,548 registered vehicles. Temperature extremes can challenge the driving public but there has been no strong correlation noted between crash experience and severity of winter weather. Print and electronic media outlets include 5 commercial and educational television stations, approx. 135 commercial radio stations, 17 daily newspapers and many more newspapers published less frequently. Three major areas of the state are linked with media in neighboring states.

**FY08 Management Plan**  
**RDU: Program Development**  
**Component: Program Development**



**FY08 DIVISION OF PROGRAM DEVELOPMENT**  
 Updated 7/2/2007  
 All positions are located in Juneau

## ALCOHOL PROGRAM AREA

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

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

**Project Description** Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

**Budget:**                \$109,935 section 402

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**Project Number:**    AL 08-01-01  
**Project Title:**        **Statewide Services**

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

**Budget:**                \$128,250 section 402

---

**Project Number:**    AL 00-00-02  
**Project Title:**        **Alaska Alcohol Assessment**

**Project Description** A statewide alcohol assessment conducted with a professional outside team approved by NHTSA and in partnership with the AK Dept of Health and Social Services, to determine the effectiveness of Alaska's alcohol-related programs including the field of social services, e.g. treatment and rehabilitation for recommendation and strategies to improve our efforts.

**Budget:**                \$65,000 section 402

---



**Project Number:** AL 00-00-03  
**Project Title:** CHARR Statewide & Anchorage

**Project Description** The Cabaret Hospitality and Restaurant & Retailers state association and local chapters to provide an alternative way home and thus remove impaired drivers from Alaska's roads. Specifically, this program has several important goals: 1) Increase the frequency of "Drink Responsible, Drive Responsibly" messages in Alaska; 2) Increase participation as a Designated Driver Program Statewide; 3) Decrease the number of impaired drivers in FFY08 throughout the state.

**Budget:** \$68,250 section 402

---

**Project Number:** AL 08-01-00  
**Project Title:** Statewide Services

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

**Budget:** \$695,862 section 154

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**Project Number:** SA 00-00-01  
**Project Title:** Safe Communities

**Project Description** To support state and local agencies for effective and recognized projects related to human factors and the roadway environment that contribute to the reduction of impaired-driving related highway crashes, deaths and injuries.

**Budget:** \$25,000 section 402

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**Project Number:** K8PA 00-00-00  
**Project Title:** **Planning and Administration**

**Project Description** Salaries, benefits, travel, services and supplies, and office equipment will be funded for administrative personnel

**Budget:** \$53,057 section 410

---

**Project Number:** K8 00-00-00  
**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.

**Budget:** \$196,000 section 410

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**Project Number:** K8 00-00-01  
**Project Title:** **Crime Lab Toxicology**

**Project Description** Funding for a .1FTE Toxicologist position with the Washington State Forensic Laboratory and provide toxicology services and expert testimony as needed. To provide funds for training, conversion and integration of a Breath Alcohol Content (BAC) database system compatible with law enforcement

**Budget:** \$154,000 section 410

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**Project Number:** K8 00-00-02  
**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:** \$50,000 section 410

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**Project Number:** 154 AL 00-00-06  
**Project Title:** Fairbanks PD DUI Team

**Project Description** In a coordinated effort to curb the number of injuries and deaths caused by impaired drivers; the Fairbanks Police Department will manage a DUI Enforcement Team to patrol the roadway system of the Fairbanks area Alaska. The team will be highly visible and keep the focus on enforcing the state's impaired driving laws. The team has been operating since April 2006, with the support of AHSO. Additionally, the Fairbanks Police Department will offer concentrated DUI enforcement around the area in a manner that provides a steady increase in both actual arrests and in public awareness of the departments' commitment to DUI eradication.

**Budget:** \$502,000 section 154

---

**Project Number:** 154 AL 00-00-07  
**Project Title:** Alcohol Safety Action Program Tracking System

**Project Description** ASAP monitors the majority of Alaska's impaired driving offenders and AHSO will provide support to expand ASAP monitoring into other communities and implement a new DUI/Refusal Data Monitoring and Tracking System, including technical assistance and communication plans. Objectives include minor consuming offenders and as a member of the Alaska Traffic Record Coordinating Committee, will integrate the data system with other member agencies.

**Budget:** \$750,000 section 154

---

**Project Number:** 154 AL 00-00-08  
**Project Title:** **Therapeutic Courts**

**Project Description** To support the Alaska Court System's Therapeutic Court Program and closely monitor repeat drunk drivers with a program of in and out-patient treatment, work/school requirement, Naltrexone, 12-step program and monthly court meetings with Therap. Court Judges, Prosecutors, Correction Officers, Treatment Providers and Public defenders. These funds will not cover the Public Defenders time.

**Budget:** \$832,000 section 154

---

**Project Number:** 154 PM 00-00-00  
**Project Title:** **AST DUI Media**

**Project Description** The National slogan, "Drunk Driving. Over the Limit. Under Arrest." and the State slogan, "Drink. Drive. Go To Jail." will serve as the theme for the state's highly visible statewide enforcement and public information efforts. Media efforts will be coordinated with AST and local law enforcement to support the National Impaired Driving Crackdown, CIOT Mobilization and during ASTEP patrols.

**Budget:** \$320,000 section 154

---

**Project Number:** K8 00-00-03  
**Project Title:** **Travel and Training**

**Project Description** To support Highway Safety staff, statewide and local police staff and regional staff to attend trainings, conferences and seminars that will better benefit their performance and what they can bring to their agencies.

**Budget:** \$100,000 section 410

---

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

**Project Description** Salaries, benefits, travel, services and supplies, and office equipment will be funded for administrative personnel

**Budget:** \$225,793 section 154

---

**Project Number:** AL 00-00-01  
**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. The saturation patrols will be highly visible and keep the focus on enforcing the state's impaired driving laws.

**Budget:** \$550,000 section 154

---

**Project Number:** AL08-01-01  
**Project Title:** **AST DUI Enforcement Team - Palmer**

**Project Description** To fund the Alaska State Troopers DUI Enforcement Team based in Palmer. The team will serve two purposes. They will provide specific DUI enforcement at large events and will offer concentrated DUI enforcement around the state in a manner that provides a steady increase in both actual arrests and in public awareness of the Alaska State Troopers' commitment to DUI eradication.

**Budget:** \$630,417 section 154

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**Project Number:** AL08-01-02  
**Project Title:** **AST DUI Enforcement Team - Fairbanks**

**Project Description** To fund the Alaska State Troopers DUI Enforcement Team based in Fairbanks. The team will serve two purposes. They will provide specific DUI enforcement at large events and will offer concentrated DUI enforcement around the state in a manner that provides a steady increase in both actual arrests and in public awareness of the Alaska State Troopers' commitment to DUI eradication.

**Budget:** \$589,078 section 154

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Alcohol: Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PA 00-00-00	Planning and Administration	\$109,935	402
AL 00-00-02	Alaska Alcohol Assessment	\$65,000	402
AL 08-01-01	Statewide Services	\$128,250	402
AL 00-00-03	CHARR Statewide & Anchorage	\$68,250	402
SA 00-00-01	Safe Communities	\$25,000	402
K8PA 00-00-00	Planning and Administration	\$53,057	410
K8 00-00-00	Statewide Services	\$196,000	410
K8 00-00-01	Crime Lab Toxicology	\$154,000	410
K8 00-00-02	ASTEPA Summit	\$50,000	410
K8 00-00-03	Travel & Training	\$100,000	410
154PA 00-00-00	Planning and Administration	\$225,793	154
AL08-01-01	AST DUI Enforcement Team - Palmer	\$630,417	154
AL08-01-02	AST DUI Enforcement Team - Fairbanks	\$589,078	154
AL 08-01-00	Statewide Services	\$695,862	154
154AL 00-00-01	ASTEPA DUI Enforcement	\$550,000	154
154AL 00-00-06	Fairbanks PD DUI Team	\$502,000	154
154AL 00-00-07	Alcohol Safety Action Program Tracking System	\$750,000	154
154AL 00-00-08	Therapeutic Courts	\$832,000	154
154 PM 00-00-00	AST DUI Media	\$320,000	154
<b>402 Total</b>		\$396,435	
<b>Total All funds</b>		\$6,044,642	

## Occupant Protection Program Area

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

**Project Number:**    OP 00-00-01  
**Project Title:**        **OP- Mini grants**

**Project Description** To support car seat installation assistance and education to caregivers & children. To support certified child passenger safety seat technicians conduct scheduled and requested safety seat checks throughout the state. To provide child passenger safety devices and restraints to agencies. To support legislation relating to child protection restraints.

**Budget:**                \$227,000 section 402

---

**Project Number:**    OP 00-00-02  
**Project Title:**        **CPS and Seat Belt Survey**

**Project Description** To support the Alaska Injury Prevention Center and the Dept of Health and Social Services partnership of the Alaska Child Passenger Safety Program. To support the development of their system to streamline administrative and instructional processes to ensure the quality and integrity of CPS training and inspection programs, lower equipment costs through wholesale procurement practices, and establish a sustainable statewide network that will enhance transportation safety. AIPC will conduct the annual National Occupant Protection Observational Survey (NOPOS) using NHTSA standards and provide public information through a national and state report

**Budget:**                \$446,000 section 402

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**Project Number:**    OP 00-00-03  
**Project Title:**        **ASTEP Seat Belt 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 CIOT 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. The saturation patrols will be highly visible and keep the focus on enforcing the state's seat belt laws.

**Budget:**                \$250,000 section 402

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**Project Number:** OP 00-00-05  
**Project Title:** Fairbanks Safe Kids

**Project Description** To support the effort for childhood injury prevention through child passenger safety coordination classes, instructional trainings and providing help for staff at these functions.

**Budget:** \$100,085 section 402

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**Project Number:** PM 00-00-01  
**Project Title:** AST CIOT Media

**Project Description** The National slogan, “Click It Or Ticket.” will serve as the theme for the state’s highly visible statewide public information efforts. Media efforts will be coordinated with AST and local law enforcement to support the Click It Or Ticket mobilization, National Impaired Driving Crackdown and during ASTEP patrols.

**Budget:** \$183,000 section 405

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**Project Number:** 405K2 00-00-01  
**Project Title:** Statewide Services

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

**Budget:** \$159,874 section 405

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**Project Number:** 405K2 00-00-02  
**Project Title:** Kids On the Move-Alaska Injury Prevention Center

**Project Description** AIPC “Kids on the Move” project to reduce the deaths and injuries of children resulting from motor vehicle crashes in Southeast Alaska. A certified child passenger safety seat instructor and technicians will hold monthly safety seat checks, and will be available to assist people on an individual basis as well.

**Budget:** \$47,200 section 405

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**Project Number:** 405K2 00-00-03  
**Project Title:** Fairbanks Volunteers In Policing

**Project Description** Fairbanks Safe Rider program to reduce the deaths and injuries of children resulting from motor vehicle crashes in Fairbanks and Interior Alaska. VIP will provide car seat installation assistance and education through trained, certified instructors and work in partnership with local law enforcement and the medical and public schools community.

**Budget:** \$87,400 section 405

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**Project Number:** 405K2 00-00-04  
**Project Title:** Mat-Su Child Passenger Safety Program

**Project Description** Training, education and equipment needs of the “Mat-Su Services for Children and Adults”, a non-profit that has been providing car seat safety checks since 1999

**Budget:** \$33,300 section 405

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**Project Number:** OP 08-04-04  
**Project Title:** Lifesavers

**Project Description** To support the training of technicians and the attendance of the National Lifesavers conference.

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

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### Occupant Protection: Budget Summary

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
OP 00-00-01	OP- Mini Grants	227,000	402
OP 00-00-02	CPS and Seat Belt Survey-AIPC	\$446,000	402
OP 00-00-03	ASTEP Seat Belt Enforcement	\$250,000	402
OP 00-00-05	Fairbanks Safe Kids	\$100,085	402
OP 08-04-04	Lifesavers	\$40,000	402
K2 00-00-01	Statewide Services	\$159,874	405
K2 00-00-02	Kids On The Move-Alaska Injury Prevention Center	\$47,200	405
K2 00-00-03	Fairbanks Volunteers in Policing	\$87,400	405
K2 00-00-04	Mat-Su Child Passenger Safety Program	\$33,300	405
PM 00-00-01	AST CIOT Media	\$183,000	405
<b>402 Total</b>		\$1,096,085	
<b>Total All funds</b>		\$1,606,859	

## 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 00-00-01  
**Project Title:** Pedestrian/Bicycle Safety Mini Grants

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

**Budget:** \$13,000 section 402

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### Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS 00-00-01	Pedestrian/Bicycle Mini Grants	\$13,000	402
<b>402 Total</b>		\$13,000	
<b>Total All funds</b>		\$13,000	

## POLICE TRAFFIC SERVICES PROGRAM AREA

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

**Project Number:** PT 00-00-01  
**Project Title:** Local Law Enforcement Grants

**Project Description** To support local law enforcement with equipment, training and education throughout the state based on state and local data.

**Budget:** \$105,000 section 402

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**Project Number:** K4PT 00-00-02  
**Project Title:** AST Equipment

**Project Description** The Alaska State Troopers will equip their vehicles with TraCS-related electronic reporting devices and result in a substantial decrease in time spent filling out traffic record reports. The trooper will be able to make an arrest, transmit the report with the vehicle equipment and return to patrol duty. The equipment will be compatible with other law enforcement communication equipment and in coordination of the statewide traffic records assessment and emergency medical services communication system.

**Budget:** \$1,000,000 section 406

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**Project Number:** 154AL 00-00-02  
**Project Title:** Kenai PD Staying on the Road

**Project Description** Equip four patrol vehicles of the Kenai PD with video cameras, laptops and an in-car report system. Officers will be able to record violations and process more efficiently.

**Budget:** \$42,700 section 154

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**Project Number:** 154 AL 00-00-03  
**Project Title:** **Palmer PD Highway Safety and Education**

**Project Description** The department plans to continue high visibility traffic enforcement with the focus on impaired drivers, aggressive drivers, and safety of drivers. The rapid growth in population and limited road network has seen an increase in motor vehicle accidents. The use of the Total Station and computer equipment will allow us to better document the scene and provide clearer data to the state. The Impaired Driver Education Program in the schools appears to be very successful and will continue this year and in subsequent years. Additionally, we have presented the program to numerous civil organizations and will continue to do so in an attempt to educate the adults both so they better understand what their school age children are doing and hopefully to affect a behavior change in them as well.

**Budget:** \$96,700 section 154

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**Project Number:** 154 AL 00-00-04  
**Project Title:** **Soldotna PD Video C.A.P.T.U.R.E. Project**

**Project Description** Support the Soldotna Police Department with the “Capture All Police Tactics Ultimately Recording Evidence” technology to assist with impaired driving and other traffic-related offenses. The digital in-car video systems will be used for patrols, including single officer patrols, and public education programs, including school presentations.

**Budget:** \$70,000 section 154

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**Project Number:** 154 AL 00- 00-05  
**Project Title:** **Fairbanks PD Equipment**

**Project Description** Provide Fairbanks LED Display Board, Speed Display Board, Inflatable officer for fairs and community events, and other equipment for means to combat impaired drivers and aggressive drivers and educate the community on a number of traffic enforcement areas.

**Budget:** \$202,000 section 154

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**Project Number:** K4PA 08-00-00  
**Project Title:** Planning and Administration

**Project Description** Salaries, benefits, travel, services and supplies, and office equipment will be funded for administrative personnel

**Budget:** \$101,000 section 406

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Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
PT 00-00-01	Local Law Enforcement Grants	\$105,000	402
K4PA 08-00-00	Planning and Administration	\$101,000	406
154 AL 00- 00-05	Fairbanks PD Equipment	\$202,000	154
154 AL 00-00-03	Palmer PD Highway Safety and Education	\$96,700	154
K4PT 00-00-02	AST Equipment	\$1,000,000	406
154AL 00-00-03	Kenai PD Staying on the Road	\$42,700	154
154AL 00-00-04	Soldotna PD Video Project	\$70,000	154
<b>402 Total</b>		\$105,000	
<b>Total All funds</b>		\$1,617,400	

## TRAFFIC RECORDS PROGRAM AREA PROGRAM AREA

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

**Project Number:** TR 00-00-01  
**Project Title:** Alaska Traffic Records Coordinating Committee

**Project Description** To provide travel, contractual services, coordination of events, and traffic license maintenance fees related to the ATRCC Traffic Record Assessment projects and improvement of statewide traffic record system

**Budget:** \$75,000 section 402

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

**Project Description** Traffic Records Data projects related to human factors and the roadway environment that contribute to the reduction of impaired -driving related highway crashes, deaths and injuries.

**Budget:** \$500,000 section 408

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### Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
TR 00-00-01	Alaska Traffic Records Coordinating Committee	\$75,000	402
K9 00-00-00	Statewide Services	\$500,000	408
<b>402 Total</b>		\$75,000	
<b>Total All funds</b>		\$575,000	



## EMERGENCY MEDICAL SERVICES PROGRAM AREA

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

**Reduce the number of injury and fatal crashes.**

**Reduce the ratio of impaired driving related fatalities.**

**Increase the restraint use rate by all motor vehicle occupants.**

**Reduce the number of Bicyclists and Pedestrians killed or injured in crashes.**

**Project Number:** EM 00-00-01

**Project Title:** Emergency Medical Services

**Project Description** Projects to ensure prompt emergency medical care under the range of emergency conditions encountered on the Alaska road system in the areas of regulation and policy, resource management, human resources and training, transportation, facilities, communications, trauma systems, public information and education, medical direction and evaluation.

**Budget:** \$100,000 section 402

### Emergency Medical Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
EM 00-00-01	Emergency Medical Services	\$100,000	402
<b>402 Total</b>		\$100,000	
<b>Total All funds</b>		\$100,000	

## 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:** MC 00-00-01  
**Project Title:** Motorcycle Education & Training

**Project Description** Organizations will provide training and education and promote the safe and sober use of motorcycles. Organizations will coordinate and provide information on training courses. Funding will be provided for further education and training of representatives and trainers of motorcycle organizations and businesses which promote safety.

**Budget:** \$92,000 section 402

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**Project Number:** K6 00-00-00  
**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.

**Budget:** \$100,000 section 2010

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### Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
MC 00-00-01	Motorcycle Education & Training	\$92,000	402
K6 00-00-00	Statewide Services	\$100,000	2010
<b>402 Total</b>		\$92,000	
<b>Total All funds</b>		\$192,000	

## TRAFFIC ENGINEERING 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.**  
**Reduce the number of Bicyclists and Pedestrians killed or injured in crashes.**

**Project Number:** 154 HE 07-16-01  
**Project Title:** Hazard Elimination Funds

**Project Description** Hazard Elimination projects will be funded in FY08 with section 154 as part of the Highway Safety Improvement Projects (HSIP) and HAS Web 12-200 Projects.

**Budget:** \$2,508,818.50

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**Project Number:** 164 HE 07-17-01  
**Project Title:** Hazard Elimination Funds

**Project Description** Hazard Elimination projects will be funded in FY08 with section 164 as part of the Highway Safety Improvement Projects (HSIP).

**Budget:** \$5,017,637.00

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### Traffic Engineering Services: Budget Summary

Project Number	Project Title	Budget	Budget Source
HE 07-16-01	Hazard Elimination Funds	\$2,508,818.50	154
HE 07-17-01	Hazard Elimination Funds	\$5,017,637.00	164
<b>Total</b>		\$7,526,455.50	

## STATE CERTIFICATIONS AND ASSURANCES

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

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

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

### Certifications and Assurances

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 drawdown's 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:

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

- No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- 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, sub grants, and contracts under grant, loans, and cooperative agreements) and that all sub recipients 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**

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



- 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.
- 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

- By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
- 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.
- The prospective lower tier participant shall provide immediate written notice to the person to whom 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.

- 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.
- 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.
- The prospective lower tier 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," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
- 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.
- 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.
- 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:*

- 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.
- 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 2008 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).

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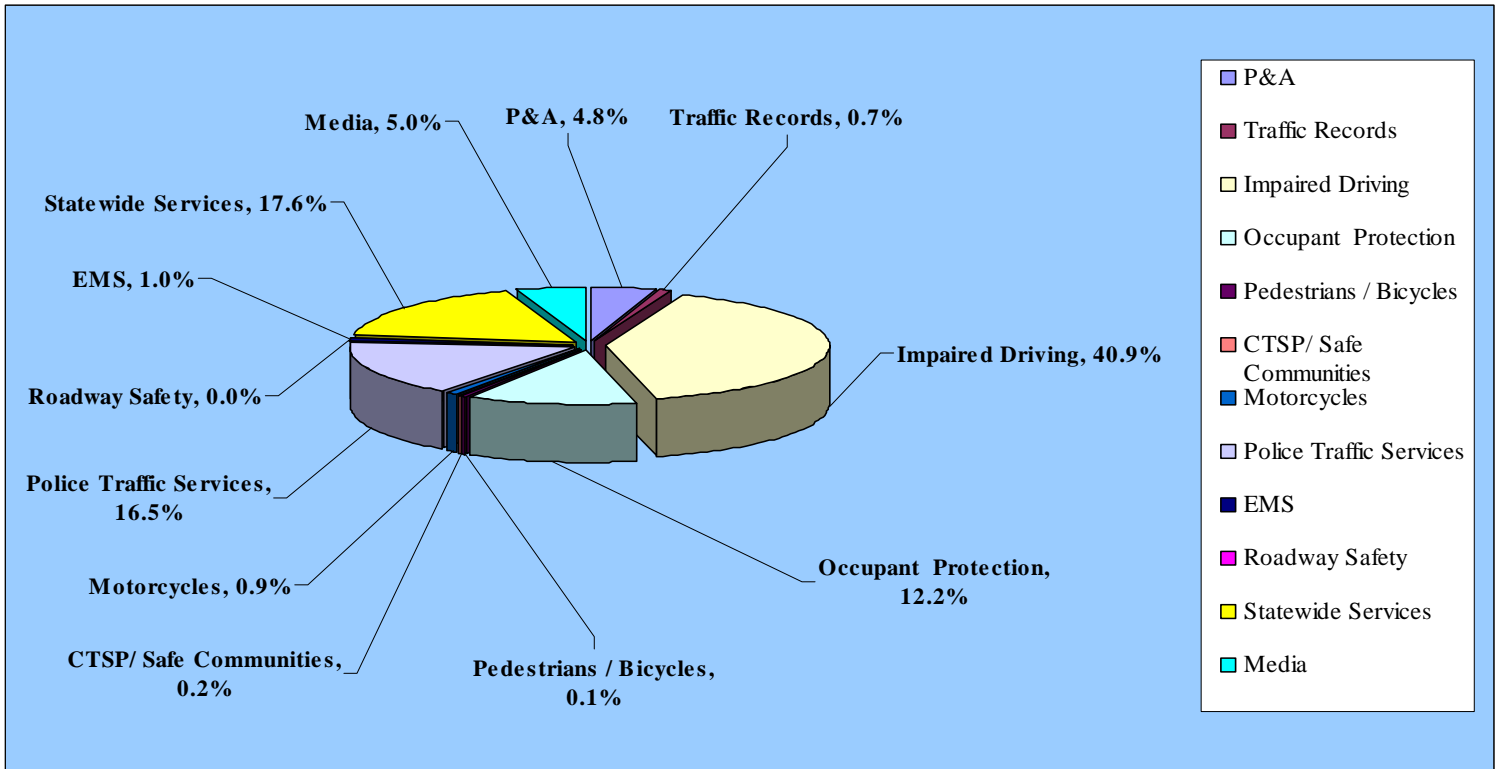
**Governor's Representative for Highway Safety**

8/31/2007

**Date**

## Financial Summary

	402	405	408	410	154	406	2010	Total	% of Total
P&A	\$109,935			53,057	225,793	101,000		\$489,785	4.8%
Traffic Records	\$75,000							\$75,000	0.7%
Impaired Driving	\$133,250			154,000	3,853,495			\$4,140,745	40.9%
Occupant Protection	\$1,063,085	167,900						\$1,230,985	12.2%
Pedestrians / Bicycles	\$13,000							\$13,000	0.1%
CTSP/ Safe Communities	\$25,000							\$25,000	0.2%
Motorcycles	\$92,000							\$92,000	0.9%
Police Traffic Services	\$105,000			150,000	411,400	1,000,000		\$1,666,400	16.5%
EMS	\$100,000							\$100,000	1.0%
Roadway Safety								\$0	0.0%
Statewide Services	\$128,250	159,874	500,000	196,000	695,862		100,000	\$1,779,986	17.6%
Media		183,000			320,000			\$503,000	5.0%
<b>TOTAL</b>	<b>\$1,844,520</b>	<b>\$510,774</b>	<b>\$500,000</b>	<b>\$553,057</b>	<b>\$5,506,550</b>	<b>\$1,101,000</b>	<b>\$100,000</b>	<b>\$10,115,901</b>	



Program Cost Summary



O.M.B. No. 2127-0003  
(Expires 9/30/07)

U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
Federal Highway Administration

**HIGHWAY SAFETY PROGRAM COST SUMMARY**

State: ALASKA Number: 08-01 Date: August 31, 2007

Program Area 402	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/ (Decrease)		
PA-08	109,935	24,823	109,935		43,974	109,935
AL-08	261,500	26,150	261,500		104,600	261,500
EM-08	100,000	10,000	100,000		40,000	100,000
MC-08	92,000	9,200	92,000		36,800	92,000
OP-08	1,063,085	106,308	1,063,085		425,234	1,063,085
PS-08	13,000	1,300	13,000		5,200	13,000
PT-08	105,000	10,500	105,000		42,000	105,000
TR-08	75,000	7,500	75,000		30,000	75,000
SA-08	25,000	2,500	25,000		10,000	25,000
Total NHTSA	\$1,844,520	237,581	1,844,520		737,808	1,844,520
Total FHWA						
Total NHTSA & FHWA	\$1,844,520	237,581	1,844,520		737,808	1,844,520

State Official Authorized Signature:

NAME: \_\_\_\_\_  
TITLE: Governors Highway Safety Representative  
DATE: August 31, 2007

Federal Official Authorized Signature:

NHTSA  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

Program Cost Summary



O.M.B. No. 2127-0003  
(Expires 9/30/07)

U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
Federal Highway Administration

**HIGHWAY SAFETY PROGRAM COST SUMMARY**

State: ALASKA Number 08-02 Date: August 31, 2007

Program Area 405	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/ (Decrease)		
K2-08	327,774	213,165	327,774			327,774
K2PM-08	183,000		183,000			183,000
Total NHTSA	\$510,774	213,165	510,774			510,774
Total FHWA						
Total NHTSA & FHWA	\$510,774	213,165	510,774			510,774

State Official Authorized Signature:  
  
NAME: \_\_\_\_\_  
TITLE: Governors Highway Safety Representative  
DATE: August 31, 2007

Federal Official Authorized Signature:  
NHTSA -  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

Program Cost Summary



O.M.B. No. 2127-0003  
(Expires 9/30/07)

U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
Federal Highway Administration

**HIGHWAY SAFETY PROGRAM COST SUMMARY**

State: ALASKA Number: 08-05 Date: August 31, 2007

Program Area 406	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/ (Decrease)		
K4PA-08	101,000					101,000
K4PT-08	1,000,000					1,000,000
Total NHTSA	\$1,101,000					1,101,000
Total FHWA						
Total NHTSA & FHWA	\$1,101,000					1,101,000

State Official Authorized Signature:  
  
NAME: \_\_\_\_\_  
TITLE: Governors Highway Safety Representative  
DATE: August 31, 2007

Federal Official Authorized Signature:  
NHTSA -  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

Program Cost Summary



O.M.B. No. 2127-0003  
(Expires 9/30/07)

U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
Federal Highway Administration

**HIGHWAY SAFETY PROGRAM COST SUMMARY**

State: ALASKA Number 08-8 Date: August 31, 2007

Program Area 408	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/ (Decrease)		
K9	500,000	100,000		500,000		500,000
Total NHTSA	\$500,000	100,000		500,000		500,000
Total FHWA						
Total NHTSA & FHWA	\$500,000	100,000	.	500,000		500,000

State Official Authorized Signature:  
  
NAME: \_\_\_\_\_  
TITLE: Governors Highway Safety Representative  
DATE: August 31, 2007

Federal Official Authorized Signature:  
NHTSA -  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_



Program Cost Summary



O.M.B. No. 2127-0003  
(Expires 9/30/07)

U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
Federal Highway Administration

**HIGHWAY SAFETY PROGRAM COST SUMMARY**

State: ALASKA Number: 08-03 Date: August 31, 2007

Program Area 410	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/ (Decrease)		
K8	154,000	77,000	154,000			154,000
K8PA	249,057	12,203		53,057		249,057
PT-08	150,000		150,000			150,000
Total NHTSA	\$553,057	89,203	500,000	53,057		553,057
Total FHWA						
Total NHTSA & FHWA	\$553,057	89,203	500,000	53,057		553,057

State Official Authorized Signature:  
  
NAME: \_\_\_\_\_  
TITLE: Governors Highway Safety Representative  
DATE: August 31, 2007

Federal Official Authorized Signature:  
NHTSA-  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

Program Cost Summary



O.M.B. No. 2127-0003  
(Expires 9/30/07)

U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
Federal Highway Administration

**HIGHWAY SAFETY PROGRAM COST SUMMARY**

State: ALASKA Number 08-06 Date: August 31, 2007

Program Area 2010	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/ (Decrease)		
K6-08	100,000		100,000			100,000
Total NHTSA	\$100,000		100,000			100,000
Total FHWA						
Total NHTSA & FHWA	\$100,000		100,000			100,000

State Official Authorized Signature:  
  
NAME: \_\_\_\_\_  
TITLE: Governors Highway Safety Representative  
DATE: August 31, 2007

Federal Official Authorized Signature:  
NHTSA -  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

Program Cost Summary



O.M.B. No. 2127-0003  
(Expires 9/30/07)

U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
Federal Highway Administration

**HIGHWAY SAFETY PROGRAM COST SUMMARY**

State Alaska Number 08-04 Date August 31, 2007

Program Area 154	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/ (Decrease)		
154PA-08	225,793		225,793			225,793
154AL-08	4,549,357		4,549,357		1,819,742.80	4,549,357
154PM-08	320,000		320,000			320,000
154PT-08	411,400		411,400			411,400
Total NHTSA	\$5,506,550		5,506,550			
Total FHWA						
Total NHTSA & FHWA	\$5,506,550		5,506,550		1,819,742.80	5,506,550

State Official Authorized Signature:  
  
NAME: \_\_\_\_\_  
TITLE: Governors Highway Safety Representative  
DATE: August 31, 2007

Federal Official Authorized Signature:  
NHTSA -  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

Program Cost Summary



O.M.B. No. 2127-0003  
(Expires 9/30/07)

U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
Federal Highway Administration

**HIGHWAY SAFETY PROGRAM COST SUMMARY**

State: ALASKA Number 08-9 Date: August 31, 2007

Program Area 154 HE	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/ (Decrease)		
154HE	2,508,818.50		2,508,818.50			2,508,818.50
Total NHTSA	2,508,818.50		2,508,818.50			2,508,818.50
Total FHWA						
Total NHTSA & FHWA	2,508,818.50		2,508,818.50			2,508,818.50

State Official Authorized Signature:  
  
NAME: \_\_\_\_\_  
TITLE: Governors Highway Safety Representative  
DATE: August 31, 2007

Federal Official Authorized Signature:  
NHTSA -  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

Program Cost Summary



O.M.B. No. 2127-0003  
(Expires 9/30/07)

U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
Federal Highway Administration

**HIGHWAY SAFETY PROGRAM COST SUMMARY**

State: ALASKA Number: 08-7 Date: August 31, 2007

Program Area 164	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local	Current Balance
			Previous Balance	Increase/ (Decrease)		
164HE	5,017,637		5,017,637			29,908,878.61
Total NHTSA	\$5,017,637		5,017,637			5,017,637
Total FHWA						
Total NHTSA & FHWA	\$5,017,637		5,017,637			5,017,637

State Official Authorized Signature:  
  
NAME: \_\_\_\_\_  
TITLE: Governors Highway Safety Representative  
DATE: August 31, 2007

Federal Official Authorized Signature:  
NHTSA -  
NAME: \_\_\_\_\_  
TITLE: \_\_\_\_\_  
DATE: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

NHTSA Program Areas

**PA**...Planning & Administration

**AL**...Alcohol

**EM**...Emergency Medical Services

**MC**...Motorcycle Safety

**OP**...Occupant Protection

**PS**...Pedestrian/Bicycle Safety

**PT**...Police Traffic Services

**TR**...Traffic Records

**AI**...Accident Investigation

**CP**...Community Traffic Safety Project

**CL**...Codes and Laws

**DC**...Debris Hazard Control

**DE**...Driver Education

**DL**...Driver Licensing

**IS**...Identification & Surveillance

**PM**...Paid Advertising

**RH**...Rail-Highway Crossing

**RS**...Roadway Safety

**SA**...Safe Communities

**SB**...School Bus

**SE**...Speed Enforcement

**TC**...Traffic Courts

**VI**...Periodic Motor Vehicle Inspection

**VR**...Motor Vehicle Registration

**SC**...Speed Control

**RH**...Rail/Highway Crossings

157 FUNDS USED AS NHTSA 402

**157PA**...Planning & Admin.

**157AL**...Alcohol

**157EM**...Emergency Med. Services

**157MC**...Motorcycle Safety

**157OP**...Occupant Protection

**157PS**...Pedestrian/Bicycle Safety

**157PT**...Police Traffic Services

**157TR**...Traffic Records

**157AI**...Accident Investigation

**157CP**...Comm. Traffic Safety Project

**157CL**...Codes and Laws

**157DC**...Debris Hazard Control  
**157DE**...Driver Education  
**157DL**...Driver Licensing  
**157IS**...Identification & Surveillance  
**157RH**...Rail-Highway Crossing  
**157SA**...Safe Communities  
**157SB**...School Bus  
**157SC**...Speed Control  
**157SE**...Speed Enforcement  
**157TC**...Traffic Courts  
**157VI**...Per. Motor Vehicle Inspection  
**157VR**...Motor Vehicle Registration  
**157PM**-Paid Advertising

Incentive Funds

**HB**...153 Helmets & Belts  
**J3**...2003b Child Passenger Protection  
**J2**...405 Occupant Protection  
**J6**...408 Alcohol  
**J7**...410 Alcohol(ISTEA)  
**J8**...410 Alcohol (TEA21)  
**J9**...411 Data Program

Special Funding Areas

**CR**...Child Restraint  
**LE**...Safety Belt  
**SO**...Special Occupant Protect.  
**SS**...School Bus Set Aside  
**TS**...Traffic Records  
**YA**...Youth Alcohol

NHTSA 157 INCENTIVE FUNDS

157J2...157 as 405 Occupant Protection Program  
157J8...157 as 410 Alcohol  
157J9...157 as 411 Data Program

TRANSFER FUNDS (Pre-TEA21 & TEA21)

Pre-TEA-21:

For Section 153 Transfer funds add a "T" in front of the Program Area.

TEA-21:

**154AL** ...Alcohol

**154HE** ....Hazard Elimination

**154PA** ....Planning & Administration

**154PM**....Paid Advertising

**163 OP...Occupant Protection**

**164AL** ....Alcohol

**164HE** ....Hazard Elimination

**164PA** ....Planning & Administration

**164PM**....Paid Advertising

FHWA Program Areas

**FPA**...Planning & Administration

**FPS**...Pedestrian Safety

**FTE**...Traffic Engineering Services

**FHD**...Highway Design

**FIS**...Identification & Surveillance

**FSC**...Speed Control

**FRH**...Rail/Highway Crossing

Special Funding Areas

FSM...Safety Management

FSB...School Bus

**NOTE: Priority Areas are bolded and underlined for NHTSA and FHWA program areas.**