



# Alaska Highway Safety Plan FFY 2014

*Federal Fiscal Year 2014*

*prepared on behalf of*

**GOVERNOR SEAN PARNELL**

*under the direction of*

**COMMISSIONER PATRICK J. KEMP**

**TRANSPORTATION AND PUBLIC FACILITIES**

*presented by*

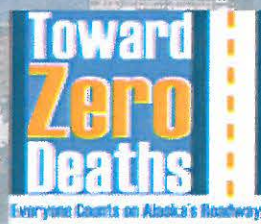
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The Department of Transportation and Public Facilities  
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July 2013

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# Acronym Guide

ALVIN	Alaska License Vehicle Information Network
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATR	Alaska Trauma Registry
ATRCC	Alaska Traffic Records Coordinating Committee
BAC	Blood Alcohol Concentration
CPS	Child Passenger Safety
CIOT	Click It or Ticket
DITEP	Drug Impairment Training for Education Professionals
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
DRE	Drug Recognition Expert
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GDL	Graduated Drivers License
HVE	High-Visibility Enforcement
HSP	Highway Safety Plan
JOL	Judicial Outreach Liaison
LEL	Law Enforcement Liaison
MOU	Memorandum of Understanding
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
RYV	Raise Your Voice
SK	Safe Kids
STSP	Strategic Traffic Safety Plan
TRCC	Traffic Records Coordinating Committee
VMT	Vehicle Miles Traveled



# Introduction

The Alaska Highway Safety Office (AHSO) is responsible for administering the Federally funded State and Community Highway Safety Program, which was established in 1966 to reduce motor vehicle crashes and the resulting injuries and fatalities prompted by unsafe behaviors. Under this mandate states identify their most critical traffic safety problems and annually develop Highway Safety Plans (HSP) that provide a framework for creating a safer, more efficient transportation system. Highway Safety Plans include clearly articulated goals and objectives that link to performance measures and targets established through data analysis and stakeholder input. The endgame, as outlined in Alaska's HSP, is to move toward zero deaths on the State's roadways by annually reducing serious injuries and fatalities.

Alaska's HSP is directly linked to the State's Strategic Traffic Safety Plan (STSP), which was updated in March 2012. The STSP leverages the "4 Es" of traffic safety – engineering, enforcement, education, and emergency services – to address the State's most significant highway safety challenges. The plan is data-driven and includes statewide goals, objectives, and emphasis areas. Alaska's Federal Fiscal Year (FFY) 2014 HSP addresses two of the key emphasis areas outlined in the 2012 STSP – Driver Behavior (novice and impaired drivers) and Special Users (bicyclists, pedestrians, and motorcyclists). Alaska's 2014 HSP includes a strong focus on public outreach and includes strategies for conducting behavioral safety communications campaigns in partnership with the Alaska Strategic Communications Alliance (ASCA). This entity, whose work is facilitated by the AHSO, is charged with changing the State's safety culture to one where "everyone counts on Alaska's roadways."

In addition to the SCA, Alaska, as outlined in its STSP, has established three task forces. The Aggressive Driving, Distracted Driving, and Remote Public Roads Task Forces are determining a definition to support the emphasis area topic, investigating trends and contributing factors, as well as data, funding and legislative issues. The AHSO is actively involved with these task forces.

The 2014 HSP is composed of seven sections – Planning Process, Performance Plan, Highway Safety Plan, Performance Report, Program Cost Summary, Certifications and Assurances, and Section 405 Grant Application. The planning process (Section 1.0) discusses the data sources and processes used to identify the State's highway safety problems and establishes highway safety performance. The Performance Plan (Section 2.0) details, through thoughtful and thorough data analysis and problem identification, the progress the State is making in addressing its most significant behavioral safety problems, including speeding, impaired and distracted driving, and seat belt/child restraint use. It also discusses vulnerable user groups – novice (teen) drivers, motorcyclists, pedestrians, and bicyclists – and ongoing efforts and gains made to improve their safety.

Tied to these issues and user groups, which align with the national priority areas identified by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA), are specific performance measures and targets that link to Alaska's goal of continued reductions in motor vehicle-related crashes, injuries, and fatalities leading to zero deaths. In consort with that goal, Alaska also has established an interim goal to reduce motor vehicle-related serious injuries and fatalities by one-half by 2030 – an average annual decrease of three percent.

The Highway Safety Plan (Section 3.0) describes the projects and activities the AHSO and its partners will implement to achieve the goals and objectives outlined in the Performance Plan. Section 3.0 details how Federal funds provided under the Section 402 (State and Community Highway Safety Program), 405 (National Priority Safety Programs) grant programs, and other funding will be used to support these initiatives along with Alaska's traffic records system. Continued assessment and investment in the latter is essential for maximizing the efficiency and effectiveness of traffic records data collection and analysis.

The Performance Report (Section 4.0) is a new Federal requirement. This program area level report focuses on the State's success in meeting the performance targets set for the core performance measures identified in the FFY 2013 HSP. The Program Cost Summary (Section 5.0) details the State's proposed allocation of funds (including carry-forward funds) by program area based on the goals identified in the Performance Plan (Section 2.0) and the projects and activities outlined in the Highway Safety Plan (Section 3.0). The funding level is based on what the AHSO estimates its share will be under the Federal grant programs for the 2014 Federal fiscal year. The Certifications and Assurances (Section 6.0) includes a certification statement signed by the Governor's Representative for Highway Safety. This outlines the measures the State will take to ensure compliance with all applicable laws and regulations, and financial and programmatic requirements mandated under the Section 402 program.

Assurances for Teen Traffic Safety Program (Appendix C), signed by the Governor's Representative for Highway Safety, is in Section 7.0. The Section 405 application, Appendix D, is presented in Section 8.0. It should be noted that in previous years, national priority safety programs were funded through a variety of Federal grant programs. Under the recently enacted Federal transportation funding legislation known as MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century), these grant programs (e.g., Section 405 Occupant Protection, Section 408 Traffic Safety Information System, Section 410 Alcohol Incentive, Section 2010 Motorcycle Safety, Section 2011 Child Safety, Child Booster Seats) were merged into a single program, Section 405. In FFY 2014, Alaska is applying for Section 405 funds to address Occupant Protection, State Traffic Safety Information System Improvements, Impaired Driving Countermeasures, and Motorcyclist Safety.

## OUR MISSION

The Alaska Highway Safety Office is committed to enhancing the health and well being of the State's citizens and visitors through a comprehensive statewide behavioral safety program that prevents crashes and saves lives. Any loss of life or injury sustained in a traffic crash is unacceptable and likely preventable. The AHSO has embraced and actively promotes, in collaboration with its partners, the State's Toward Zero Deaths campaign.







# 1.0 Alaska's Highway Safety Planning Process

## 1.1 PLANNING PROCESS

The Alaska Highway Safety Office (AHSO) coordinates highway safety programs focused on enforcement, integration of public health strategies, public outreach and education, and promotion of new safety technology through collaboration with safety and private sector organizations and cooperation with state and local governments. Alaska's Highway Safety Plan (HSP) is developed through discussions and meetings with interagency groups within the Department of Transportation and Public Facilities (DOT&PF), state, and local government agencies, including law enforcement, planners, engineers, health and social service agencies, the Division of Motor Vehicles, community coalitions, other interested parties, and in collaboration with the State's Strategic Traffic Safety Plan (STSP). For the FFY 2014 HSP, the AHSO hired a consultant to assist with internal planning meetings, webinars with safety partners, and the development of the HSP.

Section 1.0 describes the data sources and processes used by the AHSO to identify Alaska's highway safety problems, set performance targets based on highway safety problems, and develop and select evidence-based countermeasure strategies. The participants involved in these processes also are identified.

## 1.2 ALASKA'S TRAFFIC SAFETY CHALLENGES

### Problem Identification Process

Alaska is the largest state in the U.S. encompassing 570,665 square miles. Despite its large land mass, the State ranks 48<sup>th</sup> in population with 731,449 residents (U.S. Census Bureau) and an average person per square mile rate of 1.2 (compared to 87.4 for the U.S.). Nearly one-third of Alaskans live within the Arctic Circle and nearly 3.5 million acres are designated state park land. Approximately three-quarters (67.9 percent) of Alaskans are Caucasian, 14.9 percent are American Indian/Alaska Native, 5.8 percent are Latino, 5.6 percent are Asian, 3.6 percent are Black and the remaining 2.2 percent represent persons of other origins.

The State is composed of 27 boroughs (similar to counties in the lower 48). Anchorage has the largest population (291,826) of all boroughs, while Yukon-

Koyukuk encompasses the largest land mass (145,900 square miles). The states 10 largest cities include: Anchorage, 291,826; Fairbanks, 31,535; Juneau (also its capitol); Sitka, 8,881; Wasilla, 7,831; Kenai, 7,100; Ketchikan, 8,050; Palmer, 5,937; Kodiak, 6,120; and Bethel, 6,080.

Unlike the lower 48 U.S. states, Alaska's highway system while modern and well-maintained, does not provide access to its many rural communities. Some roadways, including the Denali, Dalton, and Top of the World highways and McCarthy Road, as well as

portions of the Steese and Taylor highways, are unpaved. According to the Alaska Division of Motor Vehicles, there are twice as many trucks (508,900) as there are registered passenger vehicles (215,688) in the State. Airplanes are often the most efficient and sometimes the only way to travel between communities.

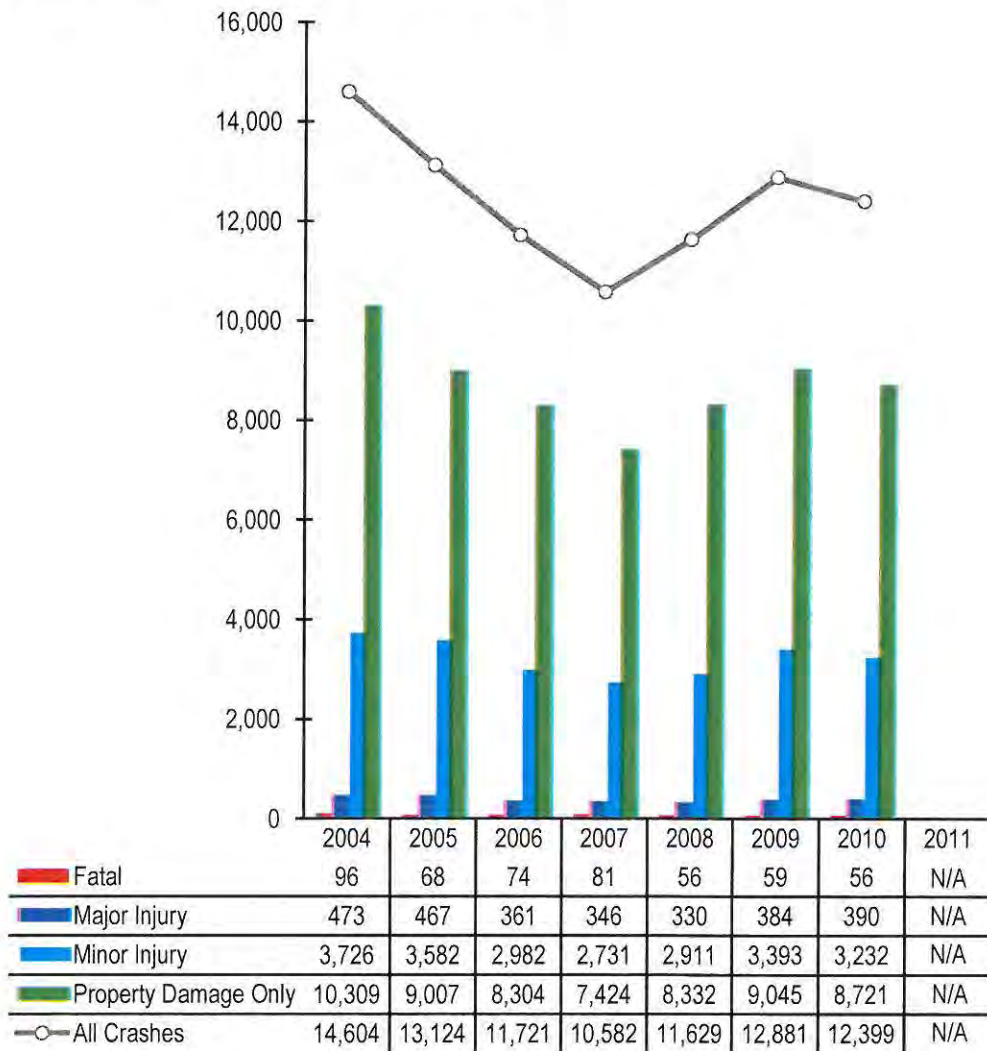
AHSO uses two primary crash data sources to analyze and identify the State's most significant traffic safety problems. The AHSO is responsible for counting and analyzing the State's motor vehicle fatalities through the Federal Fatality Analysis Reporting System (FARS) program. In addition to the FARS database, AHSO also uses Alaska's Highway Analysis System (HAS) maintained by the Transportation Information Group within the Department of Transportation and Public Facilities (DOT&PF). The latter contains crash, roadway, and traffic information for the entire state.

Despite Alaskans' strong propensity and need to travel by air, the State experiences an average of 12,420 reportable motor vehicle-related crashes annually, as shown in Figure 1.1. Crashes have been trending downward over the past seven years, falling 15 percent between 2004 and 2010. While the largest percentage of crashes involve property damage only (70 percent), followed by minor injury (26 percent), approximately 4 percent result in serious injury or death.



Source: State of Alaska, travelalaska.com, 2013.

**Figure 1.1 Statewide Crashes by Severity**



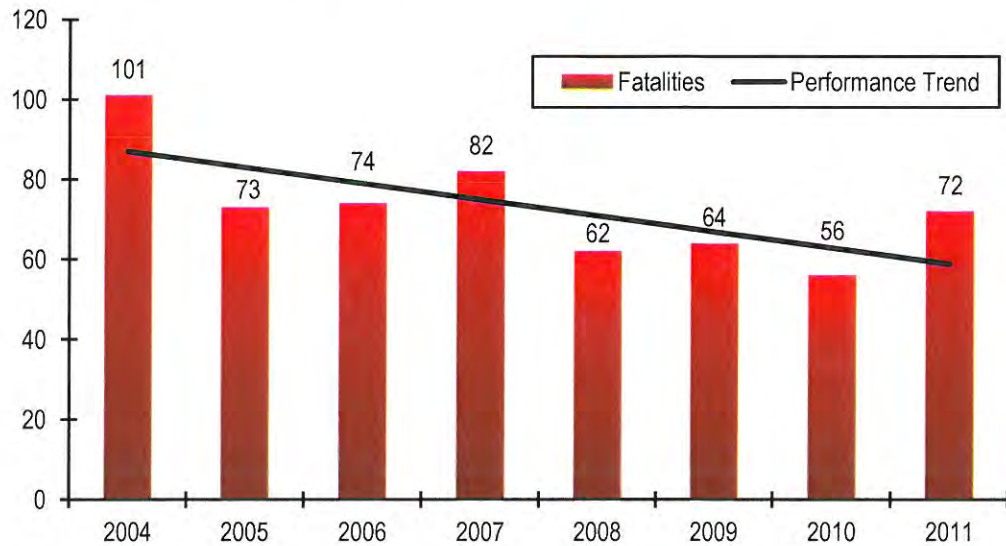
Source: Alaska Highway Analysis System and FARS, 2013.

Note: 2011 data not available.

The AHSO and its partners query these data sources to identify who (e.g., age, sex, gender) is crashing and what (e.g., single vehicle fixed object crash, multiple vehicle crash, pedestrian-motor vehicle crash) specifically occurred. These data also are analyzed to determine when (e.g., time of day, day of the week, weather conditions) and where (e.g., roadway type, jurisdiction) crashes are taking place, and why (e.g., speed, alcohol, inattention). Understanding these data help the AHSO and Alaska’s safety stakeholders identify the State’s most critical traffic safety problem areas and identify strategies to address them.

In 2011, 72 roadway users died on the State’s roadways (Figure 1.2). This compares with the 56 fatalities and 488 major injuries experienced in 2010, and the 64 fatalities and 452 major injuries in 2009.

**Figure 1.2 Statewide Fatalities**

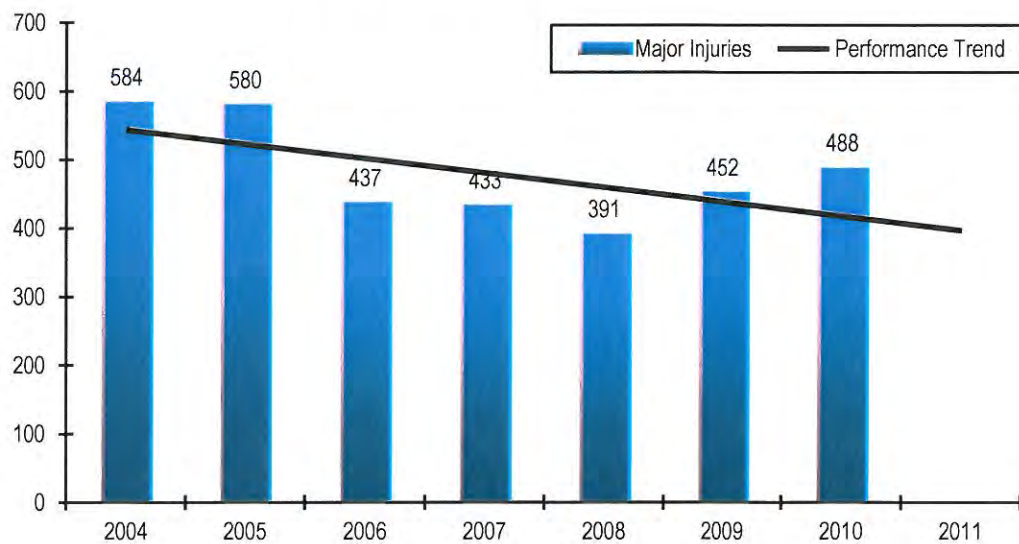


Source: FARS, 2013.

Note: 2011 uses preliminary FARS data.

Despite the recent increase, major injury crashes have fallen steadily in the State since 2004 (Figure 1.3).

**Figure 1.3 Statewide Major Injuries**

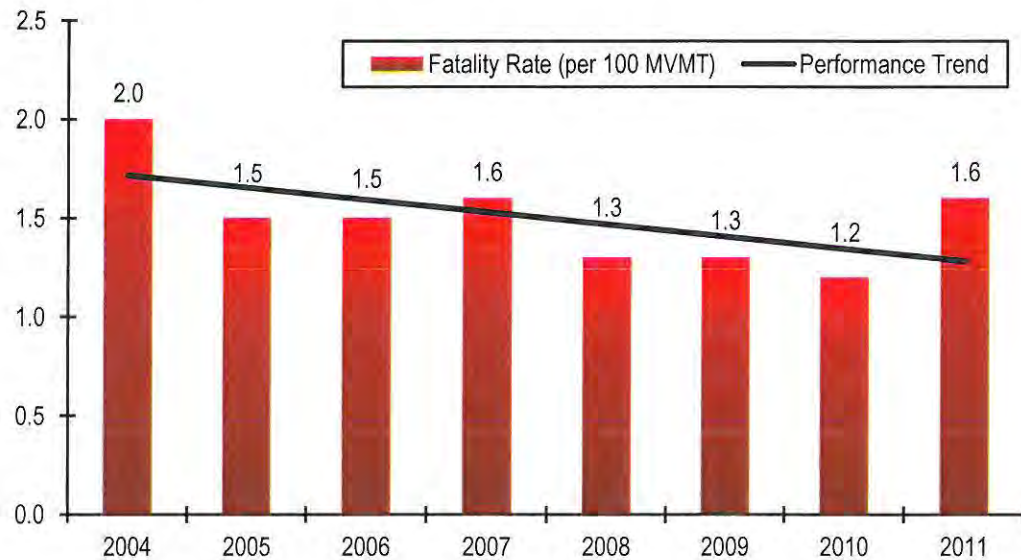


Source: Alaska Highway Analysis System, 2013.

Note: 2011 data are not available.

Alaska has been making similar gains in its statewide motor vehicle fatality rate. Between 2004 and 2011, the rate per 100 million vehicle miles traveled fell 20 percent from 2.0 to 1.6 (Figure 1.4).

**Figure 1.4 Statewide Fatality Rate per 100 MVMT**

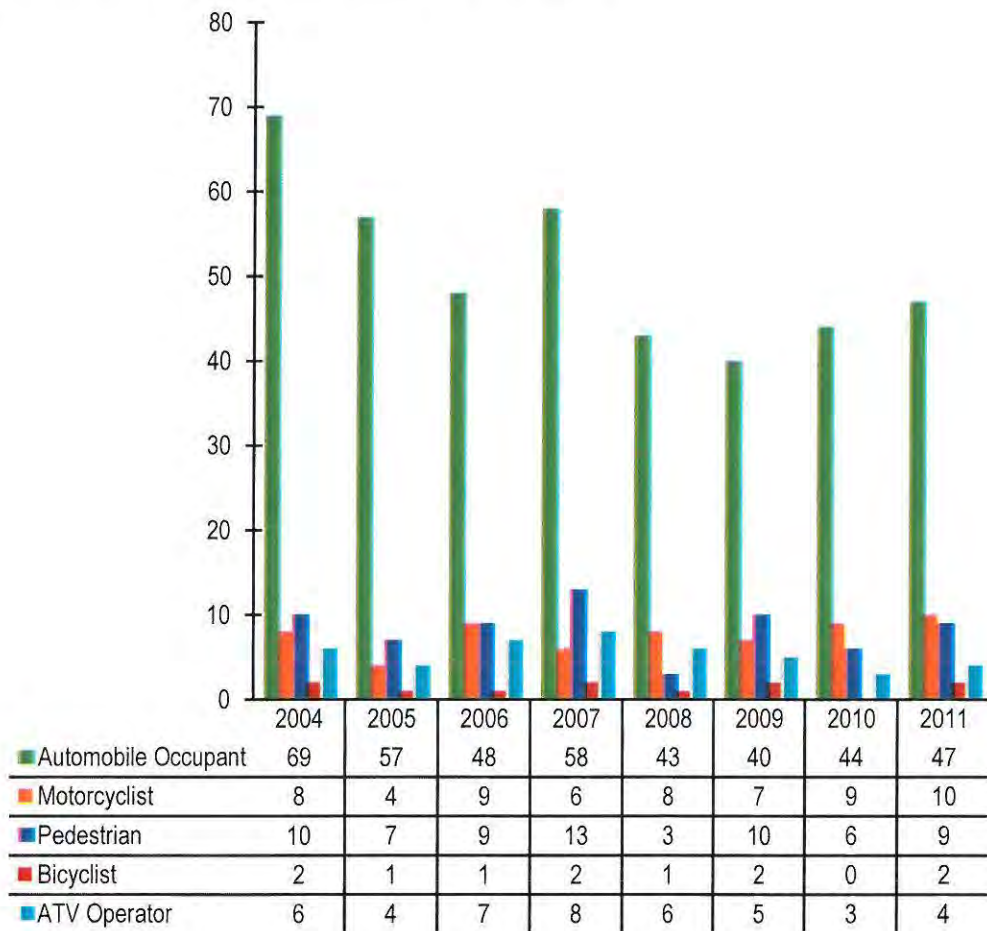


Source: Alaska Highway Safety Office and FARS, 2013.

Note: 2011 uses preliminary FARS data.

Between 2004 and 2011, an average of 51 automobile occupants were killed on the State's roadways. This same roadway user group accounted for the largest average annual number of people (360) who suffered major injuries in motor vehicle crashes between 2004 and 2010. An examination of data for other roadway users finds an average of eight pedestrians and eight motorcyclists were killed annually. Bicyclists and ATV operators accounted for an average of one and five deaths, respectively (Figure 1.5).

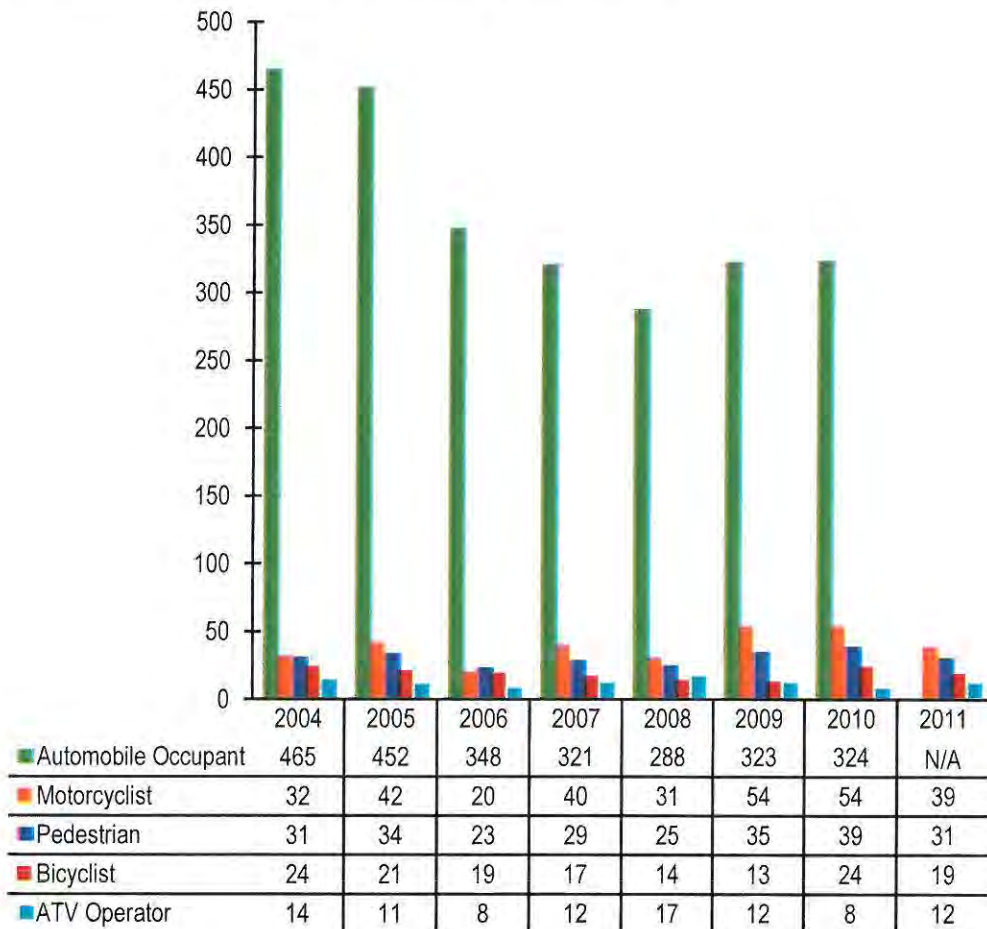
**Figure 1.5 Fatalities by Roadway User Group**



Source: FARS, 2013.

Note: Automobile Occupant includes drivers and passengers of light trucks (only four tires), passenger cars, and motorhomes only. 2011 uses preliminary FARS data.

Motorcyclists and pedestrians suffered an average of 39 and 31 major injuries annually due to motor vehicle crashes, followed by bicyclists (19) and ATV operators (12), as shown in Figure 1.6.

**Figure 1.6 Major Injuries by Roadway User Group**

Source: Alaska Highway Analysis System, 2013.

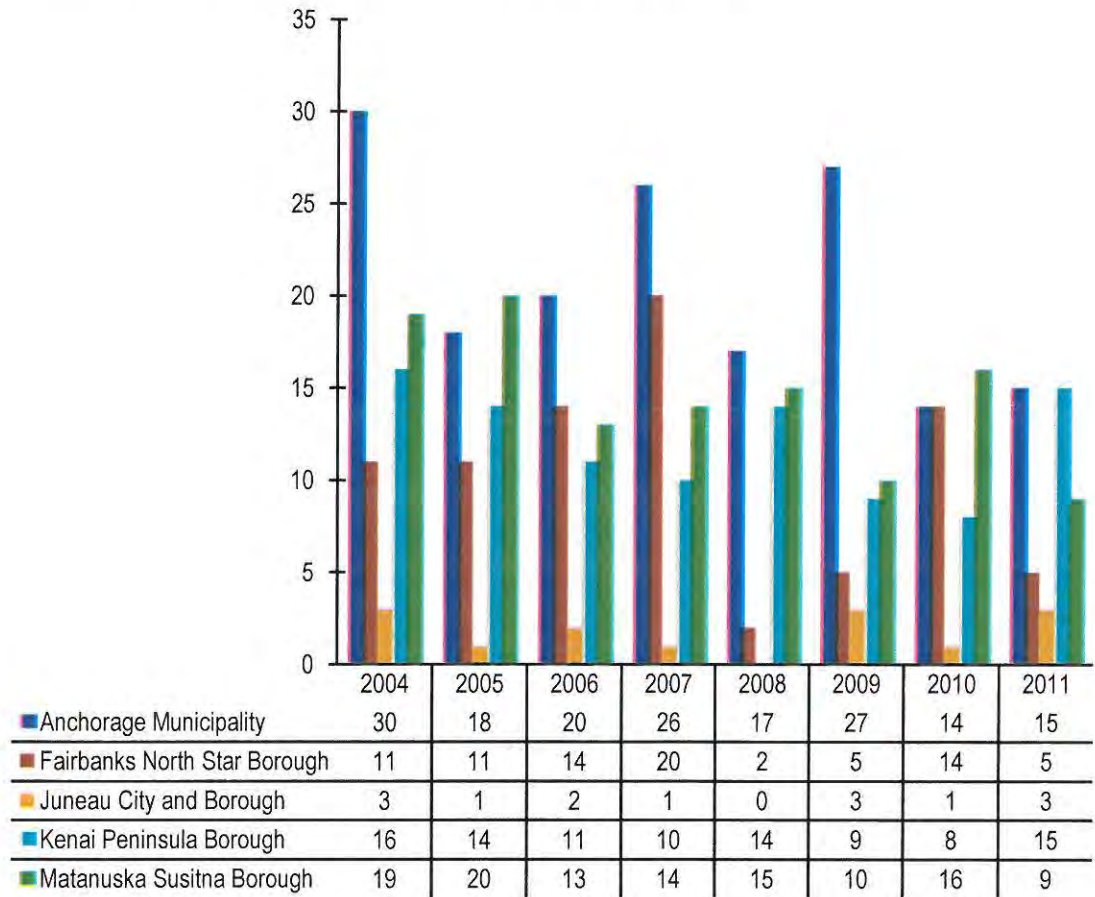
Note: Automobile Occupant includes drivers and passengers of light trucks (only four tires), passenger cars, and motorhomes only. N/A means 2011 data are not available.

Despite these numbers, further analysis of data between 2004 and 2011 finds that fatalities among automobile occupants and ATV operators decreased by roughly one-third, from 69 to 47 and 6 to 4, respectively. Pedestrian fatalities decreased 10 percent from 10 in 2004 to 9 in 2011, while cyclist deaths held steady at 2 for both years. Motorcyclists, however, experienced a 25 percent increase in fatalities between 2004 and 2011.

Roadway users in Alaska's five most populous boroughs accounted annually for 82 and 88 percent, respectively, of the State's fatalities and major injuries between 2004 and 2011. Anchorage, the State's most populous borough and city, experienced the highest average number of fatalities (21) and injuries annually (234), followed by Matanuska Susitna or Mat-Su (15 fatalities, 79 major injuries), Fairbanks North Star (10 fatalities, 51 major injuries), Kenai Peninsula (12 fatalities, 49 major injuries), and Juneau (2 fatalities, 13 major injuries), as seen in

Figures 1.7 and 1.8. Overall, fatalities in the five boroughs fell 40 percent between 2004 and 2011, from 79 to 47, while major injuries declined 22 percent, from 547 to 422, between 2004 and 2010.

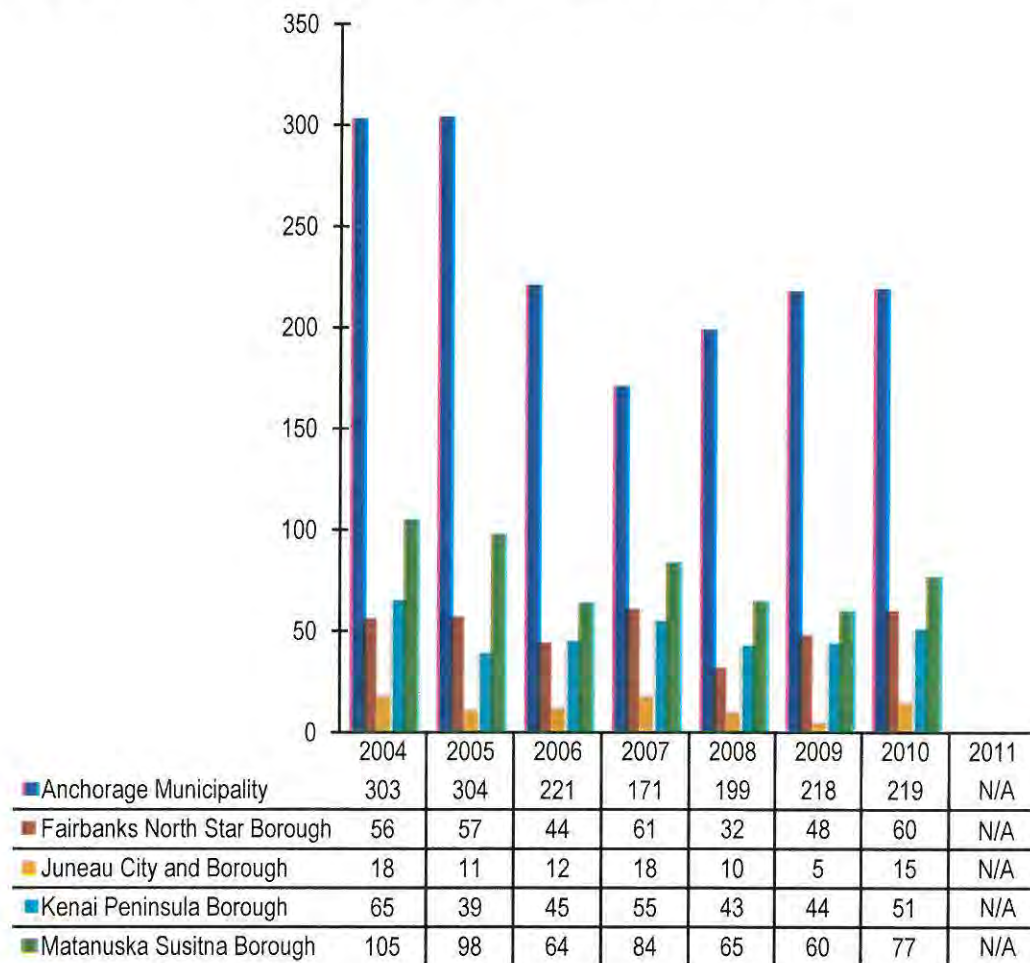
**Figure 1.7 Fatalities for Five Most Populous Boroughs**



Source: FARS, 2013.

Note: 2011 uses preliminary FARS data.



**Figure 1.8 Major Injuries for Five Most Populous Boroughs**

Source: Alaska Highway Analysis System, 2013.

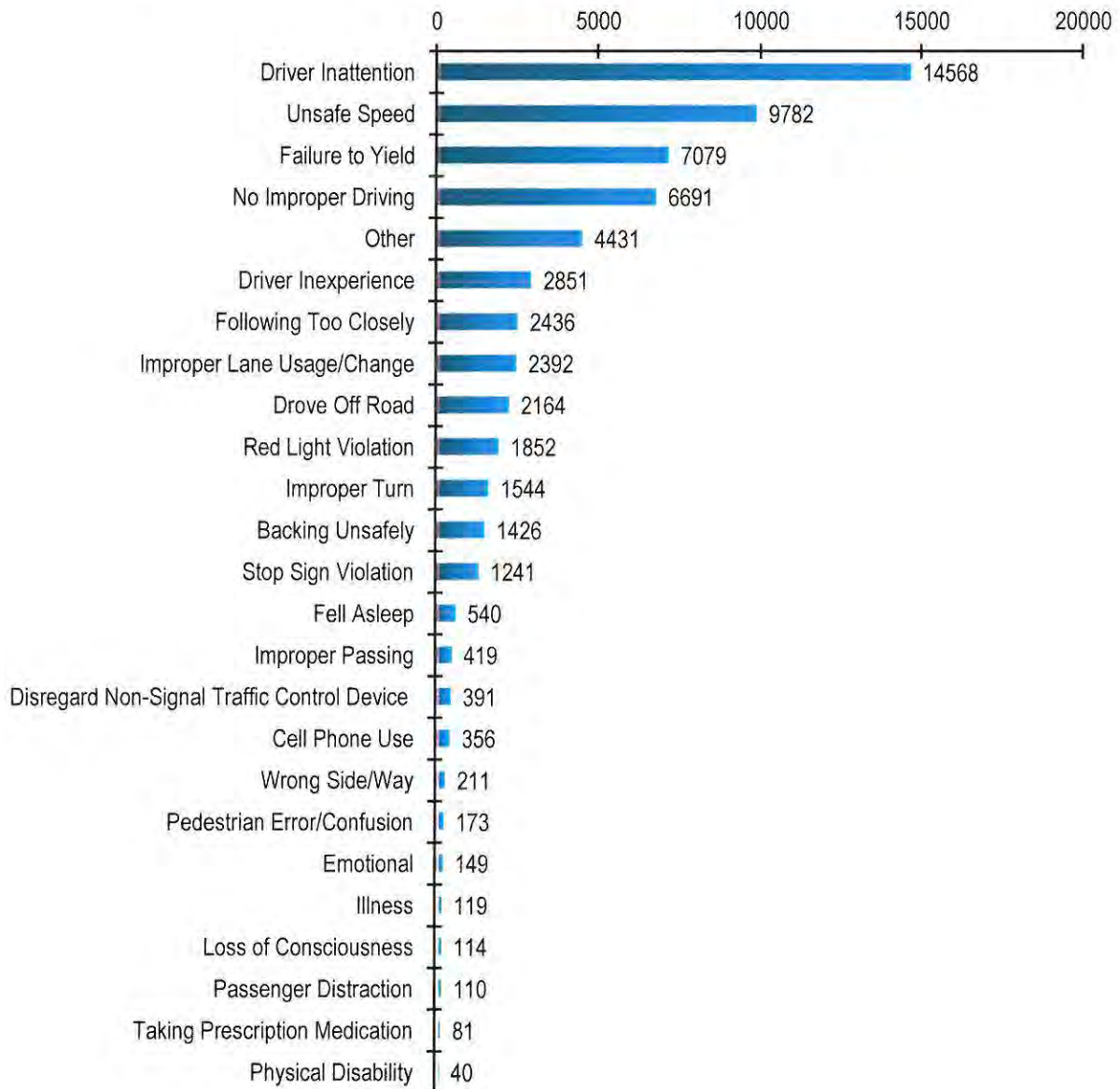
Note: 2011 data not available.

Analysis of Alaska's crash data yields significant information about driver behavior. Between 2004 and 2010, 15,034 crashes involved some form of driver inattention or distraction that included cell phone use (356, or 3 percent). This is the most prevalent causation factor (23 percent) for all reported crashes during this time period (Figure 1.9). Speeding accounted for the second greatest number of crashes on the State's roadways (9,782). While the trend line has been moving downward since 2004, an annual average of 15 percent of all reported crashes are speed related. After speeding and failure to yield (7,079), impairment accounts for the next greatest number of crashes averaging 865 crashes annually. Again, the trend line shows downward movement falling from just over 1,000 crashes in 2004 to 809 in 2010, a 19.5 percent decrease.

While lack of seat belt use does not necessarily prevent a crash from happening, it plays a significant role in the outcome. Nearly 3,000 crashes between 2004 and

2010 involved unrestrained motor vehicle occupants. Like speeding and alcohol, crashes involving lack of proper restraint have fallen over the past seven years. However, the gains made in ensuring that Alaskans buckle up are far greater than the other two categories as unrestrained crashes fell 46 percent between 2004 and 2010.

**Figure 1.9 Crash Causation Factors**



Source: Alaska Highway Analysis System, 2013.

Note: Data for 2004 to 2010 does not account for degree of driver impairment as impairment status is collected separately on the crash form and does not include crashes for which causation data was missing or unknown.

## Core Performance Measures

Table 1.1 identifies the program areas, with related core performance and behavioral measures, which will be emphasized in Alaska's Highway Safety Program in FFY 2014. These performance measures mirror the 11 outcome and one behavior performance measures developed by National Highway Traffic Safety Administration (NHTSA) in collaboration with the Governors Highway Safety Association (GHSA). Due to the relatively small number of fatalities experienced by Alaska each year, one additional performance measure has been added to reduce fatalities based upon a three-year average.

**Table 1.1 Core Performance Measures for FFY 2014**

Program Area	Core Performance Measures	Measured By
Overall AHSO Program Area Goals	Reduce Fatalities	Number of traffic-related fatalities
	Reduce Three-Year Average Fatalities	Number of traffic-related fatalities
	Decrease Fatality Rate per 100 Million VMT	Fatalities per 100 million VMT
	Decrease Serious Injuries (referred to as major injuries in Alaska)	Number of traffic-related serious injuries
Impaired Driving	Decrease Fatalities at .08 or Above	Number of fatalities at .08 or above BAC
Occupant Protection	Decrease Unrestrained	Number of unrestrained fatalities
	Increase Observed Belt Use	Observed belt use
Speeding	Reduce Speeding-Related Fatalities	Number of speeding-related fatalities
Motorcycle Safety	Reduce Motorcyclist Fatalities	Number of motorcyclist fatalities
	Maintain Unhelmeted Motorcyclist Fatalities	Number of unhelmeted motorcyclist fatalities
Pedestrian and Bicycle Safety	Reduce Pedestrian Fatalities	Number of pedestrian fatalities
Novice Drivers	Reduce Drivers 20 or Under Involved in Fatal Crashes	Drivers 20 or under involved in fatal crashes

## Supporting Data

Recognizing the impact distraction, speed, alcohol use, and seat belts – all behavior-based activities – have on the safety of the State's roadway users, assessing the attitudes, beliefs, and perceptions of Alaska's licensed drivers is essential. This information provides insight at both the state and local level that can be used by the AHSO and its partners to identify and implement targeted strategies and proven countermeasures that result in fewer crashes, injuries, and fatalities.

Under AHSO grants, the Alaska Injury Prevention Center (AIPC) has conducted the annual seat belt observation survey of front seat motor vehicle occupants and

a telephone survey of licensed Alaska motorists who are at least 16 years of age. The AIPC's 2012 telephone survey gauged driver attitudes, awareness of highway safety enforcement and communication activities, and self-reported driving behavior. Topics addressed included the use of seat belts, drinking and driving, headlight use, talking and texting while driving, speeding, and safety corridors.

The survey, which was designed and implemented in compliance with NHTSA guidelines, consisted of 49 questions. A total of 400 licensed drivers (51 percent male, 49 percent female) at least 16 years of age residing in Anchorage, Kenai, Mat-Su, the Interior, and the Southeast were surveyed for a total margin of error of plus or minus 5 percent with a 95 percent confidence rating. Findings from the 2012 survey also were compared to the previous year's responses (for similar questions) to determine changes in attitudes and/or behaviors.

A fear of being injured or of injuring someone else motivates more Alaskans to drive safely than anything else. The survey also found that of Alaskan drivers:

- Eighty-nine (89) percent always wear a seat belt, which mirrors similar findings in 2010 and 2011. Women, however, are more likely than men to buckle up. Twenty five (25) percent think it is "unlikely" they'll get a ticket for not wearing a seat belt. But 82 percent believe it is "very likely" or "almost certain" they will be injured in a crash if they are riding unbelted.
- Only 18 percent admit to having a drink within two hours of driving in the last 60 days. This mirrors the 2011 survey finding and is a decrease of nine percent since 2010. Males are more likely to drink and drive than females. Meanwhile, 55 percent believe that being arrested for drinking after driving is "very likely," an increase of 30 and 44 percent, respectively, from 2011 and 2010. When an arrest occurs, 62 percent think that the court system is "somewhat" to "very tough" when it comes to enforcing the State's drunk driving laws. This compares to 69 percent in 2011 and 70 percent in 2010. Additionally, 70 percent think underage drinking is a serious problem in Alaska, a finding that has remained constant since 2010.
- As in 2010 and 2011, more than one-half (56 percent) "always" use their vehicle headlights when driving in daylight, and 15 percent do so most of the time. A significant majority (86 percent) think using headlights in daylight hours makes it safer, up five percent since 2011. These findings are important since many Alaskans drive older vehicles that are not equipped with automatic daytime running lights.
- Despite 95 percent indicating that it is "very dangerous" to text and drive (perceived danger questions were not asked in previous surveys), 18 percent admitted to doing so "sometimes." This is down from 23 percent in 2011, but up from 14 percent in 2010. The number of drivers who admit to regularly talking on a cell phone while behind the wheel (at least every two or three times they drive) has risen steadily from 19 percent in 2010 to 30 percent in 2012.

- Most admit to speeding, at least occasionally, with more speeding in 30 mph zones (81 percent) than in 65 mph zones (66 percent). These figures represent a one and 14 percent increase, respectively. Only 29 percent of motorists thought they were “almost certain” or “very likely” to get a speeding ticket, a percentage that has remained unchanged since 2010. This may be explained by the finding that only 26 percent had read, seen, or heard anything about speed enforcement by police in the past 60 days, a decrease of 40 percent since 2010.
- Seventy-seven (77) percent have heard of safety corridors up from 69 percent in 2011. (Determined through crash and citation data analysis, safety corridors are roadways with high crash rates. Existing and perspective corridors are assessed annually by a review team that includes representatives from the Bureau of Highway Patrol, Central Region Engineering, and the AHSO.) The perception that safety has improved in these corridors increased from 41 percent in 2011 to 53 percent in 2012.

The AHSO uses findings from the crash data queries and surveys, along with the data analysis and information in Alaska’s Strategic Traffic Safety Plan (STSP), to identify and understand what is happening on the State’s roadways. The STSP emphasis areas include Driver Behavior (impaired driving, occupant protection and young drivers), Special Users (motorcycles, pedestrians, and bicycles), and Roadways. Each emphasis area action plan identifies enforcement, education, engineering, and data strategies.

At the project level, safety stakeholders query additional data sources from Alaska’s traffic records system which includes the License Vehicle Information Network or ALVIN, CourtView, and the Alaska Trauma Registry. Operated by the Division of Motor Vehicles, ALVIN contains vehicle and driver information. CourtView is operated by the Office of the Administrative Director of the Alaska Court System and contains citation and adjudication information for both criminal and minor offenses. The Division of Public Health, housed within the Department of Health and Social Services, oversees the state Trauma Registry which contains serious injury information, including circumstances, treatments, and outcomes. These data sources are used to identify specific problem areas, support problem identification in grant applications, and track progress.

Additional data sources used by the AHSO and safety stakeholders include NHTSA State Traffic Safety Information (STSI) web site and Traffic Records Improvement Program Reporting System (TRIPRS), Federal Highway Administration (FHWA) VMT data, Federal Motor Carrier Safety Administration (FMCSA) SAFETYNET, National Emergency Medical Service Information System (NEMSIS), Centers for Disease Control (CDC) WISQARS, U.S. Census data, NHTSA assessments, research reports and Traffic Safety Facts, other state Highway Safety Plans and Annual Evaluation Reports, Alaska state agency reports, and local and state organization reports (e.g., MADD, Alaska School Activities Association, Forget Me Not Mission).

Table 1.2 below lists the data sources used to develop the Highway Safety Plan.

**Table 1.2 Data Sources**

Federal	Alaska	Other
Fatality Analysis Reporting System (FARS)	Crash and Injury	Publications and Studies (e.g., <i>Countermeasures that Work</i> )
State Traffic Safety Information (STSI)	Licensing	Other State Highway Safety Plans and Annual Evaluation Reports
FHWA VMT Data	Vehicle	
National Occupant Protection Use Survey (NOPUS)	Citation	
U.S. Census Data	Court System	
FMCSA SAFETYNET	Treatment	
CSC Web-Based Injury Statistics Query and Reporting System (WISQARS)	Trauma Registry	
NHTSA Assessments, Management Review, and MAP-21 Guidance	Strategic Traffic Safety Plan	
NHTSA HSP Approval Letter	State Legislation and Policy	
	Telephone and Observational Surveys	
	State Agency Reports	
	Stakeholder Reports	
	Population	

### 1.3 PERFORMANCE MEASURE AND TARGET SETTING PROCESS

Efforts have been made to ensure highway safety performance measures contained in Alaska's SHSP, known as the Strategic Traffic Safety Plan (STSP), match those in the HSP. In the development of the STSP, Alaska adopted an interim goal to reduce fatalities and serious injuries by one-half by 2030, which provides a benchmark for progress. To attain the interim goal, Alaska must achieve an average 3.1 percent annual reduction in fatalities and serious injuries. The baseline year in the STSP was 2008, which at the time was the last year with complete and verified fatality and serious injury data. A three-year moving average was used to set the 2008 baseline in the STSP, and not the actual number of fatalities and serious injuries in that year. These fatality and serious injury targets were set in the areas of overall fatalities, overall serious injuries, impaired driving, young drivers, lane departure crashes, intersection crashes, bicyclists, pedestrians, and motorcyclists. Alaska's FFY 2014 HSP addresses two of the key emphasis areas outlined in the 2012 STSP – Driver Behavior (novice and impaired drivers) and Special Users (bicyclists, pedestrians, and motorcyclists).

The targets were reviewed by stakeholders involved with each of the emphasis area teams within the STSP update effort as well as a Leadership Group which provided oversight. Alaska's HSP is developed through a collaborative process

that involves stakeholders at the local, state, and Federal level. The AHSO relies on their expertise to help guide and direct the goal setting process and ensure resources are targeted not only to address the State's most critical traffic safety problems, but in specific areas overrepresented by the crash data.

The AHSO regularly consults with the Alaska Traffic Records Coordinating Committee (ATRCC) and the Alaska Traffic and Criminal Software (TraCS) Steering Committee (see member agencies below). The AHSO leads the STSP Driver Behavior Emphasis Area team and is an active participant in the Special Users (motorcycle, pedestrian, and bicycle) Emphasis Area team through which staff gain insight on problems and input from a wide variety of Alaska's safety partners. AHSO meets with law enforcement agencies during the annual Alaska Strategic Enforcement Partnership (ASTEP) Summit and works with Law Enforcement Liaisons (LEL) in the Juneau, Fairbanks, Kenai, and Wasilla Police Departments. The LELs provide a bridge between AHSO and local and state law enforcement agencies who implement many of the State's safety initiatives, including the national high-visibility enforcement campaigns (e.g., *Click it or Ticket*) conducted annually. Other key AHSO partners include the Alaska Injury Prevention Center (AIPC) and Safe Kids Alaska, which provide outreach, education, and evaluation in support of key initiatives and the Alaska Motorcycle Safety Advisory Committee (AMSAC) which provides input on motorcycle safety-related issues.

#### **ATRCC Steering Committee Member Agencies**

Alaska Alcohol Safety Action Program  
 Alaska Court System  
 Alaska Department of Transportation & Public Facilities  
 Division of Measurement Standards/Commercial Vehicle Enforcement  
 Alaska Highway Safety Office  
 Alaska Division of Motor Vehicles  
 Alaska Health & Social Services  
 Alaska Injury Prevention Center  
 Alaska State Troopers  
 Federal Highway Administration  
 Local law enforcement  
 National Highway Traffic Safety Administration  
 University of Alaska Anchorage

#### **TraCS Steering Committee Member Agencies**

Alaska Court System  
 Alaska Division of Motor Vehicles  
 Alaska Health & Social Services  
 Alaska Department of Transportation & Public Facilities  
 Division of Measurement Standards/Commercial Vehicle Enforcement

Alaska Highway Safety Office

Alaska Railroad Corporation

Alaska State Troopers

Local law enforcement

**STSP Driver Behavior Emphasis Area Team**

AARP Alaska

Alaska ABATE

Alaska Breath Alcohol Program

Alaska Court System

Alaska Department of Administration, Division of Motor Vehicles

Alaska Department of Health and Social Services

Alaska Department of Transportation and Public Facilities

Alaska Injury Prevention Center

Alaska Native Health Tribal Health Consortium

Alaska State Troopers

American Red Cross of Alaska

Anchorage Police Department

City of Fairbanks

City of Houston

City of Seward

Fairbanks Memorial Hospital

Federal Highway Administration

Federal Motor Carrier Safety Administration

Forget-Me-Not Mission, LLC

Girdwood Fire Department

Holland America Line

Juneau Fire Department

MADD – Juneau Chapter

MarketWise

Matanuska-Susitna Borough Fire Department

North Pole Police Department

Safe Kids Kenai Peninsula Coalition

Southeast Alaska Regional Health Consortium

Wasilla Police Department

**STSP Special Users Emphasis Area Team**

Alaska ABATE

Alaska Department of Health and Social Services

Alaska Department of Transportation and Public Facilities

Alaska Injury Prevention Center



Alaska Motorcycle Dealers Association  
Alaska Motorcycle Safety Advisory Committee  
Alaska Native Tribal Health Consortium  
Alaska Office of Boating Safety  
Anchorage Police Department  
City of Borough of Juneau  
City of Fairbanks  
City of Houston  
Fairbanks Cycle Club  
Fairbanks Memorial Hospital  
Federal Highway Administration  
Federal Motor Carrier Safety Administration  
Kenai Peninsula Borough  
MarketWise  
Matanuska-Susitna Borough Fire Department  
Municipality of Anchorage  
Safe Kids Kenai Peninsula Coalition  
Safe Kids South Central Foundation

**AMSAC Steering Committee Member Agencies**

Alaska and Juneau ABATE  
Alaska Bureau of Highway Patrol  
Alaska Division of Motor Vehicles  
Alaska Highway Safety Office  
Alaska Motorcycle Dealers Association  
Anchorage Racing Lions  
Motorcycle Safety Foundation

## **1.4 COUNTERMEASURE AND STRATEGY SELECTION PROCESS**

### **Selection Process**

The process for selecting state and local safety projects began in April, when the AHSO announced via emails to stakeholders and its web site the availability of grant funding through an open solicitation process. The AHSO held two webinars on April 12 and May 3, 2013 with interested stakeholders that included representatives from state and local government agencies (e.g., law enforcement, health and social services, courts, licensing, planners/engineers), community coalitions, and nonprofit safety-related organizations.

AHSO staff discussed the fatal and serious injury trends (overall and by crash type and roadway user). Although many of the participants are actively engaged in the Strategic Traffic Safety Plan, the plan and implementation process was discussed. The STSP emphasis areas include Driver Behavior (impaired driving, occupant protection, and young drivers), Special Users (motorcycles, pedestrians, and bicycles), and Roadways. Each emphasis area action plan identifies enforcement, education, engineering, and data strategies which will be implemented and tracked over the next five years. Webinar participants discussed and provided input on the potential focus areas of speeding, impaired driving, unrestrained passenger vehicle occupants, motorcyclist safety, pedestrian safety, novice drivers under 20, and traffic records for the FFY 2014 HSP. Distracted driving was suggested as another potential program area for FFY 2014. Participants were encouraged to review the STSP and submit grant application(s) which addressed the STSP emphasis area strategies.

AHSO staff briefed webinar participants on the new MAP-21 requirements, including changes to the grant funding programs discussed previously in this HSP, and the establishment of performance measures that include quantifiable, evidence-based annual performance targets. Additionally, the AHSO staff discussed the importance of using a data-driven approach to identifying the locations for high-visibility law enforcement campaigns that sync with the HSP and the STSP. An overview of NHTSA's focus on data-driven programs which address a State's most serious traffic safety problems followed. Participants were reminded of the need to leverage proven countermeasures that include ongoing assessment or, if implementing a new, unproven initiative, include an evaluation component in their project plans.

During the webinar, AHSO staff discussed the grant application process and the criterion used to review, score, and approve funding, including:

- Completeness of the application package (meets all published criteria) and clarity of the problem statement and proposed project/intervention;
- The degree to which the proposed project/intervention addresses a specific traffic safety problem identified as a priority through data analysis;
- The degree to which the applicant is able to identify, analyze, and comprehend the specific traffic safety problem the project/intervention is attempting to address;
- The assignment of specific and measurable objectives with performance indicators assessing project activity;
- The extent to which the estimated cost justifies the anticipated results; and
- The ability of the proposed project/intervention to generate additional highway traffic safety activity in the program area and to become self-sufficient and continue project efforts once Federal funds are no longer available.

All grant applications are rated for potential traffic safety impact and seriousness of the identified problem. Consideration is given to previous performance for applicants seeking additional funding for a project initiated in the previous grant year. Grant reviewers score each grant application using a form and criteria provided by AHSO. The score sheet calculates point values for each section of the grant application. Priority for funding is given to grant applications which demonstrate a highway safety problem identified in the Alaska STSP, HSP, Traffic Records Strategic Plan, and/or by NHTSA, and outline a clear plan employing proven countermeasures linked to measurable objectives.

### **Additional Funding Sources**

The AHSO receives 50 percent of the fines collected by the Alaska Court System for traffic violations in Alaska's highway safety corridors. The funds are to be used by the AHSO for engineering, safe driving education, and enforcement of impaired driving and seat belt laws along the safety corridors. The AHSO identifies projects to fund, however the funds are state money and, therefore, not provided as a grant.

## **1.5 COORDINATION WITH THE STRATEGIC HIGHWAY SAFETY PLAN**

Alaska's HSP is directly linked to the State's STSP, which was updated in March 2012. The STSP leverages the "4 Es" of traffic safety - engineering, enforcement, education, and emergency services - to address the State's most significant highway safety challenges. The plan is data driven and includes statewide goals, objectives, and emphasis areas. Alaska's 2014 HSP addresses two of the key emphasis areas outlined in the 2012 STSP - Driver Behavior (novice and impaired drivers) and Special Users (bicyclists, pedestrians, and motorcyclists). Alaska's 2014 HSP includes a strong focus on public outreach and includes strategies for conducting behavioral safety communications campaigns in partnership with the Strategic Communications Alliance (SCA). This entity, whose work is facilitated by the AHSO, is charged with changing the State's safety culture to one where "everyone counts on Alaska's roadways." The HSP and STSP are further linked by the consistent use of safety data from the same sources, including data collected, processed, and disseminated by DOT&PF and the Alaska Injury Prevention Center, among others.



## 2.0 Highway Safety Performance Plan

### 2.1 HIGHWAY SAFETY PERFORMANCE TARGETS FOR FFY 2014

During the problem identification process, particular emphasis is given to assessing changes in severity over a three- to five-year period to establish trend lines. While the HSP is a one-year plan, behavioral change takes time. A countermeasure instituted to address a particular traffic safety problem may not show measurable impact for several years or more. For this reason, the AHSO establishes performance targets that reflect small but incremental gains in safety. Measured over a series of years, these reductions in crashes and the resulting injuries and fatalities involving specific user groups and causation factors add up to a safer trip for everyone traveling Alaska's roadways.

The FFY 2014 HSP aligns with Alaska's STSP interim goal to reduce fatalities and major injuries by an average 3.1 percent annually. The baseline year in the STSP was 2008, which at the time was the last year with complete and verified fatality and major injury data. A three-year moving average number was used to set the 2008 baseline in the STSP, and not the actual number of fatalities and serious injuries in 2008.

Table 2.1 identifies the program areas, performance targets, and measures which are the focus of AHSO HSP efforts for FFY 2014. The three national activity measures are included, however no targets have been set for these measures. The State will report progress on the grant activity measures annually.

These 16 performance targets were established based on reviewing trends from recent years as well understanding the overall long-term objective of reaching zero fatalities. The rationale for each target are as follows:

- **Overall fatalities** - Fatalities have steadily declined in the past decade, at a rate of over 4 percent annually. It is reasonable to set the target in 2014 based on a conservative 3.1 percent annual reduction.
- **Three-Year Moving Average** - As explained above, the steady decline in fatalities justifies the use of a conservative 3.1 percentage reduction of the three-year moving average.
- **Fatality Rate** - The fatality rate based on 100 MVMT in Alaska has steadily declined over the past few years at a rate greater than the 3.1 percent

reduction target. It is reasonable use the 3.1 percent target as a conservative estimate.

- **Serious Injuries** - Although the number of serious injuries has risen since achieving a low annual number in 2008, a target in 2014 based on the 3.1 percent reduction provides consistency with other performance targets and also provides an aggressive target to combat the rising number of serious injuries.
- **Impaired Driving Fatalities** - The number of fatalities involving an impaired driver has decreased at approximately 3 percent annually since 2004, therefore utilizing a 3.1 annual percent reduction target is reasonable.
- **Impaired Driving Arrests** - While no target has been set for this performance target, Alaska has included this national performance measure for consistency with nationwide initiatives.
- **Unrestrained Fatalities** - The number of unrestrained fatalities have generally declined over the past few years. A target of reducing the number to below 20 in 2014 and beyond is reasonable as that was achieved in several prior years.
- **Seat Belt Use** - Seat Belt use has significantly increased in Alaska over the past several years rising from under 80 percent to just under 90 percent. A goal of exceeding 90 percent is a reasonable target based on recent trends; however, it is understood the final percentage points in reaching 100 percent are difficult to attain as there will be a population that will not observe safety practices.
- **Seat Belt Citations** - While no target has been set for this performance target, Alaska has included this national performance measure for consistency with nationwide initiatives.
- **Speeding** - Speeding-related fatalities have not exceeded 35 since 2004, and have reached a low of 25 recently. The target of 22 in 2014, while aggressive, keeps Alaska on pace to reach interim goals by 2030.
- **Speeding Citations** - While no target has been set for this performance target, Alaska has included this national performance measure for consistency with nationwide initiatives.
- **Motorcycles** - As the number of motorcyclist fatalities is small, a target of seven fatalities in 2014 is reasonable to fall below the three-year average of just under eight ending in 2008.
- **Unhelmeted Motorcyclists** - In most years since 2004, the number of unhelmeted motorcyclists have not exceeded two. Based on this historical trend, the 2014 target of not exceeding two is reasonable.
- **Pedestrians** - While the number of pedestrian fatalities have exceeded three every year between 2004 and 2011, an aggressive target of not exceeding three fatalities keeps Alaska on pace with the interim goal in 2030.

- **Bicyclists** - As there have been few bicyclist fatalities, this is an area where a target of zero fatalities is achievable.
- **Novice Drivers** - While the number of drivers 20 or under involved in fatal crashes has been below 10 in the last three years of available data, a goal of 14 in 2014 is a conservative target that can be achieved, as that number is lower than observed fatalities from 2003 to 2009.

**Table 2.1 FFY 2014 Performance Targets and Measures**

Program Area	Performance Targets	Performance Measures
Overall AHSO Program Area Goals	Reduce Fatalities from 62 in 2008 to 51 in 2014	Number of traffic-related fatalities
	Reduce Three-Year Average Fatalities from 73 in 2006-2008 to 60 in 2012-2014	Number of traffic-related fatalities
	Decrease Fatality Rate per 100 Million VMT from 1.29 in 2008 to 1.07 in 2014	Fatalities per 100 million VMT
	Decrease Serious Injuries from 391 in 2008 to 324 by 2014	Number of traffic-related serious injuries
Impaired Driving	Decrease Fatalities at .08 or Above from 21 in 2008 to 17 in 2014	Number of fatalities at .08 or above BAC
	No Goal Set, Activity Will Be Reported Annually	Number of impaired driving arrests made during grant-funded enforcement activities
Occupant Protection	Decrease Unrestrained Fatalities from 23 in 2008 to 19 in 2014	Number of unrestrained fatalities
	Increase Observed Belt Use from 84.9% in 2008 to 90.1% in 2014	Observed belt use
	No Goal Set, Activity Will Be Reported Annually	Number of seat belt citations during grant-funded enforcement activities
Speeding	Reduce Speeding-Related Fatalities from 27 in 2008 to 22 in 2014	Number of speeding-related fatalities
	No Goal Set, Activity Will Be Reported Annually	Number of speeding citations issued and arrests made during grant-funded enforcement activities
Motorcycle Safety	Reduce Motorcyclist Fatalities from 8 in 2008 to 7 in 2014	Number of motorcyclist fatalities
	Maintain Unhelmeted Motorcyclist Fatalities from 2 in 2008 to 2 in 2014	Number of unhelmeted motorcyclist fatalities
Pedestrian and Bicycle Safety	Reduce Pedestrian Fatalities from 3 in 2008 to 2 in 2014	Number of pedestrian fatalities
	Reduce Bicyclist Fatalities from 1 in 2008 to 0 in 2014	Number of bicycle fatalities
Novice Drivers	Reduce Drivers 20 or Under Involved in Fatal Crashes from 17 in 2008 to 14 in 2014	Drivers 20 or under involved in fatal crashes





## 3.0 Highway Safety Strategies and Projects for FFY 2014

Based on data analysis, behavioral survey findings, and discussions with key partners and stakeholder groups, Alaska's 2014 HSP addresses the following program areas: impaired driving, occupant protection with an emphasis on unrestrained or improperly restrained motor vehicle passengers, speeding, motorcycle safety, pedestrian and bicycle safety, novice drivers (under 21 years of age), and traffic records. This supports two of the three emphasis areas in Alaska's SHSP, which calls upon AHSO and its partners to address driver behavior (impairment, belt use, inexperience) and special users (pedestrians, bicyclists, and motorcycles). Additionally, the 2014 HSP outlines how enforcement, education, and data will be used to achieve the identified performance measures and targets.

It is important to note that while distracted driving is not included in the focus areas outlined below, AHSO and its partner agencies, through the establishment of a Distracted Driving Task Force (described in Alaska's 2012 STSP), are monitoring the problem and will identify appropriate strategies and employ proven countermeasures as more citation and crash data become available. Alaska will review the outcomes of NHTSA's statewide distracted driving high-visibility enforcement and education pilot project currently underway in Delaware and California, as well as texting-specific pilots in Massachusetts and Connecticut.

Alaska bans all motorists from texting while driving. The State has the harshest penalty of the 41 that currently have a law banning this activity by motorists. The maximum penalty for a first offense is a \$10,000 fine and a one-year prison sentence. If the violation, however, results in a crash and injury or death to another individual, the penalties are significantly more severe. If a texting-related crash results in injury, the violation escalates to a felony, the maximum fine is \$50,000 and the maximum prison sentence is five years. Serious injury crashes carry a maximum \$100,000 fine, while the maximum fine for a fatality resulting from a texting-related crash is \$250,000 and 20 years in prison.

The following sections provide details on the program areas, performance targets and measures, task or project descriptions, and funding levels and sources. The project descriptions at the end of each program area include citations referencing the performance targets and evidence of effectiveness. The performance targets are numbered in each of the program area descriptions and the same numbering is followed in the program/project description. The AHSO used the *Countermeasures That Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Seventh Edition, 2013 as a reference to aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2014

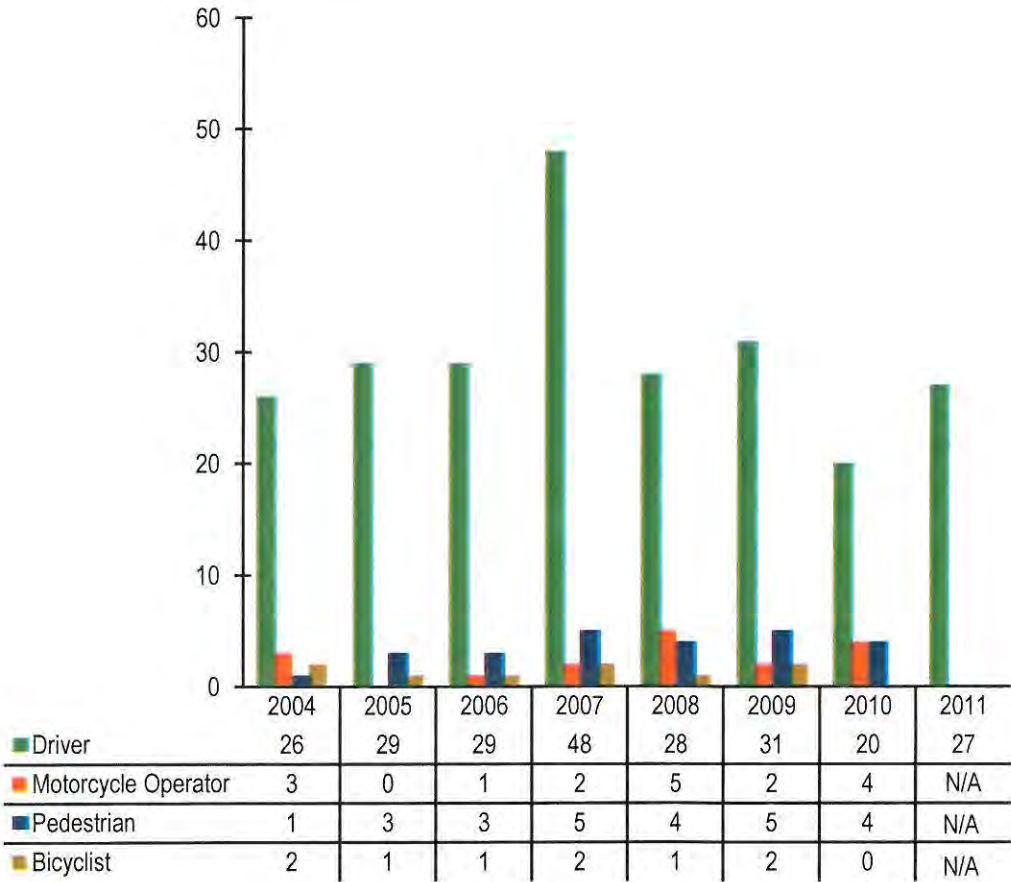
HSP program areas. Evidence of effectiveness citations which reference CTW, followed by the chapter and related countermeasure section (e.g., CTW, Chapter 2, Section 2.1), are identified in the program/project descriptions and denote the effectiveness of the related countermeasure strategy where appropriate. Note that CTW is not referenced for AHSO administrative functions and activities. The 2013 edition of *Countermeasures That Work* can be viewed in its entirety on the NHTSA web site at: <http://www.nhtsa.gov/staticfiles/nti/pdf/811727.pdf>.

## 3.1 IMPAIRED DRIVING

### Overview

While alcohol was a factor in approximately 7 percent, or 865, of all reported crashes on Alaska's roadways between 2004 and 2010, that rate increases to 50 percent when examining fatal crashes for the same time period. Alcohol's role in fatal crashes did, however, decline to 38 percent in 2010 (5 percent higher than in 2004) after peaking at 70 percent in 2007. During this time period, an average of 37 lives were lost annually on Alaska's roadways due to alcohol impairment. While impaired drivers with BACs greater than .08 accounted for 80 percent of these fatalities, pedestrians (25), motorcyclists (17), and bicyclists (9) also died on the State's roadways as a result of alcohol impairment (Figure 3.1). Alaska is, however, making progress in addressing impaired driving, biking, and walking as alcohol-related fatalities fell by one-third between 2009 and 2010.

**Figure 3.1 Fatalities Involving Driver, Motorcycle Operator, Pedestrian or Bicyclist with >.08 BAC**

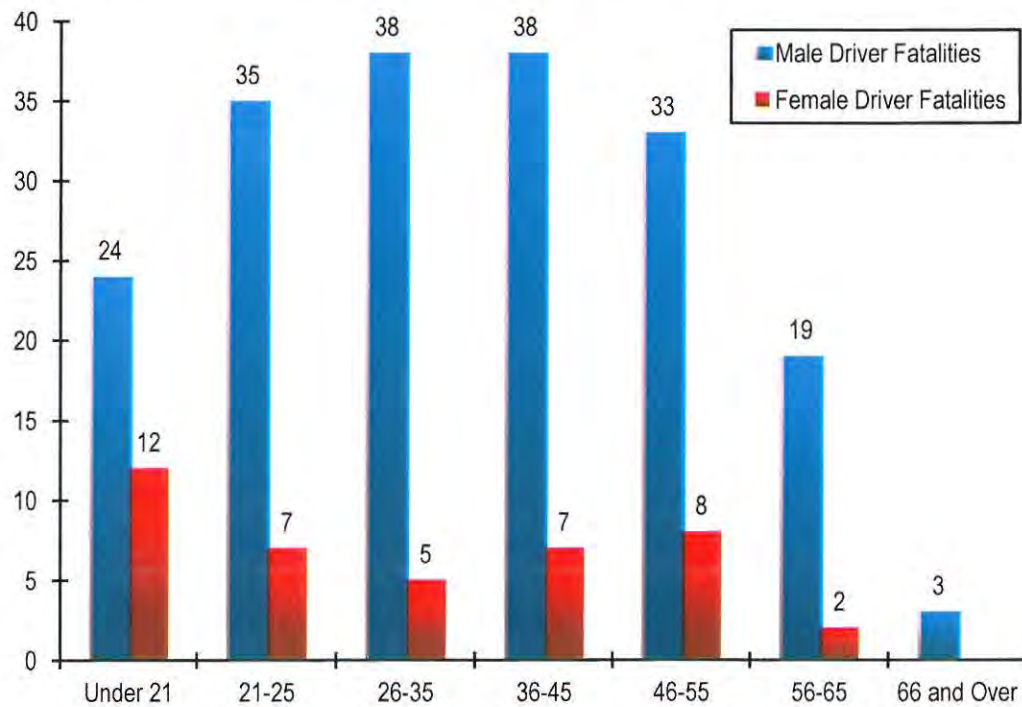


Source: FARS, 2013.

Note: 2011 uses preliminary FARS data. N/A means 2011 data are not available.

Impaired driving fatalities were greatest among 36- to 45-year-olds (45) and lowest among those 66 and older (3) between 2004 and 2011, as seen in Figure 3.2. Overall, male drivers were 4.5 times more likely to be involved in an impaired driving fatality than females. Among drivers younger than 21, males experienced twice as many fatalities as females. On the other hand, male drivers 56 to 65 years of age were involved in 9.5 times more impaired driving fatalities than their female counterparts.

**Figure 3.2 Fatalities by Driver Gender and Age Group**

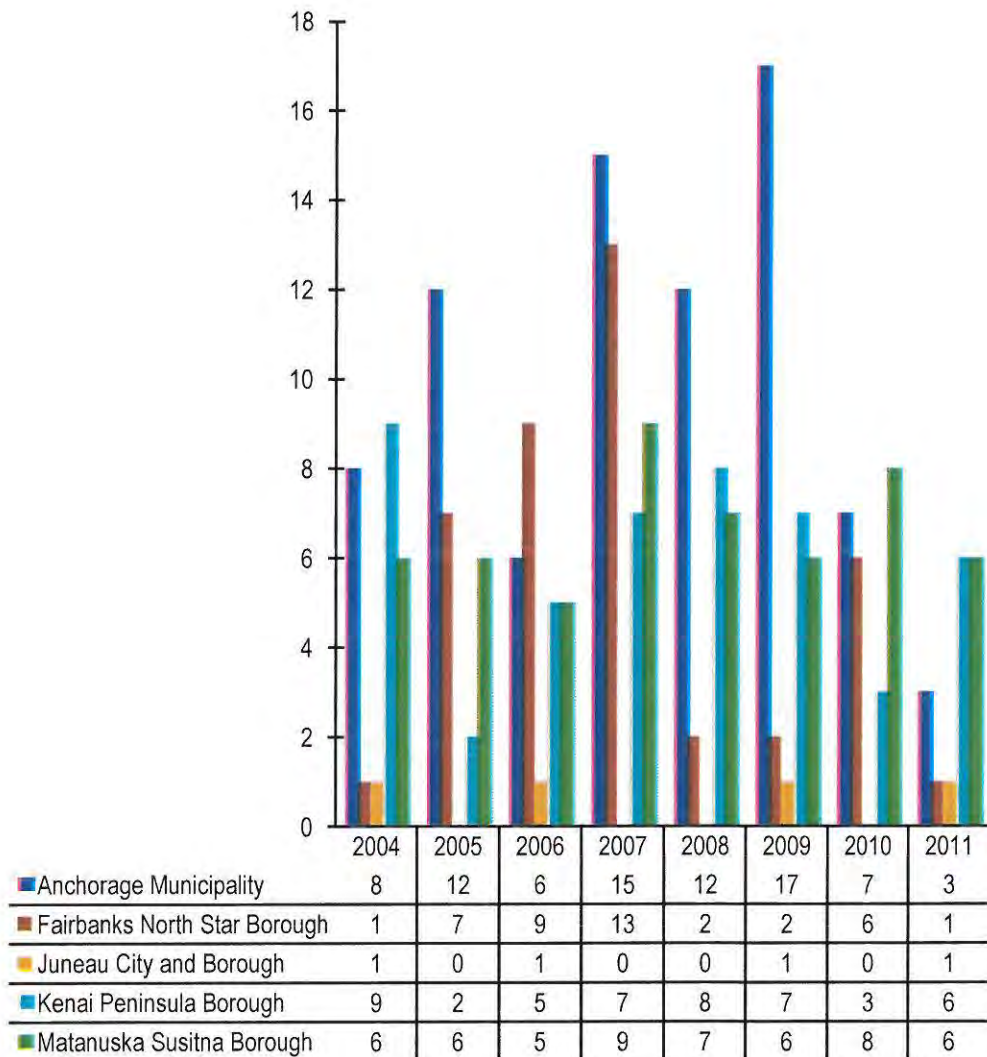


Source: FARS, 2013.

Note: Includes preliminary FARS data for 2011.

Between 2004 and 2011, 79 percent of the impaired driving-related fatalities occurred in the State’s five most populous boroughs. Anchorage accounted for more than one-third (80) of these fatalities followed by Mat-Su (53), Kenai (47), Fairbanks (41), and Juneau (4), as seen in Figure 3.3. However, Kenai, Fairbanks, and Mat-Su each exceeded Anchorage in the number of impaired driving-related fatalities to occur in a particular year during this time period. At the same time, many of the five most populous boroughs saw impaired driving fatalities fall between 2010 and 2011, including Anchorage (down 57 percent), Fairbanks (down 83 percent), and Mat-Su (down 25 percent). Meanwhile, impaired driving-related fatalities increased by 100 percent in both Juneau and Kenai Peninsula.

**Figure 3.3 Impaired Driving-Related Fatalities by Five Most Populous Boroughs**

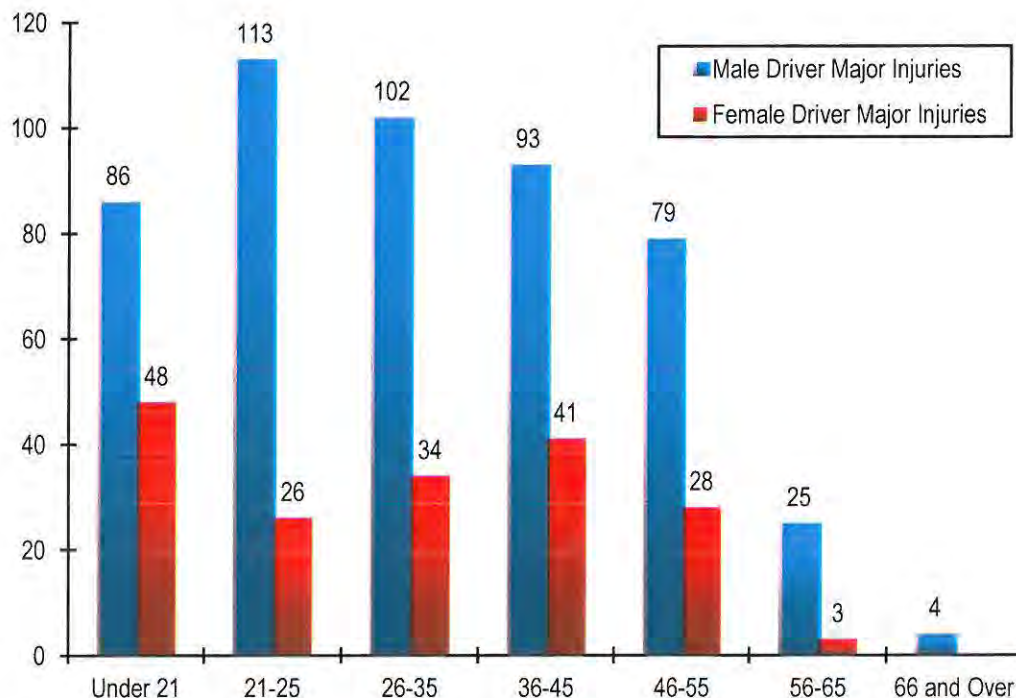


Source: FARS, 2013.

Note: 2011 uses preliminary FARS data.

Drivers between 21 and 45 years of age suffered the greatest number of impaired driving major injuries, averaging 136 for all four age groups. Meanwhile, drivers 56 and older suffered the fewest number of impaired driving-related major injuries (Figure 3.4).

**Figure 3.4 Impaired Driving-Related Major Injuries by Driver Gender and Age Group**

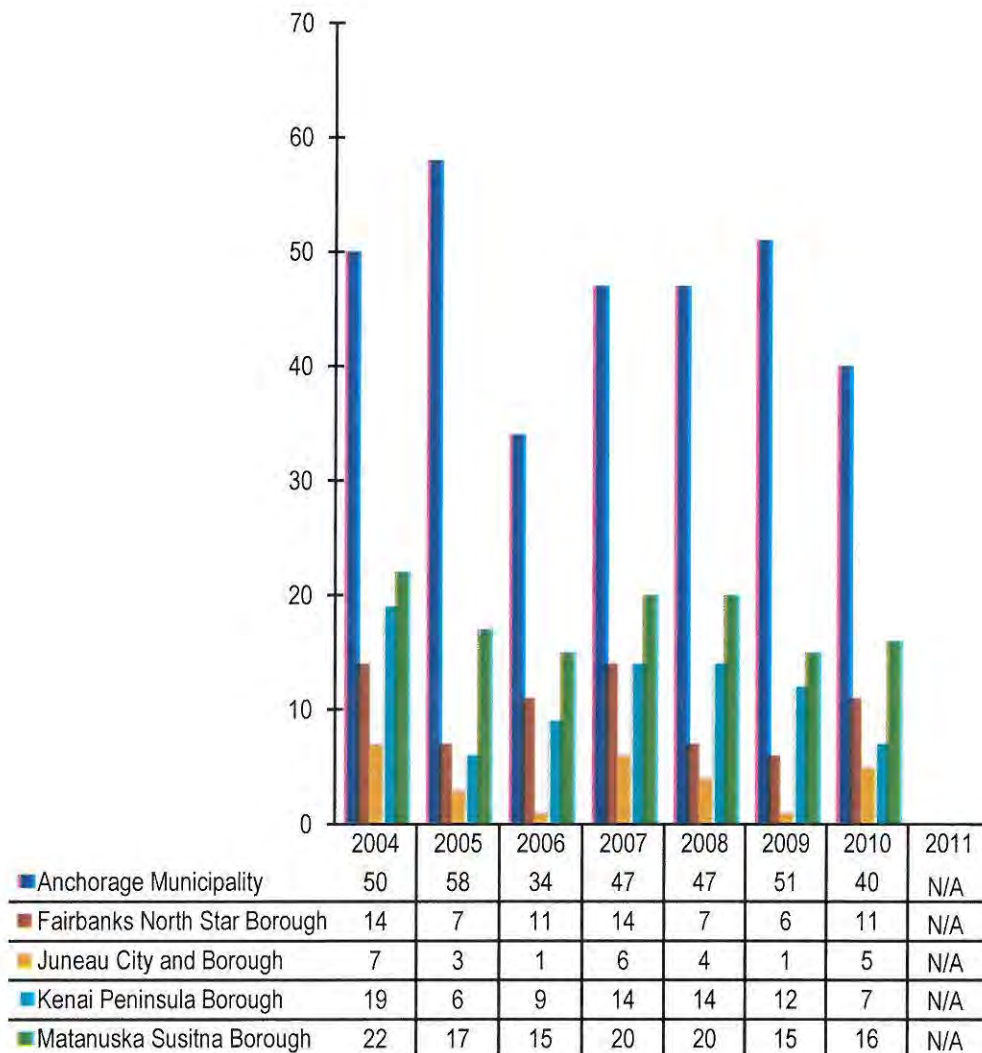


Source: Alaska Highway Analysis System, 2013.

Overall male drivers were 4.5 times more likely to suffer an impaired driving major injury than females. Among drivers younger than 21, males experienced twice as many fatalities as females. The greatest gender disparity for impaired driver major injuries was among drivers 56 to 65 years of age; males were eight times more likely to sustain a major injury than females, as seen in Figure 3.5.

Between 2004 and 2010, 92 percent of the impaired driving-related major injuries occurred in the State’s five most populous boroughs. Anchorage accounted for more than one-half (52 percent or 327) of the major injuries followed by Mat-Su (21 percent or 125), Kenai (14 percent or 81), Fairbanks (12 percent or 70), and Juneau (5 percent or 27). While major injuries resulting from impaired driving declined in all years since 2004, the decrease was most significant in 2006 and 2010. Overall, major injuries have decreased by an annual average of 13 percent since 2004.

**Figure 3.5 Impaired Driving-Related Major Injuries by Five Most Populous Boroughs**

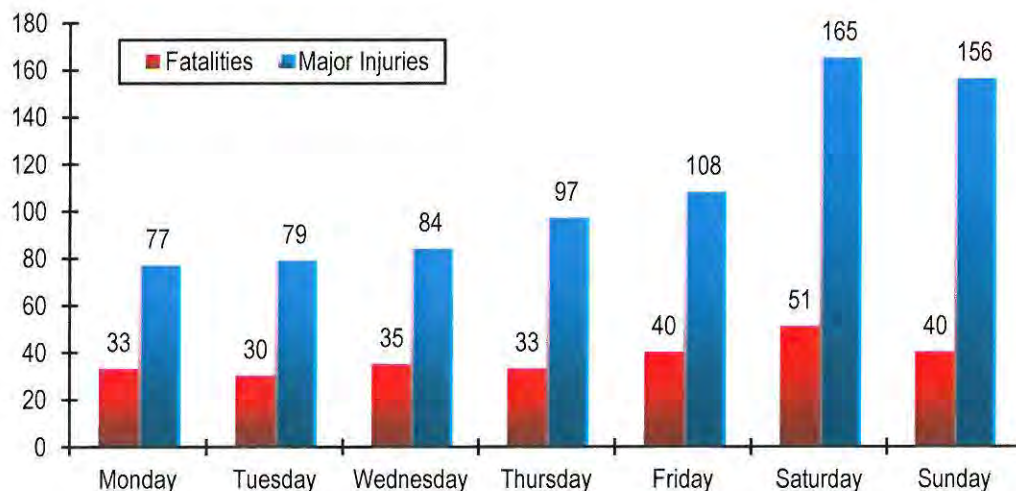


Source: Alaska Highway Analysis System, 2013.

Note: N/A means 2011 data are not available.

Impaired driving-related fatalities are more likely to occur on the weekend, than on weekdays with Saturday (51) recording the greatest number of deaths, followed by Sunday (40) and Friday (40). Impaired driving-related major injuries peaked on Saturday (165) and Sunday (156), and were lowest on Monday (77), as shown in Figure 3.6.

**Figure 3.6 Impaired Driving-Related Fatalities and Major Injuries by Day of Week**

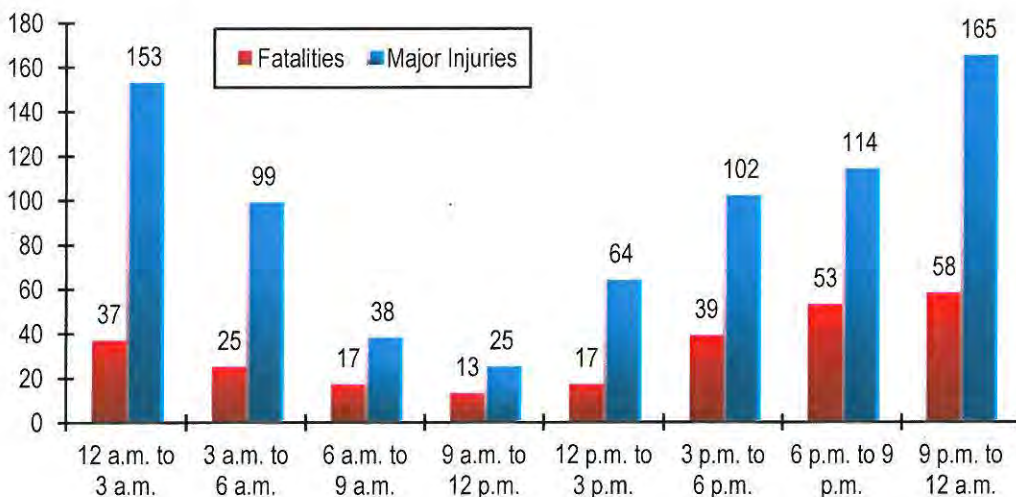


Source: Alaska Highway Analysis System and FARS, 2013.

Note: Major injury data are 2004 to 2010; fatality data are 2004 to 2011. 2011 FARS fatality data are preliminary.

Meanwhile, impaired driving-related fatalities and major injuries occurred most frequently between the hours of 6 p.m. and 3 a.m. (Figure 3.7).

**Figure 3.7 Impaired Driving-Related Fatalities and Major Injuries by Time of Day**



Source: Alaska Highway Analysis System and FARS, 2013.

Note: Major injury data are 2004 to 2010; fatality data are 2004 to 2011. 2011 FARS fatality data are preliminary.



Impairment caused by drugs also is impacting safety on Alaska's roadways. According to the Alaska Department of Public Safety, 150 drug-related DUI arrests were made across the State in 2010. That number increased to 281 in 2011, an 87 percent increase. Currently, 27 drug recognition experts are working across the State to assist police agencies apprehend and remove drug-impaired drivers from the State's roadways.

### **Performance Targets**

1. Decrease fatalities at .08 or above from 21 in 2008 to 17 in 2014.
2. Monitor and report the number of impaired driving arrests made during grant-funded enforcement activities.

### **Strategies**

Recognizing the significant impact alcohol has on roadway safety, the Alaska Highway Safety Office remains firmly committed to working with its law enforcement partners to remove alcohol and drug impaired drivers, bicyclists, pedestrians, and motorcyclists from the State's roadways. Alaska will continue to participate in the national impaired driving mobilization, *Drive Sober or Get Pulled Over*, in summer and during holiday periods by providing funding for high-visibility enforcement using saturation patrols (checkpoints are not permitted under Alaska law). Particular emphasis will be given to engaging law enforcement agencies in areas identified as having a high impaired driving crash rate, including Anchorage, which consistently leads the State in alcohol-involved crashes resulting in death and major injury.

The AHSO will continue to partner with the Alaska Injury Prevention Center and local law enforcement agencies to bring alcohol and drug-impaired education programs to school-age students. These efforts will focus not only on the dangers of impaired driving, but impaired walking and biking, and the deadly consequences of engaging in this unsafe behavior.

The dangers of impaired riding will be addressed through Motorcycle Rider Education courses conducted in Anchorage, Fairbanks, Juneau, Palmer, Soldotna, and Wasilla. AHSO also will consult with the Alaska Motorcycle Safety Advisory Committee (AMSAC) to identify strategies and best practices for reaching motorcyclists with impaired riding messages. The AMSAC also will be consulted to help identify new partners (e.g., restaurants, bars, motorcycle dealerships) who can deliver an impactful and authentic message.

Impaired driving/riding earned and paid media messaging developed by AHSO and its partners (who will be supplied press release templates highlighting the dangers of drinking and driving) will be prominent during the national alcohol-impaired mobilizations in August and December, and other holiday periods (including St. Patrick's Day). Particular emphasis will be given to targeting messages to adult males highlighting their increased risk of dying or being seriously injured as a result of drinking and driving.

While AHSO suspended its traffic safety resource prosecutor position due to personnel issues, an effort is underway to investigate the feasibility of funding a Judicial Outreach Liaison (JOL) position and in converting the part-time LELs into one full-time position during this Federal fiscal year. The establishment of these positions would strengthen Alaska's efforts to address both drunk and drug-impaired driving. The full-time LEL would play a pivotal role in assisting police agencies in analyzing their crash data to identify impaired driving hot spots and corridors, implementing high-visibility enforcement strategies, and collecting and reporting citation data. This individual also would work with Alaska's drug recognition experts (DRE) to address deployment and training/recertification for law enforcement (ARIDE - Advanced Roadside Impaired Driving Enforcement) and education professionals (DITEP - Drug Impairment Training for Education Professionals). The JOL would help to strengthen the linkage between police agencies and the courts, and ensure the proper and efficient adjudication of drunk- and drugged-driving-related cases.

AHSO also is committed to working with its law enforcement partners to ensure that drunk and drugged driving offenders are prosecuted to the fullest extent of the law. Providing grant funding for toxicology services, which currently are not available through the Alaska Scientific Crime Detection Laboratory, will ensure that evidence collected from drug-impaired drivers is properly analyzed in a timely and professional capacity.

## **Programs and Projects**

**Target:** 1 and 2

**Project Title:** High-Visibility DUI Enforcement

**Description:** Highly visible enforcement is widely recognized as an effective countermeasure for reducing impaired driving fatalities and serious injuries. The AHSO will fund the AST and local agencies to conduct data-driven enforcement operations in areas of high risk for impaired driving crashes in coordination with the national mobilizations.

**Budget:** \$90,000 Section 154

**Evidence of Effectiveness:** CTW, Chapter 1, Section 5.2

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**Target:** 1 and 2

**Project Title:** Statewide LEL- Impaired Driving

**Description:** This project funds the position (salary and expenses) of a statewide Law Enforcement Liaison and is an extension of the AHSO. The LEL will assist police agencies in analyzing their crash data to identify impaired driving hot spots and corridors, implement high-visibility enforcement strategies, and collect and report citation and HVE data. The LEL also would work with Alaska's drug recognition experts (DRE) to address deployment and training/recertification for law enforcement (ARIDE - Advanced Roadside Impaired Driving Enforcement) and education professionals (DITEP - Drug

Impairment Training for Education Professionals).

**Budget:** \$25,000 Section 164

**Evidence of Effectiveness:** CTW, Chapter 1, Sections 2.1, 2.2, 2.3, 2.5, 6.5, 7.1

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**Target:** 1 and 2

**Project Title:** Statewide DRE Program

**Description:** From 2007 to 2011, 28 percent of all fatalities included the presence of drugs in at least one driver as a factor in the crash. Alaska's 27 DREs will conduct sustained high-visibility enforcement in conjunction with education and media. The grant funding also will support DRE training/recertification for law enforcement (five Advanced Roadside Impaired Driving Enforcement or ARIDE courses) and education professionals (two Drug Impairment Training for Education Professionals or DITEP courses).

**Budget:** \$74,000 Section 410

**Evidence of Effectiveness:** CTW, Chapter 1, Section 7.1

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**Target:** 1

**Project Title:** AK DPS Toxicology Services

**Description:** Alaska does not have a laboratory that provides forensic drug toxicology services. If these services are not performed on drug impaired driving cases prosecution is not possible. Additionally, past experience has demonstrated that prosecutors' offices will only choose to prosecute the most severe offenses due to the high cost of expert testimony. Grant funding will support contractual forensic toxicology services between the Alaska Crime Lab and the Toxicology Laboratory Division of the WA State Forensic Laboratory Services Bureau to analyze evidence collected from drug impaired driving offenses and provide expert witness testimony in criminal prosecution.

**Budget:** \$194,000 Section 410

**Evidence of Effectiveness:** N/A

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**Target:** 1 and 2

**Project Title:** Fairbanks DUI Traffic Enforcement Unit

**Description:** The DUI Traffic Enforcement unit will conduct highly visible and sustained enforcement through deployment of saturation patrols in areas of high risk for impaired driving crashes. Data-driven enforcement operations will be conducted throughout the year and in coordination with the national mobilizations. Grant funds will support two, full-time officers.

**Budget:** \$255,000 Section 154

**Evidence of Effectiveness:** CTW, Chapter 1, Section 2.

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**Target:** 1 and 2

**Project Title:** North Pole Police Department DUI Officer

**Description:** Traffic safety in the City of North Pole is influenced by the influx of students and personnel from two military bases. Grant funds will be used to

support one dedicated DUI officer who will provide proactive DUI enforcement at specific impaired driving “hot spots” and thoroughfares typically traveled by impaired drivers. The office will be deployed on the days and times when the data indicate impaired driving is more prevalent in the jurisdiction and in coordination with the national mobilizations.

**Budget:** \$11,700 Section 154

**Evidence of Effectiveness:** CTW, Chapter 1, Section 2.

---

**Target:** 1

**Project Title:** Communications Consultant – Impaired Driving

**Description:** The communications consultant will oversee the development and implementation of a statewide strategic communications plan that supports the strategies outlined in the FFY 2014 HSP and Alaska’s Strategic Traffic Safety Plan. This work will be conducted under the guidance of the Alaska Strategic Communications Alliance (ASCA), which is facilitated by the AHSO.

**Budget:** \$30,000 Section 164

**Evidence of Effectiveness:** CTW, Chapter 1, Section 2.2, 2.2, and 5.2.

---

**Target:** 2

**Project Title:** Scholarship Travel for Training and Workshops

**Description:** The AHSO will create a scholarship program to provide reimbursement for travel and/or training costs to events which would benefit Alaska’s mission and support the activities of the HSP.

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

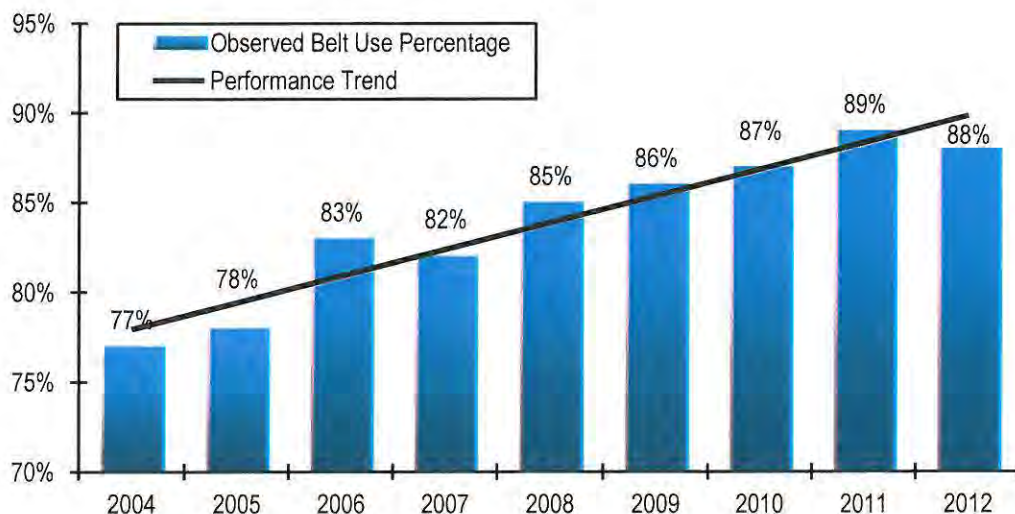
**Evidence of Effectiveness:** N/A

## 3.2 OCCUPANT PROTECTION

### Overview

Alaska’s front seat belt usage rate has increased from 77 percent in 2004 to 88.1 percent in 2012, although the observed rate fell slightly between 2012 and 2011 (down 1.2 percent). Figure 3.8 illustrates the rising trend in the observed seat belt use rate of front seat outboard occupants from 2004 to 2012. According to the 2011 statewide motorist behavior survey conducted by AICP, 35 percent of Alaskan motorists have booster seat-age children (four to eight years of age) in their households and 91 percent report that they always ride in booster seats. Ensuring that all drivers and passengers are properly restrained every trip is essential for achieving Alaska’s zero fatality goal.

**Figure 3.8 Observed Belt Use Rate for Passenger Vehicles, Front Seat Outboard Occupants**



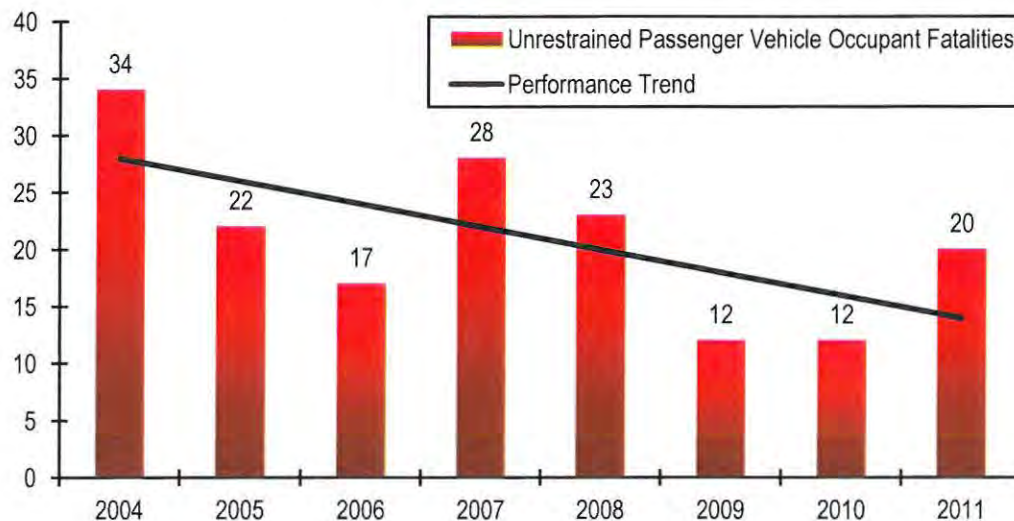
Source: Alaska Highway Safety Office, 2012.

A deeper analysis of the data find that usage rates by vehicle type vary. SUV occupants have the highest belt usage rate at 91 percent, followed by car drivers and their passengers (89.9 percent), and van (88 percent) and truck (84 percent) occupants. Despite having the lowest belt use rate, more truck occupants are buckling up compared to previous years (up from 82 percent in 2010). Belt use in the five most populous boroughs currently stands at 93 percent for Anchorage, 86.5 percent for Fairbanks, 80 percent for Juneau, 83 percent for Kenai, and 88 percent for Mat-Su. Anchorage has the highest driver belt use rate (93 percent), while fewer Fairbanks passengers (78 percent) buckle up.

Increasing seat belt and child restraint use is the simplest and most effective way to reduce serious injury and death in the event of a motor vehicle crash. Alaskan children under seven years of age and less than 64 pounds or 57-inches tall must be restrained in a child safety seat or booster seat when riding in a motor vehicle. Seat belts are required for all other motor vehicle occupants. Failure to comply with Alaska's occupant protection statutes is a primary offense and carries a \$50 fine plus points.

Despite this mandate and more than three quarter (82 percent) of Alaskan drivers recognizing the lifesaving value of seat belts in the event of a collision, 27 percent or 20 of the motor vehicle occupants killed in crashes in 2011 were unrestrained. An analysis of crashes between 2004 and 2011 finds that 168, or 29 percent, of the 584 killed were unrestrained (Figure 3.9). Lack of belt use was greatest among occupants of passenger cars and light trucks at 46 (27 percent) and 38 (23 percent) fatalities, respectively.

**Figure 3.9 Unrestrained Passenger Vehicle Occupant Fatalities**

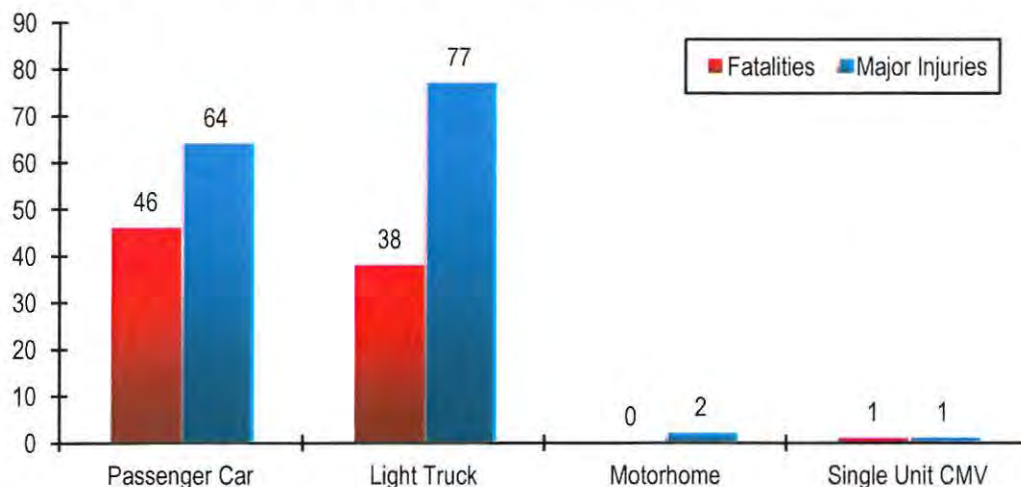


Source: FARS, 2013.

Note: 2011 FARS fatality data is preliminary.

Unrestrained major injuries also were highest among these same vehicles types with light truck and car occupants accounting for 77 and 64, respectively (Figure 3.10).

**Figure 3.10 Unrestrained Fatalities and Major Injuries by Vehicle Type**



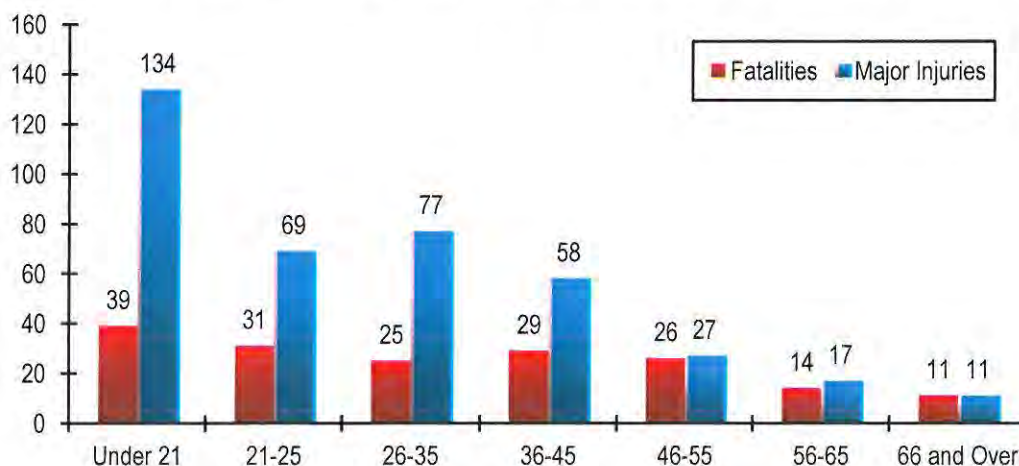
Source: Alaska Highway Analysis System and FARS, 2013.

Note: Major injury data are 2004 to 2010; fatality data are 2004 to 2011. 2011 FARS fatality data are preliminary.

Motor vehicle occupants under 21 years of age followed by 26- to 35-year-olds and 21- to 25-year-olds are less likely to wear seat belts and accounted for more

than one-half (56.5 percent) of all of unrestrained fatalities between 2004 and 2011. These same age groups also suffered 71 percent more major injuries due to nonrestraint than the other age groups combined, as seen in Figure 3.11.

**Figure 3.11 Unrestrained Fatalities and Major Injuries by Age Group**



Source: Alaska Highway Analysis System and FARS, 2013.

Note: Major injury data is 2004 to 2010; fatality data is 2004 to 2011. 2011 FARS fatality data is preliminary.

### Performance Targets

1. Decrease unrestrained fatalities from 23 in 2008 to 19 in 2014.
2. Increase observed belt use from 84.9 percent in 2008 to 90.1 percent in 2014.
3. Monitor and report the number of seat belt citations during grant-funded enforcement activities.

### Strategies

The Alaska Highway Safety Office is committed to improving the seat belt use rate in the State in FFY 2014 and beyond. The AHSO has developed a comprehensive, strategic Occupant Protection Plan to reduce injuries and fatalities by increasing seat belt use. This is a continual, multiyear plan that will be evaluated on an annual basis, with changes made as needed. This comprehensive approach utilizes city, borough, and state law enforcement agencies, community partners, and the media to implement this plan. Statewide coordination by the AHSO's Occupant Protection Coordinator and the State Law Enforcement Liaison will keep the implementation on track. A NHTSA Occupant Protection assessment will be conducted in August 4-9, 2013 and recommendations resulting from the assessment team will be included in an amended plan if necessary. The plan addresses high-visibility enforcement, public education

information, media, training, age group activities, child passenger safety, Occupant Protection Task Force, legislation, and evaluation.

The AHSO will continue to partner with law enforcement, nationally certified child passenger safety technicians, hospitals, and injury prevention organizations to ensure all motor vehicle occupants regardless of seating position, vehicle type, and age are properly restrained as outlined in the State's Occupant Protection Plan. Strategies will include the use of high-visibility enforcement (HVE) during the national *Click It or Ticket* mobilization as well as other times of the year (e.g., National Child Passenger Safety Week, high school prom and graduation season). In addition to providing funding to Alaska State Troopers and local police to conduct HVE for seat belt enforcement, a grant will be provided to the Division of Measurement Standards/Commercial Vehicle Enforcement Unit (MSCVE). The MSCVE will conduct seat belt enforcement and education at fixed weigh stations and safe roadside locations in the winter (large trucks only) and spring and summer months (large trucks and motor coaches).

While 35 percent of Alaskan motorists have booster seat-age (four to eight) children in their households and 91 percent report that they always ride in booster seats (2011 Statewide Motorist Behavior Survey, AICP), police agencies will be encouraged to have nationally certified child passenger safety technicians on-site during high-visibility check-up events to provide assistance to motorists with improperly or unrestrained children. Police agencies in communities with low seat belt use rates - particularly Fairbanks and Juneau - will be encouraged to conduct directed patrols and identify patrol sites near areas where crashes involving unbelted motor vehicle occupants have occurred.

Working with Alaska Safe Kids and its local affiliates (Denali Center at Fairbanks Hospital, Providence Alaska Medical Center, Mat-Su Services for Children & Adults, Central Peninsula Hospital), AHSO also will promote the proper use of child restraints through child passenger safety seat checks and check-up events held in local communities across the State and at designated inspection stations. These activities will be posted on [www.carseatak.org](http://www.carseatak.org) and promoted via press releases and community outreach. Particular emphasis will be given to educating underserved and indigent populations that typically do not have access to car and booster seats. Both education and age/weight/height appropriate seats will be provided to families as needed.

First-time and foster parents also will receive information on the importance and use of child restraints through community clinics, health practitioners and hospitals. Additionally, the statewide CPS coordinator (working in Alaska Safe Kids) will be tasked with planning, implementing, and promoting a coordinated CPS event in support of National Child Passenger Safety Week/Seat Check Saturday (September) that focuses on both car and booster seats. Alaska's permanent inspection stations, located in Soldotna/Kenai Peninsula, Wasilla/Mat-Su, Anchorage (2), Juneau, Kodiak, Ketchikan, and Fairbanks, will be key sites for this coordinated event. Additionally, Alaska Safe Kids will identify other locations where seat checks can be conducted to ensure statewide coverage.



AHSO will provide funding for new technician certification training and technician recertification. Particular emphasis will be given to ensuring that there are certified technicians in remote communities. The CPS Coordinator will be tasked with determining the current level and geographic distribution of certified technicians in Alaska; monitoring the recertification rate; scheduling technician trainings; and collecting, analyzing, and reporting car seat check data to determine who is and is not being served, common misuse problems, and other critical information. Additionally, the CPS coordinator will identify and publicize other opportunities (e.g., on-line, conferences) for certified technicians to obtain continuing education through [www.carseatak.org](http://www.carseatak.org).

AHSO will continue to partner with law enforcement and safety advocates to educate children and teens through school and community-based initiatives about the importance of belt use in preventing injuries and fatalities in the event of a crash. Since teens and young adults (21 to 29), according to NHTSA research, have the lowest belt use rates of any age group on the road, police will be encouraged to conduct seat belt patrols and checkpoints in and near high schools and other locations typically frequented by this demographic.

Recognizing that motor vehicle crashes are responsible for the greatest number of police officer deaths nationwide, AHSO also will work with the Alaska Association of Chiefs of Police and the Alaska State Troopers to ensure that all patrol officers are properly restrained. Emphasis will be placed on developing written seat belt use policies that include sanctions for noncompliance.

Proper restraint, both seat belts and child restraints, also will be addressed through earned and paid media disseminated by AHSO and its law enforcement and injury prevention partners (the latter will be provided press release templates for use in promoting the lifesaving value of seat belts and child restraints). Occupant protection messaging will be prominent during late May and early June to support the national *Click it or Ticket* mobilization, throughout the summer when many visitors travel to and around Alaska, during National Child Passenger Safety Week in September, and at other times during the year. Particular emphasis will be given to developing messages targeted to males, pick-up truck drivers and young adults, demographics identified by AHSO and NHTSA research as having low seat belt use rates.

AHSO also will provide funding for a contractor to conduct a statewide observation survey of seat belt use by front seat occupants riding in passenger vehicles. The survey will comply with the observation methodology adopted by NHTSA and include an observation of at least 25,000 motor vehicle occupants in boroughs accounting for 85 percent of the State's passenger vehicle crash-related fatalities.

AHSO will consider expanding the observation methodology to include rear seat usage. Some states are now doing this to get a complete picture of belt usage by motor vehicle occupants. Back seat belt use, particularly by adults, is typically low in many states and accounts for many unrestrained fatalities in injuries involving multiple passengers.

## Programs and Projects

**Target:** 2

**Project Title:** NOPUS

**Description:** It is required that the State evaluate the impact of its programs aimed at increasing seat belt use. The State redesigned its seat belt use observational survey in the prior fiscal year and received approval from NHTSA. The design will allow the capture of demographic data to assist in targeting the occupant protection programs and measuring performance. The survey will be completed two times during the year to evaluate progress and to report a statewide use rate. A complete report will be generated. The survey cost includes collection, entry, and analysis.

**Budget:** \$65,000 Section 405

**Evidence of Effectiveness:** N/A

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**Target:** 1, 2, and 3

**Project Title:** Statewide *Click It or Ticket* Mobilization and State Blitzes

**Description:** The AHSO will provide grants to AST and local law enforcement agencies to conduct seat belt enforcement activity in each of their areas as detailed in the State Occupant Protection Plan. The Bureau of Highway Patrol, in collaboration with local law enforcement agencies in the State, will conduct high-visibility (overtime) enforcement during the *Click It or Ticket* mobilization and state blitzes through directed and saturation patrols, and seat belt informational checkpoints. Enforcement is focused on roadways that produce low seat belt use rates, as determined by the Alaska's annual NOPUS Survey. Participating agencies also will conduct earned media activities and participate in public information and education events.

**Budget:** \$90,000 Section 402

**Evidence of Effectiveness:** CTW, Chapter 2, Section 2.1

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**Target:** 1 and 2

**Project Title:** Statewide LEL – Occupant Protection

**Description:** This project funds the position (salary and expenses) of a statewide Law Enforcement Liaison and is an extension of the AHSO. The LEL will assist police agencies in analyzing their crash data to identify hot spots and corridors for unrestrained driving crashes, implement high-visibility enforcement strategies, and collect and report citation and HVE data. The LEL coordinates implementation of the State's Strategic Occupant Protection Plan with Alaska's law enforcement agencies, and serves on the Occupant Protection Task Force.

**Budget:** \$25,000 Section 405

**Evidence of Effectiveness:** CTW, Chapter 1, Sections 2.1, 2.2, 2.3, 2.5, 6.5, 7.1

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**Target: 1****Project Title:** Safe Kids Alaska Buckle Up CPS Program

**Description:** Safe Kids (SK) Alaska will support the CPS component of the State's Occupant Protection Plan. SK Alaska recruits and trains new CPS technicians, supports recertification for technicians, hosts CPS events (e.g., car seat check events, inspections, seat distribution), supports existing and develops additional child safety seat fitting stations, administers the [www.carseatak.org](http://www.carseatak.org) web site, serves as a resource for the transportation of children with special healthcare needs, and implements earned media opportunities. SK Alaska serves on the Occupant Protection Task Force.

**Budget:** \$44,000 Section 405

**Evidence of Effectiveness:** CTW, Chapter 2, Section 7.1

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**Target: 1****Project Title:** Safe Kids Kenai Peninsula CPS Program

**Description:** Safe Kids (SK) Kenai Peninsula will support the CPS component of the State's Occupant Protection Plan. SK Kenai will coordinate, train, support certification, and mentor CPS technicians in the region, host CPS events (e.g., car seat check events, inspections, seat distribution), support existing and develop additional child safety seat fitting stations, provide CPS education at community events, implement earned media opportunities, and initiate a CPS media campaign through the Central Peninsula Hospital to educate the public.

**Budget:** \$70,000 Section 405

**Evidence of Effectiveness:** CTW, Chapter 2, Section 7.1

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**Target: 1****Project Title:** Fairbanks Safe Rider Program

**Description:** In support of the CPS component of the State's Occupant Protection Plan, the Fairbanks Safe Rider Program will coordinate, train, support certification, and mentor CPS technicians in the region, host CPS events (e.g., car seat check events, inspections, seat distribution), support existing and develop additional child safety seat fitting stations, provide CPS education at community events, and implement earned media opportunities to educate the public.

**Budget:** \$90,000 Section 405

**Evidence of Effectiveness:** CTW, Chapter 2, Sections 6.2 and 7.3

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**Target: 1****Project Title:** Mat-Su Child Passenger Safety Program

**Description:** In support of the CPS component of the State's Occupant Protection Plan, the Mat-Su Child Passenger Safety Program will coordinate and mentor CPS technicians in the region, host and partner with schools and other agencies on CPS events (e.g., car seat check events, inspections, seat distribution), provide CPS education at the Mat-Su Medical Center Birthing Center and

community events, and implement earned media opportunities to educate the public.

**Budget:** \$28,000 Section 2011

**Evidence of Effectiveness:** CTW, Chapter 2, Sections 6.2 and 7.3

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**Target:** 1, 2, and 3

**Project Title:** MSCVE Seat Belt Enforcement and Education

**Description:** The MSCVE will conduct high-visibility seat belt enforcement in support of CIOT and statewide blitzes. They will provide education at weigh stations and with mobile units deployed to high-risk areas where CMV traffic counts are the highest and previous crashes have occurred.

**Budget:** \$70,000 Section 405

**Evidence of Effectiveness:** CTW, Chapter 2, Section 2.1

---

**Target:** 1

**Project Title:** Communications Consultant – Occupant Protection

**Description:** The communications consultant will oversee the development and implementation of a statewide strategic communications plan that supports the strategies outlined in the FFY 2014 HSP and Alaska’s Strategic Traffic Safety Plan. This work will be conducted under the guidance of the Alaska Strategic Communications Alliance (ASCA), which is facilitated by the AHSO.

**Budget:** \$30,000 Section 402

**Evidence of Effectiveness:** CTW, Chapter 2, Section 2, 3, and 6.

---

**Target:** 1 and 2

**Project Title:** Scholarship Travel for Training and Workshops

**Description:** The AHSO will create a scholarship program to provide reimbursement for travel and/or training costs to occupant protection and CPS-related events which would benefit Alaska’s mission and support the activities of the HSP.

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

**Evidence of Effectiveness:** N/A

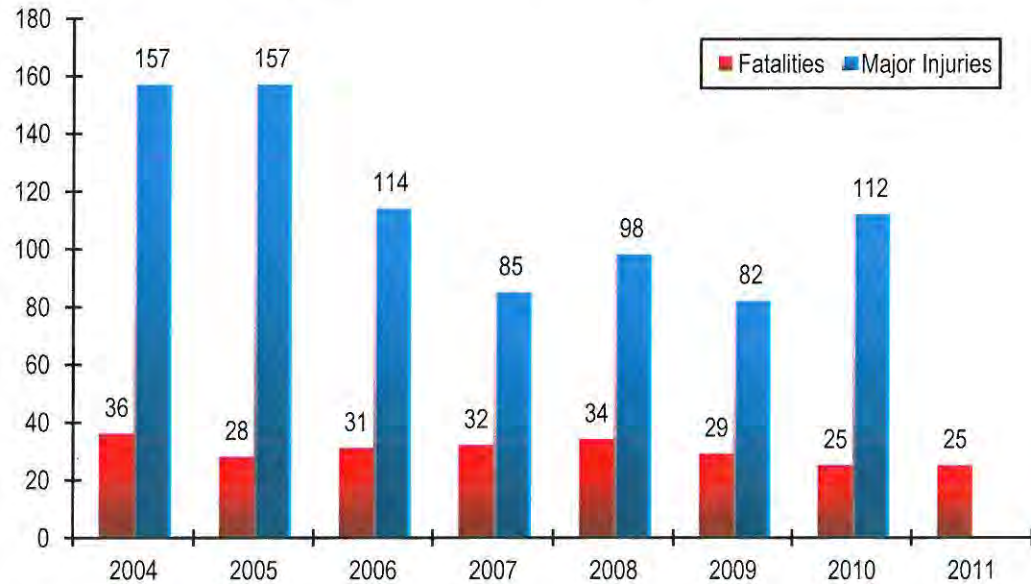
### 3.3 SPEEDING

#### Overview

Speeding consistently ranks as the number one contributing factor in motor vehicle crashes in Alaska. Between 2004 and 2010, 13,441, or 15 percent, of all motor vehicle crashes involved speeding. The number of speed-related crashes decreased by 51 percent between 2004 and 2007, and climbed the next two years. However, the number reversed course again in 2010, decreasing 4 percent from the previous year and 42 percent since 2004.

Speeding is the leading cause of death and major injury in motor vehicle crashes in Alaska. On average, there were 30 speeding-related fatalities between 2004 and 2011, and 115 major injuries annually between 2004 and 2010. Both fatalities and injuries have declined since 2004, falling by 30 percent and 29 percent, respectively. Major injuries have, however, moved upward since 2007, increasing by 32 percent (Figure 3.12).

**Figure 3.12 Speeding-Related Fatalities and Major Injuries**

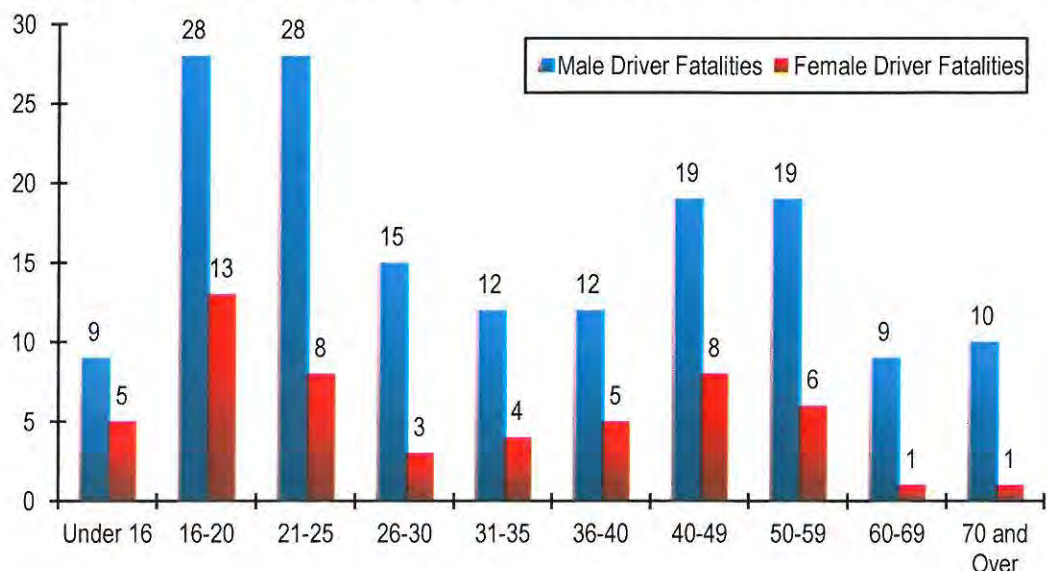


Source: Alaska Highway Analysis System and FARS, 2013.

Note: Major injury data is 2004 to 2010; fatality data is 2004 to 2011. 2011 FARS fatality data is preliminary.

Male motorists 16 to 20 and 21 to 25 years of age were more likely to speed and die on Alaska's roadways than any other age group, together accounting for 26 percent of all speed-related fatal crashes between 2004 and 2010 (Figure 3.13). Drivers 16 to 20 years of age accounted for the greatest number of speeding fatalities among all female drivers. The risk of being involved in a speed-related crash declines with age in Alaska and is lowest for the oldest and most experienced drivers.

**Figure 3.13 Speeding-Related Fatalities by Driver Gender and Age Group**

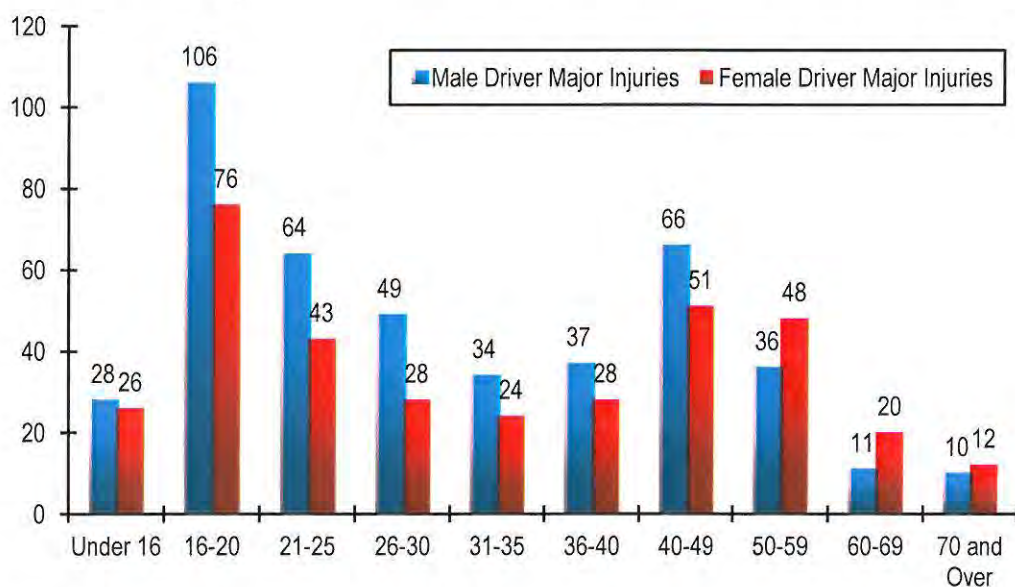


Source: Alaska Highway Analysis System and FARS, 2013.

Note: Data are for 2004 to 2010.

Speeding-related major injuries for both male and females were greatest among drivers 16 to 20 years of age, accounting for 182 or nearly one-quarter of all crashes (Figure 3.14). Like speeding-related fatalities the trend line for major injuries declines with age and is lowest for the oldest drivers.

**Figure 3.14 Speeding-Related Major Injuries by Driver Gender and Age Group**

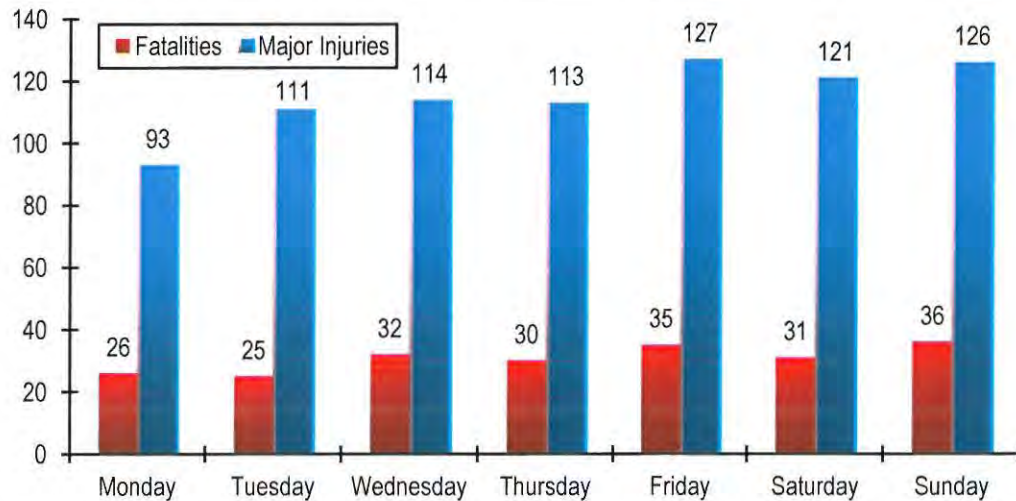


Source: Alaska Highway Analysis System, 2013.

Note: Does not include drivers for whom gender was unknown.

Motorists were more likely to be involved in speeding-related fatal and major injury crashes on the weekend (47 percent) than weekdays. However, the trend line shows an increase in these crashes from the start to the end of the week, as shown in Figure 3.15.

**Figure 3.15 Speeding-Related Fatalities and Major Injuries by Day of Week**

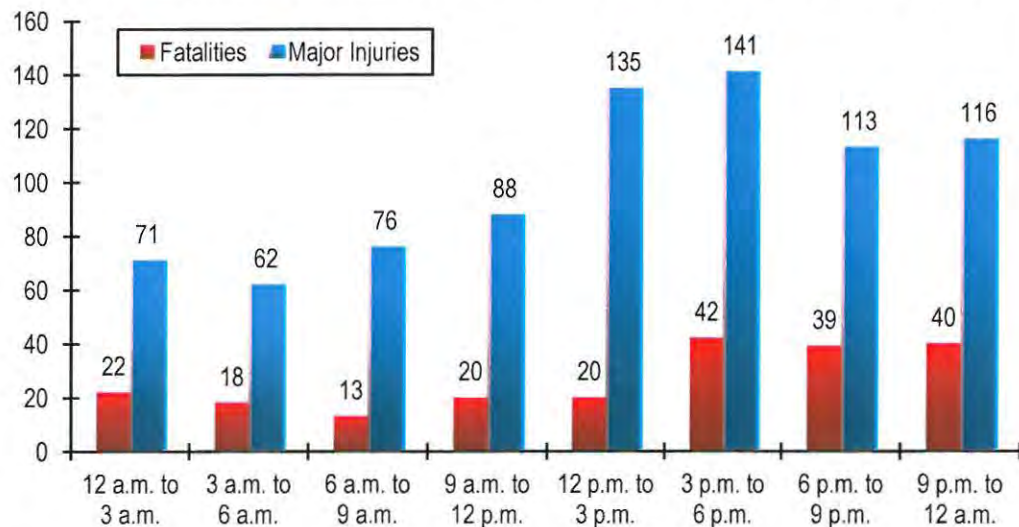


Source: Alaska Highway Analysis System and FARS, 2013.

Note: Data are for 2004 to 2010.

Speeding-related fatalities (56 percent) and major injuries (46 percent) occurred most frequently between 3 p.m. and midnight (Figure 3.16).

**Figure 3.16 Speeding-Related Fatalities and Major Injuries by Time of Day**

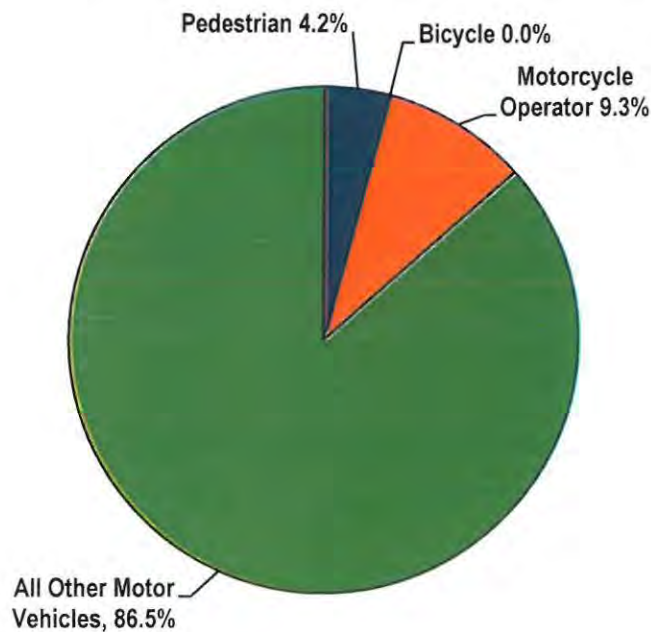


Source: Alaska Highway Analysis System and FARS, 2013.

Note: Data is for 2004 to 2010.

As Figure 3.17 shows, speeding fatalities among vulnerable road users were greatest for motorcyclists (9.3 percent) and pedestrians (4.2 percent). Motorcyclists also represented the greatest share of speeding-related major injuries (Figure 3.18) sustained by vulnerable road user groups at 5.2 percent, followed by pedestrians (1.2 percent) and bicyclists (0.2 percent). Car, light truck, SUV, and van drivers, however, overwhelmingly sustained the greatest percentage of fatalities and injuries when speed was involved.

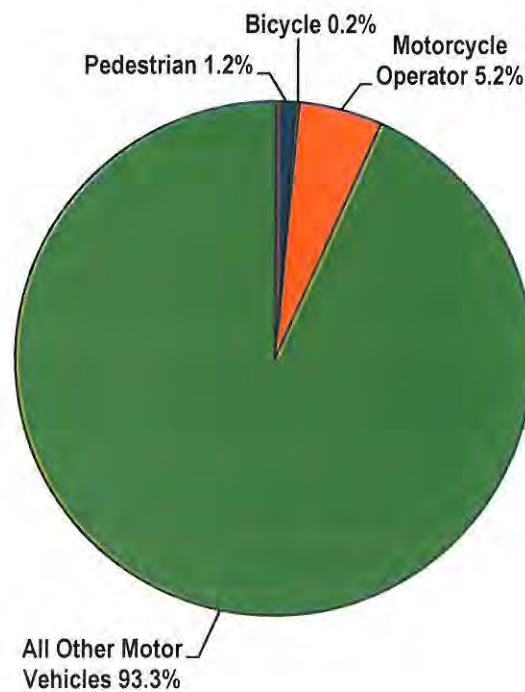
**Figure 3.17 Percent of Speeding-Related Fatalities by Roadway User**



Source: FARS, 2013.

Note: Includes preliminary FARS data for 2011.



**Figure 3.18 Percent of Speeding-Related Major Injuries by Roadway User**

Source: Alaska Highway Analysis System, 2013.

### Performance Targets

1. Reduce speeding-related fatalities from 27 in 2008 to 22 in 2014.
2. Number of speeding citations issued and arrests made during grant-funded enforcement activities.

### Strategies

AHSO, in partnership with the Alaska State Troopers and local law enforcement agencies, remains committed to addressing unsafe speed on the State's roadways through enforcement and education. Particular emphasis will continue to be given to monitoring driving speeds and enforcing posted speed limits on designated Safety Corridors, which have a higher incidence of crashes. Currently, the Seward, Parks, Knik/Goose Bay Road, and Sterling Highways are the four designated Safety Corridors in Alaska.

Additionally, AHSO is a member of the Aggressive Driving Task Force. This group is working to establish a legal definition of aggressive driving, which typically involves speeding, and examining how aggressive driving is affecting all roadway users. Proven countermeasures, including the use of high-visibility enforcement, DDACTS (Data-Driven Approaches to Crime and Traffic Safety), and statewide education, including paid and earned media, are being

implemented to help address this problem. Particular emphasis will be given to developing speed-related messaging that resonates with both male and female novice and young adult drivers, and motorcyclists.

### **Programs and Projects**

**Target:** 1 and 2

**Project Title:** AST Speeding Fatality Reduction Effort

**Description:** The Alaska State Troopers will conduct data-driven high-visibility enforcement operations in areas of high risk for speeding and aggressive driving behavior with a high incidence of crashes. Project funding also will support the purchase 50 speed measuring devices. The AST will provide the training on the equipment's use.

**Budget:** \$170,000 Section 402

**Evidence of Effectiveness:** CTW, Chapter 3, Sections 2.2 and 4.1

## **3.4 MOTORCYCLE SAFETY**

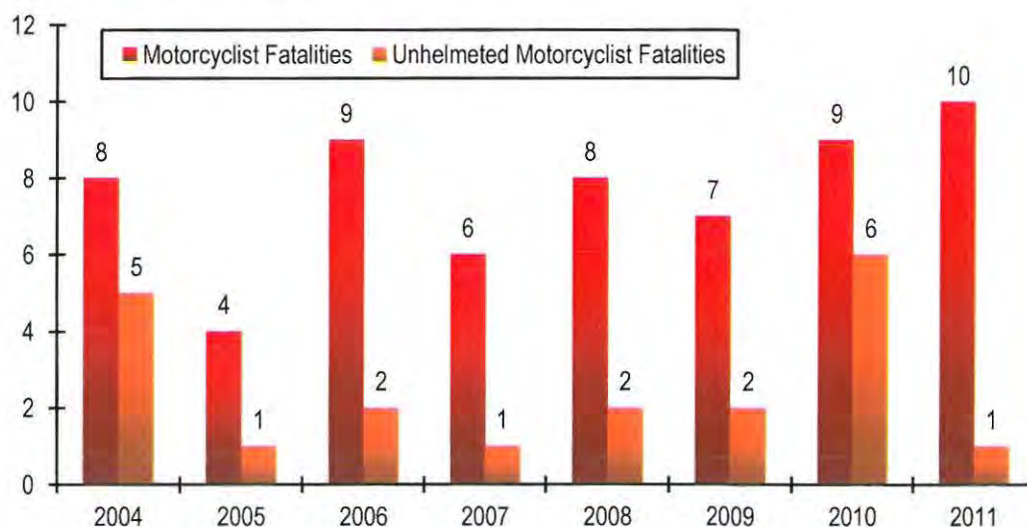
### **Overview**

In 2012, Alaska recorded 31,940 registered motorcycles. Alaskan motorcyclists (operators and their passengers), and the many visiting riders who come to experience the "Last Frontier," are vulnerable on the State's roadways. Between 2004 and 2010, 1,117 motorcycle crashes were reported in the State, an average of 169 crashes per year. With the exception of 2006 when crashes fell to 121 (a decline of nearly 30 percent from the previous year), motorcycle crashes in Alaska have been on the rise, mirroring a national trend.

Unsafe operation includes a number of actions (e.g., failure to yield, speeding, improper lane change, following too closely) and accounted for one-third of all reported motorcycle crashes (32 percent). Driver inattention (18 percent) and inexperience (12 percent) were the most commonly reported single causes of motorcycle crashes.

Between 2004 and 2011, 61 motorcyclists – just fewer than 9 a year, or 12 percent of all Alaska roadway fatalities – died in motor vehicle crashes. While motorcycle helmets are not required in Alaska, their effectiveness in protecting riders in the event of a crash cannot be overstated. During this time period, 26 (42 percent) of the fatality injured riders were not wearing helmets. In some years, that percentage has been as high as 62 percent (5 out of 8 riders in 2004) and as low as 10 percent (1 out of 10 riders) in 2011 (Figure 3.19).

**Figure 3.19 Motorcyclist Fatalities**

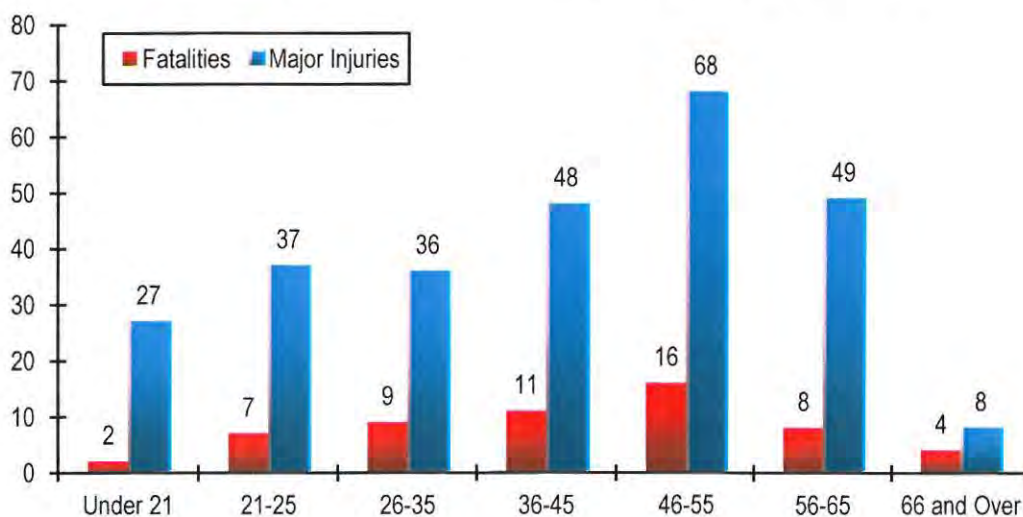


Source: Alaska Highway Safety Office and FARS, 2013.

Note: 2011 FARS fatality data is preliminary.

Motorcyclists between 36 and 65 years of age are more likely to be involved in crashes resulting in major injuries (62 percent), with riders 46 to 55 years of age accounting for 41 percent of those crashes. This same age group also accounted for more fatal crashes (16 or 28 percent), followed by 36- to 45-year-olds (11 or 19 percent) and 26- to 35-year-olds (9 or 16 percent), as shown in Figure 3.20.

**Figure 3.20 Motorcyclist Fatalities and Major Injuries by Age Group**

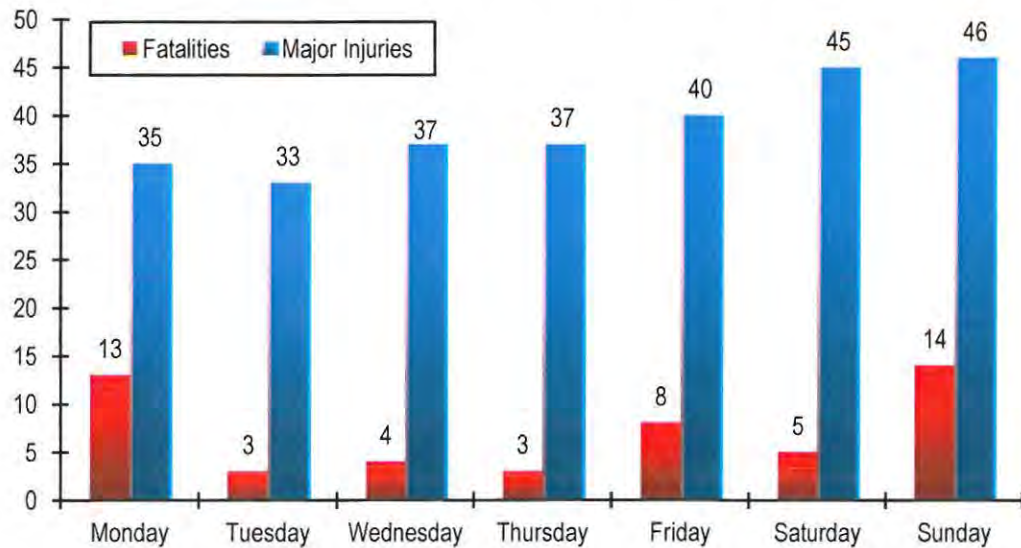


Source: Alaska Highway Analysis System and FARS, 2013.

Note: Major injury data are 2004 to 2010; fatality data are 2004 to 2011. 2011 FARS fatality data are preliminary.

Motorcyclist fatalities and major injuries are most prevalent on Sunday than any other day of the week, although major injury crashes occurring on Saturday nearly mirror the Sunday rate (17 percent). Motorcycle fatalities occurring on Monday (13 or 26 percent) are nearly as high as Sunday (14 or 28 percent), prompting the need for outreach addressing not only riding for recreation, but for utility (e.g., commuting to work, school) as well (Figure 3.21).

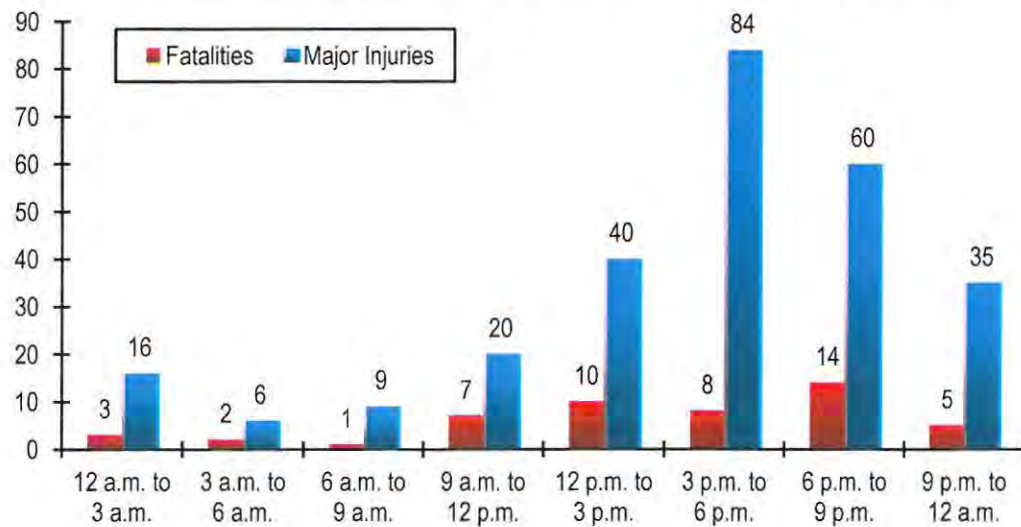
**Figure 3.21 Motorcyclist Fatalities and Major Injuries by Day of Week**



Source: Alaska Highway Analysis System and FARS, 2013.

Note: Major injury data are 2004 to 2010; fatality data are 2004 to 2011. 2011 FARS fatality data are preliminary.

More motorcyclists (28 percent) are killed between 6 p.m. and 9 p.m. than any other time period, as shown in Figure 3.22. The greatest number of major injuries (24 percent) occurred between 3 p.m. and 6 p.m., followed closely by 6 p.m. to 9 p.m. (23 percent). Outreach promoting visibility and sharing the road as well as the dangers of driving impaired are important for addressing crashes during these time periods.

**Figure 3.22 Motorcyclist Fatalities and Major Injuries by Time of Day**

Source: Alaska Highway Analysis System and FARS, 2013.

Note: Major injury data are 2004 to 2010; fatality data are 2004 to 2011. 2011 FARS fatality data are preliminary.

### Performance Targets

1. Reduce motorcyclist fatalities from eight in 2008 to seven in 2014.
2. Maintain unhelmeted motorcyclist fatalities from two in 2008 to two in 2014.

### Strategies

The AHSO will continue to partner with the Alaska Motorcycle Safety Advisory Committee to promote rider education and the proper licensing of all motorcycle operators. Motorcycle rider training is offered in Anchorage, Fairbanks, Juneau, Palmer, Soldotna, and Wasilla using the Motorcycle Safety Foundation curriculum and particular emphasis is given to safe riding practices focusing on the dangers caused by excessive speed, impairment, and conspicuity as well as the importance of protective gear, including helmets. The AHSO will fund training for two new course coaches in Juneau and marketing, and provide funds to assist with the purchase of four replacement training motorcycles for the Anchorage site.

At the same time, AHSO will develop outreach materials, including media messages, promoting the importance of motorists sharing the road with motorcyclists. Educating car and truck drivers about the unique handling aspects of motorcycles is important for ensuring they not only look out for them, but give riders ample space. Motorcycles will be included in high-visibility enforcement mobilizations addressing impaired riding. AHSO will incorporate the *Ride Sober* message into the national drunk driving enforcement campaign and encourage

the establishment of ride home programs by local establishments which serve alcohol and cater to the motorcycle community.

In addition to educating Alaskans about motorcycle safety issues, attention must also be given to visitors and military personnel. Alaska is a “bucket list” destination for many motorcyclists in the lower 48 states. Approximately 15 percent of the State’s motorcycle fatalities involve out-of-state riders. Ensuring that they are familiar with Alaska’s motor vehicle laws and riding conditions is critical for reducing the risk of injury on the State’s roadways. AHSO will partner with the Alaska Motorcycle Safety Advisory Committee to develop strategies to reach and inform out-of-state and military motorcyclists.

All of these strategies are addressed in the STSP Special Users Emphasis Area action plan for motorcycle safety. The AHSO is an active member of the Emphasis Area’s Motorcycle Subcommittee.

### **Programs and Projects**

**Target:** 1 and 2

**Project Title:** Anchorage ABATE Rider Ed Motorcycle Replacement

**Description:** This project will fund the cost to purchase four training motorcycles which will replace four aging motorcycles in the training sites’ current fleet. Replacement of these motorcycles will allow the training center to maintain current levels of service.

**Budget:** \$13,000 Section 2010

**Evidence of Effectiveness:** CTW, Chapter 5, Sections 3.1, 3.2, and 4.2

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**Target:** 1 and 2

**Project Title:** Juneau ABATE Rider Education

**Description:** This project will support costs to train two new motorcycle instructors at the Juneau training site and motorcycle safety media campaigns (newspaper, radio and onscreen cinema ads).

**Budget:** \$17,000 Section 2010

**Evidence of Effectiveness:** CTW, Chapter 5, Sections 3.1, 3.2, and 4.2

## **3.5 PEDESTRIAN AND BICYCLE SAFETY**

### **Overview**

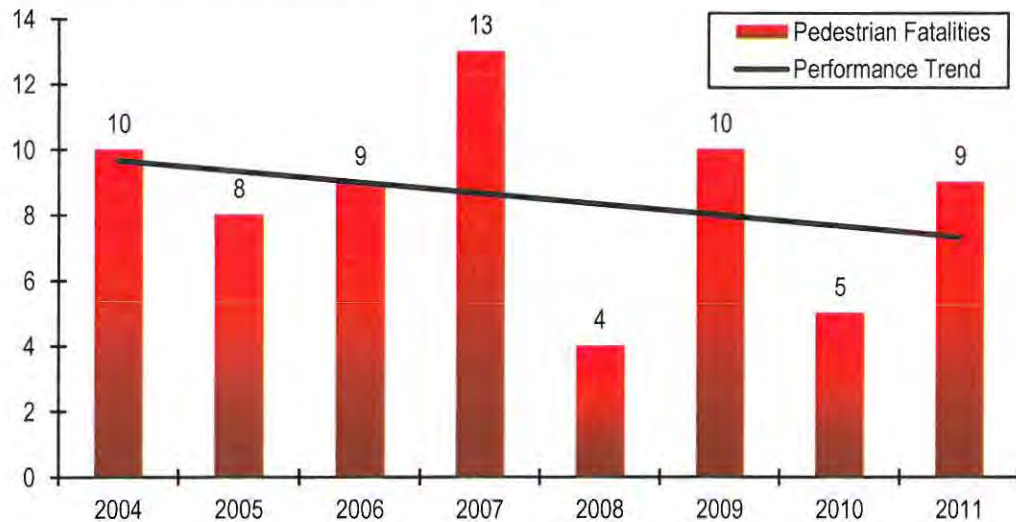
Pedestrians and bicyclists, like motorcyclists, are more vulnerable than other roadway users in crashes. A review of reported pedestrian crashes in Alaska between 2004 and 2010 found that a causation factor was either unknown or involved no improper driving in 38 percent of the crashes. Of the reported factors, one-third (33 percent) involved an action on the part of the driver (e.g.,

inattention/distraction, failure to yield, speeding, backing unsafely, red light violation), while approximately 14 percent were the result of a pedestrian action (e.g., jaywalking, walking with traffic).

Between 2004 and 2011, crashes involving pedestrians and bicyclists accounted for slightly less than 3 percent (2.8) of all crashes in Alaska. However, this same roadway user group was involved in 13.5 percent of the fatal and 10 percent of the State's major injury crashes. The trend line for pedestrian crashes decreased between 2004 and 2007, but has been rising steadily since. Although 2010 pedestrian crashes (151) are still lower than what was reported in 2004 (172), crashes have increased by one-third since 2007. Bicycles crashes have followed a similar pattern. They decreased 20 percent between 2004 (183) and 2007 (146), and rose to a new high (204) in 2010, a 40 percent increase over the past four years.

The trend line for pedestrian fatalities has been moving downward, but spikes in 2007, 2009, and 2011 affirm the need for continued vigilance in addressing pedestrian safety (Figure 3.23).

**Figure 3.23 Pedestrian Fatalities by Year**

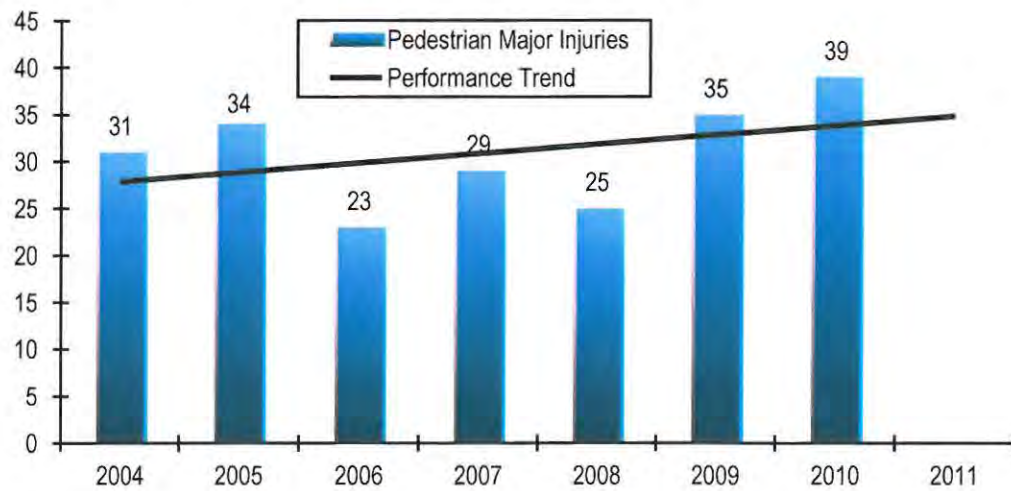


Source: FARS, 2013.

Note: 2011 uses preliminary FARS data.

Major injuries involving pedestrians are, however, on the rise, climbing 25 percent from 31 to 39 between 2004 and 2010, as shown in Figure 3.24.

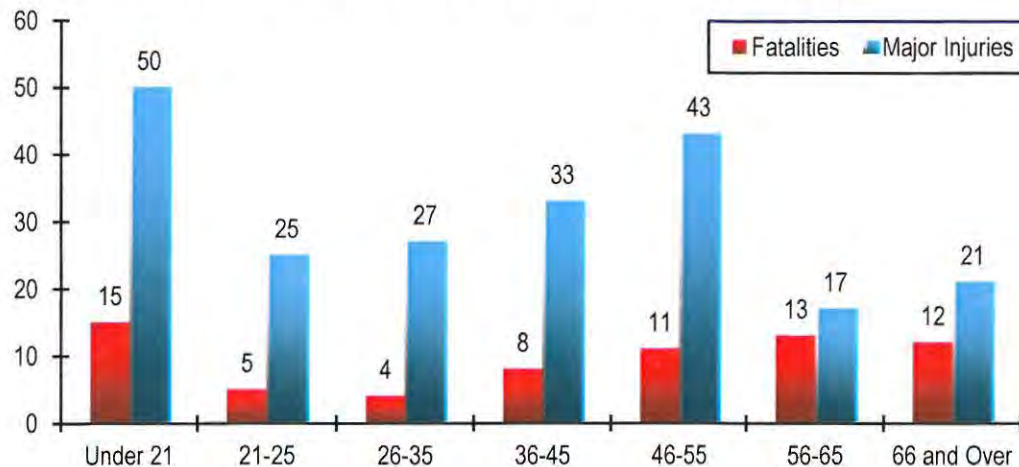
**Figure 3.24 Pedestrian Major Injuries by Year**



Source: Alaska Highway Analysis System, 2013.

Pedestrians under 21 years of age accounted for 22 and 23 percent, respectively, of the fatalities and major injuries that occurred during this time period, as shown in Figure 3.25. The 56- to 65-year-old age group had the second highest fatality rate at 19.1 percent, while 46- to 55-year-olds suffered the second highest major injury rate at 20 percent. It is important to note that while outreach and education efforts for pedestrians typically target children and seniors, who historically are overrepresented in pedestrian crashes, Alaska’s data suggests that all age groups are at risk.

**Figure 3.25 Pedestrian Fatalities and Major Injuries by Age Group**



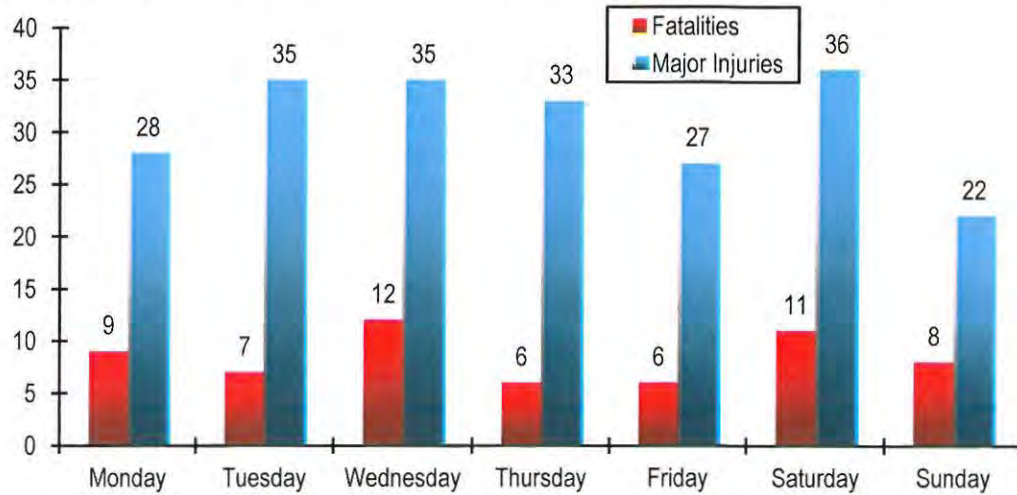
Source: Alaska Highway Analysis System and FARS, 2013.

Note: Major injury data are 2004 to 2010; fatality data are 2004 to 2011. 2011 FARS fatality data are preliminary.



Pedestrian fatalities were highest on Wednesday (12) and Thursday (11). Major injuries, however, peaked on Saturday (36), as shown in Figure 3.26.

**Figure 3.26 Pedestrian Fatalities and Major Injuries by Day of Week**

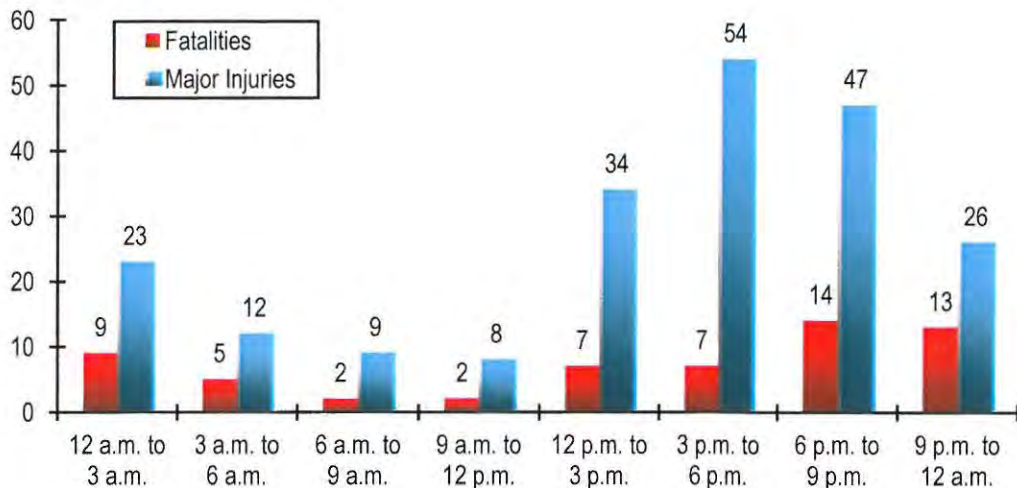


Source: Alaska Highway Analysis System and FARS, 2013.

Note: Data is for 2004 to 2010.

The time of day with the greatest number of pedestrian fatalities was 6 p.m. to Midnight, when 27 deaths occurred. Pedestrian major injuries were highest from 3 p.m. to 9 p.m. (101), as shown in Figure 3.27.

**Figure 3.27 Pedestrian Fatalities and Major Injuries by Time of Day**

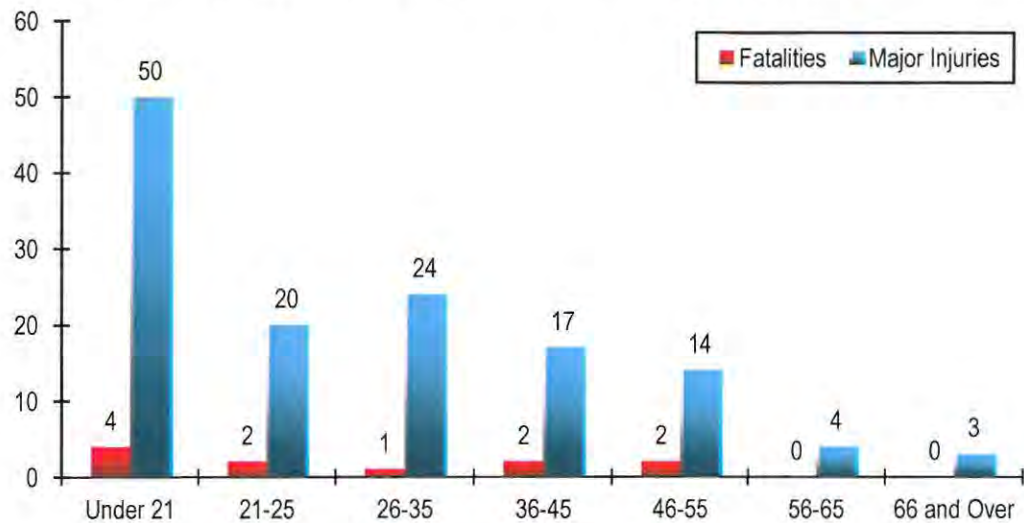


Source: Alaska Highway Analysis System and FARS, 2013.

Note: Data are for 2004 to 2010.

An analysis of fatal and major injury crash data involving bicycles found that the youngest cyclists – those under 21 and more likely to be riding – have the highest risk. Between 2004 and 2011, more than one-third (36 percent) of all bicycle fatalities involved this age group (Figure 3.28). Cyclists under 21 years of age accounted for 38 percent of all major injury crashes, followed by cyclists 26 to 35 years of age (18 percent) and 21- to 25-year-olds (15 percent). The risk of dying or suffering a major injury while bicycling is lowest for riders 56 and older as they accounted for five percent of all major injury crashes and no fatalities.

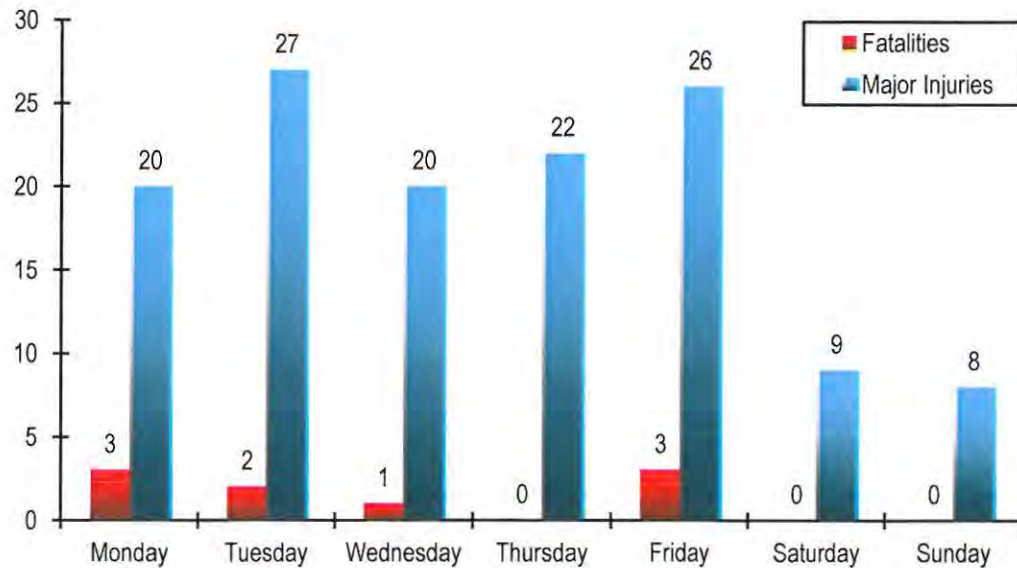
**Figure 3.28 Bicycle Fatalities and Major Injuries by Age Group**



Source: Alaska Highway Analysis System and FARS, 2013.

Note: Major injury data are 2004 to 2010; fatality data are 2004 to 2011. 2011 FARS fatality data are preliminary.

When bicyclists ride also impacts crash risk. Bicyclists were more frequently killed on Monday and Friday, and injured on Tuesday and Friday, as seen in Figure 3.29. As more children bike to school (Alaska has an active Safe Routes to School Program) and adults seek healthy and/or less costly alternatives to driving to work, bicycles are replacing cars as a primary mode of transportation in some Alaska communities.

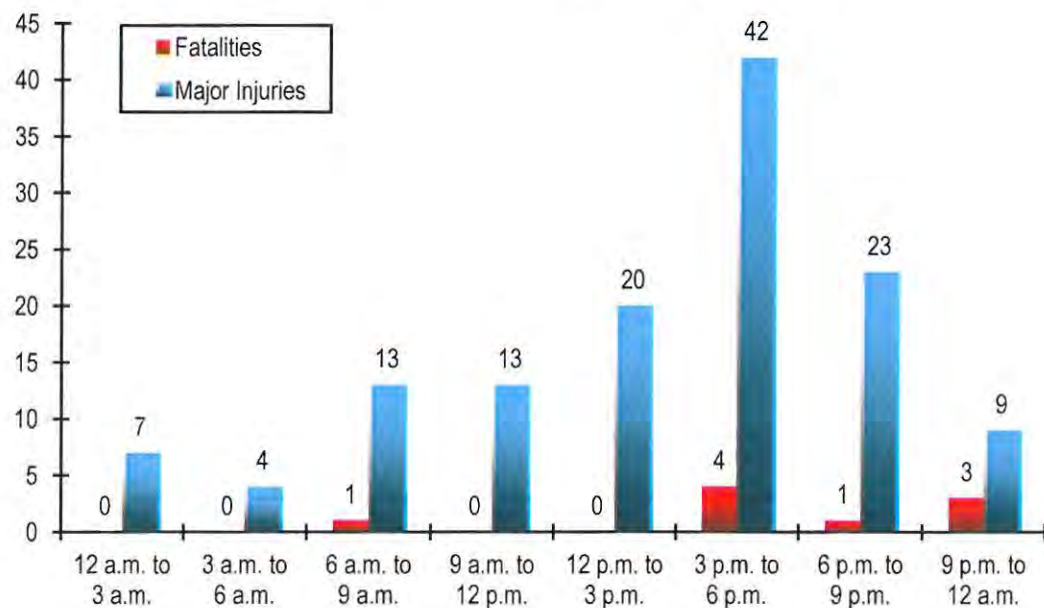
**Figure 3.29 Bicycle Fatalities and Major Injuries by Day of Week**

Source: Alaska Highway Analysis System and FARS, 2013.

Note: Data are for 2004 to 2010.

The time of day that bicycle crashes are occurring in Alaska also suggests a school/work connection as well as issues with conspicuity. More than one-third (36 percent) of the bicyclists were killed between 3 p.m. and 6 p.m., followed by 9 p.m. to midnight (27 percent). The 3 p.m. to 6 p.m. timeframe, which correlates with school dismissal and the commute home from work, also accounted for 32 percent of the major injuries for all bicyclists involved in crashes. The second most dangerous time for bicyclists was 6 p.m. to 9 p.m., when 17 percent of the major injury crashes occurred (Figure 3.30). Ensuring that bicyclists can see and be seen is essential to their safety.

**Figure 3.30 Bicycle Fatalities and Major Injuries by Time of Day**



Source: Alaska Highway Analysis System and FARS, 2013.

Note: Data is for 2004 to 2010.

### Performance Targets

1. Reduce pedestrian fatalities from three in 2008 to two in 2014.
2. Reduce bicyclist fatalities from one in 2008 to zero in 2014.

### Strategies

Roadway design that accommodates pedestrians and bicyclists is essential for accessibility and safety. Alaska is committed to maintaining an infrastructure that encourages all modes of travel. At the same time, the AHSO recognizes the critical role education and enforcement play in protecting these most vulnerable roadway users. AHSO will continue to partner with law enforcement agencies and governing bodies to raise awareness of bicycle and pedestrian safety issues. This will include developing and delivering training and other materials (e.g., bicycle law pocket guides) to police departments.

Working with injury prevention agencies, AHSO will promote the importance of helmets for all riders regardless of age (particular emphasis will be given to 10- to 14-year-olds who have twice as many hospitalized bike crashes than any other age group) as well as the use of high-visibility gear, including retro-reflective clothing, bicycle lights, and reflectors. Focus also will be given to educating children and re-educating adults about basic pedestrian and bicycle safety practices, including where to walk and ride, as well as proper crossing for

pedestrians and turning techniques for bicyclists, who are often involved in crashes with motor vehicles at intersections. Expanding Alaska's Driver Manual to include more detailed information about bicycle and pedestrian safety will be addressed, along with the implementation of Safe Routes to School programs in more communities.

In support of the STSP Special Users emphasis area team, the AHSO will provide support for the development of communications strategies to promote safe biking and walking with a focus on sharing the road, conspicuity, and best times to ride being mindful of Alaska's adverse weather and light/dark conditions. Targeted messaging advising motorists to be alert for bicyclists when making right turns – the most frequent cause of bike-car crashes – will be developed and tested in areas with a high incidence of these crashes. Emphasis also will be given to reminding motorists to slow down and stay focused on the road in areas with a high propensity of pedestrians.

Similar to the motorcycle program area, these strategies are addressed in the STSP Special Users Emphasis Area action plan for bicycle and pedestrian safety. The AHSO is an active member of the Emphasis Area's Bicycle/Pedestrian Subcommittee.

## **Programs and Projects**

### **Target: 1**

**Project Title:** Alaska Injury Prevention Center Be Safe Be Seen

**Description:** The AIPC will initiate a multipronged multipartnered bicycle and pedestrian safety initiative in Anchorage and statewide. Activities include distribution of high-visibility accessories; education and outreach at the bus terminal, homeless shelters, city buses, and to rural partners; educational, media and enforcement campaigns targeted at higher risk populations; and bicycle injury data analysis.

**Budget:** \$58,000 Section 402

**Evidence of Effectiveness:** CTW, Chapter 9, Section 3

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### **Target: 1**

**Project Title:** STSP Bicycle/Pedestrian Project

**Description:** The ASHO will fund projects which support the bicycle and pedestrian strategies in the Strategic Traffic Safety Plan as identified in the Special Users action plan.

**Budget:** \$20,000 Section 402

**Evidence of Effectiveness:** CTW, Chapters 8 and 9

## 3.6 NOVICE DRIVERS (UNDER 20)

### Overview

Novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While many teens crash because of risk-taking, most crashes occur because the teen behind the wheel doesn't have the skills or experience needed to recognize a hazard and take corrective action. Like their peers in the lower 48 states, Alaskan teens are most likely to crash due to driver error with recognition (e.g., inadequate surveillance, distraction/inattention) and decision errors (e.g., following too closely, driving too fast for conditions/speeding) topping the list.

Alaskan teens, however, may begin driving at an earlier age than most U.S. teens. Under the State's graduated driver license program (GDL), teens under 18 years of age may, with parental consent, obtain a learner's or instruction permit, at the age of 14. To progress from the learner's to provisional (unsupervised) stage of Alaska's GDL, the teen must log at least 40 hours (10 at night and/or in inclement weather) of supervised practice driving under the guidance of a licensed driver who is at least 21 years of age. The teen also must have completed a minimum of six months of practice driving, pass a road test, and be at least 16 years of age. If a teen is convicted of a traffic violation at any time during the learner's phase, a six-month wait is required before applying for a provisional driver license.

Once granted a provisional license, a teen may not drive between 1 a.m. and 5 a.m. or, for the first six months of licensure, transport any passengers under 21 years of age. To graduate to a full, unrestricted license, the teen must have held a provisional license for at least six months and be 16 and one-half years of age. If at any time during the GDL program the teen accumulates a total of six or more motor vehicle points in a 12-month period or nine or more points in a 24-month period, the teen must complete a nationally certified defensive driving course. Failure to complete the course results in the suspension of driving privileges. These restrictions do not apply once the teen is 18 years of age. A violation of Alaska's GDL provisions is a primary offense and carries a \$200 fine plus two penalty points on the driver history file.

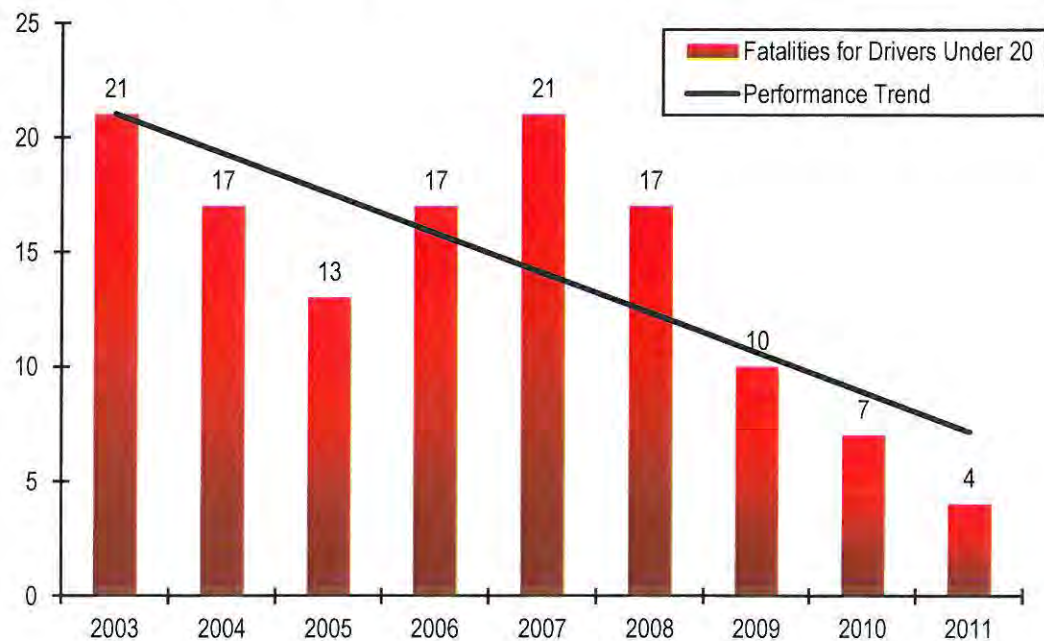
It is important to note that no other state has as many rural communities separated from connecting road systems to the extent that Alaska does. For that reason, the State's Division of Motor Vehicles (DMV) issues an "off-highway" license that allows an individual, including teens, to drive in specific Alaskan communities (most are issued in Juneau). The applicant for an off-highway license must complete all licensing requirements with the exception of the road test and photograph. An off-highway license allows the holder to drive on roads that are not connected to the state highway system and on roads that are not connected to a highway or vehicular way with an average daily traffic volume

greater than 499. The off-highway restriction can be removed at any time following successful completion of a road test at a DMV office or through a third-party testing provider.

Since one of the difficulties facing Alaska's rural youth is finding viable employment, and a driver license is often required as a condition of employment, the provision of an off-highway license is important. However, under Alaska statute rural residents are not required to obtain a driver license and there is no requirement for rural drivers to obtain an instruction permit. DMV strongly encourages rural drivers to practice driving with a licensed driver. For 16- and 17-year-old teens holding a "provisional off-highway" license, the nighttime driving and passenger restrictions do not apply. To convert from a provisional off-highway to a regular provisional license, the teen must have held a permit for at least six months, have certification from a parent or guardian of at least 40 hours of driving experience with 10 hours of progressively challenging circumstances, such as driving in inclement weather, and be free of any traffic convictions in the six months preceding application.

Between 2004 and 2010, teen drivers under 20 years of age were involved in 16,659, or 19 percent, of the reported motor vehicle crashes. While a lack of experience and maturity are root causes of teen crashes, an analysis of Alaska's crash data finds that, as noted previously, driver inattention (21 percent), speeding (13 percent), failure to yield (9 percent), and following too closely (4 percent) factor prominently in crashes involving Alaskan novice drivers.

While many teen crashes are single vehicle, property damage only incidents (many run-off-the-road), some result in serious injury and death. Between 2004 and 2011, 90 teen drivers were involved in fatal crashes in Alaska. Teen crashes have been declining over the past seven years, with the most significant gains occurring between 2007 and 2011. Teen-involved fatal crashes fell 81 percent from 21 in 2007 to 4 in 2011, as shown in Figure 3.31.

**Figure 3.31 Drivers Under 20 Involved in Fatal Crashes**

Source: FARS, 2013.

Note: 2011 FARS fatality data are preliminary.

Positive gains also are being made in teen driver crashes involving major injury. Between 2004 and 2010, the number of drivers under 20 years of age involved in major injury crashes declined 37 percent from 179 in 2004 to 113 in 2010.

While crashes involving a lack of seat belt use, impaired driving, and speeding were discussed previously, it is important to point out the significance of teens in the data. Most notably, Alaskan drivers under 21 years of age accounted for the greatest number of unrestrained motor vehicle fatalities and major injuries between 2004 and 2011. Thirty-nine (39) teens died and 134 sustained serious injury as a result of not buckling up.

When it comes to impaired driving, males under 20 years of age are twice as likely as their female counterparts to die in an alcohol-related crash. Between 2004 and 2011, 24 male teen drivers died compared to 12 female teen drivers. The number of teens (134) involved in major injury crashes due to impairment during this same time is, however, consistent with other drivers between 21 and 45 years of age.

Except for drivers 21 to 25 years of age, male teen drivers were more likely than male drivers 26 and older to die in speed-related crashes. But female drivers under 20 years of age were more likely than any of their older counterparts to die in a speed-related crash. Additionally, teens of both sexes accounted for more major injuries than any other age group by nearly two to one.



## Performance Target

1. Reduce drivers 20 or under involved in fatal crashes from 17 in 2008 to 14 in 2014.

## Strategies

The AHSO will continue to partner with the Alaska Injury Prevention Center to educate teens about critical safe driving practices, including seat belt use, the importance of refraining from drinking and driving, and sharing the road with pedestrians and cyclists. Funding will be provided to expand the *Raise Your Voice* (RYV) program to include schools outside the Anchorage School District via video conferencing. RYV provides teens the opportunity to design, implement, and evaluate, under the guidance of social media professionals, a traffic safety media campaign.

Engaging teens in developing and delivering peer-to-peer interventions is a proven countermeasure. Alaska teens who participated in the RYV program reported a significant change in their opinion about the negative impact of alcohol, including the recognition that teen drinking is a serious safety problem. Additionally, one group of RYV teens involved in the creation of a seat belt public service announcement (PSA) reported that after watching the message, 80 percent of their peers indicated they would “feel comfortable asking their passengers to buckle up.”

In addition to RYV, AHSO also will provide funding to expand the *ThinkFast* program. Presented to Wasilla, Colony, Kenai, Palmer, Service, South, and West High Schools, in 2013, *Think Fast* uses an interactive game show format to engage teens in learning about the risks and consequences associated with driving and how alcohol and drugs can impact their safety. Pre- and post-knowledge surveys are used to gauge teen understanding of safe driving rules and practices.

AICP, with AHSO funding, will continue to conduct its teen buckle up project in all eight high schools within the Anchorage School District. The peer-to-peer intervention is designed to educate teens about the lifesaving importance of seat belts, by rewarding drivers and passengers “caught” buckling up. Since its introduction in 2006, teen belt use at participating high schools has increased from 70 to 90 percent.

AHSO also will provide grant funding to the Homer Police Department to implement its youth-oriented alcohol education program, *Project Drive*. Homer is located in the borough of Kenai Peninsula, which ranks third behind Anchorage and Matanuska, in the number of impaired driving crashes resulting in major injury. The Homer Police Department and local Alaska State Troopers reported a marked increase between 2008 and 2011 in the number of arrests involving minors consuming alcohol and minors operating a motor vehicle after alcohol consumption, as well as over all DWI arrests.

The Homer Police Department will conduct a series of *Project Drive* clinics that provide sixth- through twelfth-grade students in the middle and high schools the opportunity to experience what it is like to drive impaired. Wearing fatal vision goggles, which simulate BACs from .07 to .25, students will drive (under the supervision of a police officer) go-kart/utility vehicles on a closed course. Youth and teens also are given the opportunity to drive the course while talking on a cell phone and texting to demonstrate the dangers of distracted driving.

AHSO funding will enable the Homer Police Department, which had been borrowing a go-kart from the Soldotna Police Department (a significant drive), to purchase its own vehicle and reach more young people in the community. The program was initiated in 2011 with eight clinics. Since then, arrests for minors consuming alcohol declined from 21 in 2011 to 9 in 2012, while the number of arrests involving minors consuming alcohol after while driving dropped from 11 in 2011 to 3 in 2012.

The AHSO also will work with the Strategic Communications Alliance to identify communications strategies for reaching teen drivers with safe driving messages focusing on speed, impairment, distraction, and seat belt use. Parents, who have tremendous influence over their teen drivers, also will be the focus of this outreach. Ensuring that parents are fully informed about the crash risk for their teen drivers, and how Alaska's graduated driver licensing program works to address that risk, is essential. Key themes that AHSO will seek to convey to parents include the importance of significant practice during the learner's phase, the use of a parent-teen driving agreement, and controlling the keys and staying involved after licensure. AHSO will leverage the findings in the recently released Governors Highway Safety Association report, *Promoting Parent Involvement in Teen Driving: An In-Depth Look at the Importance and the Initiatives*, to guide its work.

## Programs and Projects

### Target: 1

**Project Title:** Alaska Injury Prevention Center (AIPC) Teen Traffic Safety Program

**Description:** Funding will be provided to educate teens about critical safe driving practices, including seat belt use, the importance of refraining from drinking and driving, and sharing the road with pedestrians and cyclists. AIPC will deliver the peer-to-peer *Raise Your Voice* (RYV) program which provides teens the opportunity to design, implement, and evaluate a traffic safety media campaign; the *ThinkFast* program which engages teens in an interactive game show format to learn about the risks and consequences associated with driving and how alcohol and drugs can impact their safety; and the peer-to-peer intervention teen buckle up project to educate teens about the lifesaving importance of seat belts.

**Budget:** \$154,000/\$86,500/\$86,500 Section 405/402/164

**Evidence of Effectiveness:** CTW, Chapter 1, 6.5; Chapter 2, Section 3.2; Chapter 6, Section 3.1

**Target: 1****Project Title:** Homer Police Department *Project Drive***Description:** The Homer Police Department will conduct a series of *Project Drive* clinics that provide sixth- through twelfth-grade students in the middle and high schools the opportunity to experience what it is like to drive impaired and while talking on a cell phone and texting to demonstrate the dangers of distracted driving (under the supervision of a police officer). Funding will support officer overtime, purchase of a go-kart/utility vehicle and trailer, gasoline and clinic supplies.**Budget:** \$37,000 Section 164**Evidence of Effectiveness:** CTW, Chapter 6, Section 4.1

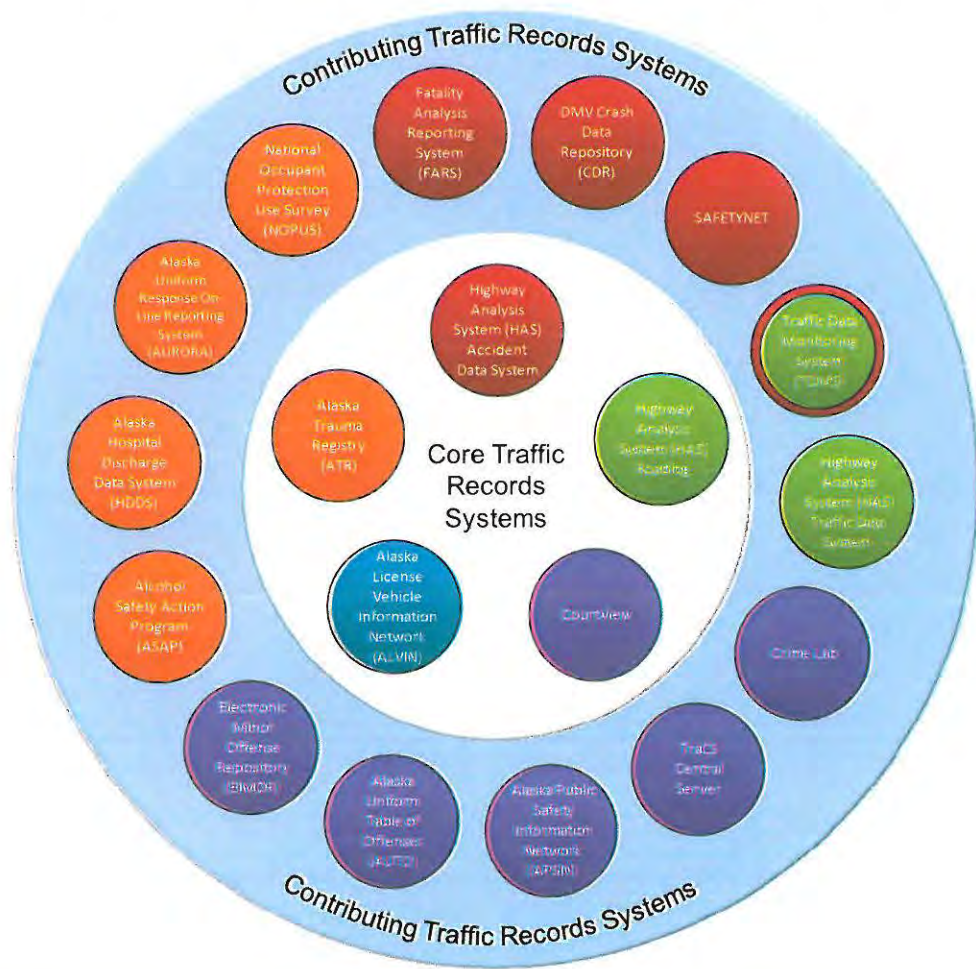
## 3.7 TRAFFIC RECORDS

### Overview

Timely, accurate, complete, consistent, and well-documented traffic records information is critical for monitoring, assessing, and addressing safety on Alaska's roadway system. An assessment of Alaska's traffic records system was conducted in 2007 and a five-year (2013 to 2018) strategic plan was adopted in March 2013 by the Alaska Traffic Records Coordinating Committee (ATRCC), of which AHSO is a member. The plan calls for ongoing coordination among all stakeholders, including the AHSO, in support of initiatives and projects which improve the quality of the State's traffic records.

Figure 3.32 details Alaska's Traffic Records System core and contributing databases. Four systems represent the six core traffic records databases (e.g., crash, driver, vehicle, citation/adjudication, EMS/injury surveillance, and roadway). The Highway Analysis System (HAS), operated and maintained by the Transportation Information Group within the Department of Transportation and Public Facilities, contains crash, roadway and traffic information. The Alaska License Vehicle Information Network (ALVIN), operated by the Division of Motor Vehicles within the Department of Administration, contains vehicle and driver information. CourtView contains citation and adjudication information for both criminal and minor offenses and is operated by the Office of the Administrative Director for the Alaska Court System. The Alaska Trauma Registry, operated by the Division of Public Health within the Department of Health and Social Services, contains serious injury information, including circumstances, treatments, and outcomes.

**Figure 3.32 Alaska Traffic Records System Component Databases**



LEGEND		
<span style="color: red;">●</span> Crash Data Systems	<span style="color: teal;">●</span> Driver Data Systems	<span style="color: blue;">●</span> Citation/Adjudication Data Systems
<span style="color: green;">●</span> Roadway Data Systems	<span style="color: lightblue;">●</span> Vehicle Data Systems	<span style="color: orange;">●</span> Statewide Injury Surveillance Systems

Source: Alaska Traffic Records Strategic Plan, 2013.

In addition, 14 other state and Federal traffic records systems contribute to the traffic safety community’s understanding of highway safety issues in Alaska. These systems, identified by their associated agency, include:

- Department of Transportation:
  - Fatality Analysis Reporting System (FARS); and
  - Commercial Motor Vehicle Enforcement – SAFETYNET.
- Department of Public Safety:
  - TraCS Central Server;

- Alaska Public Safety Information Network (APSIN);
- Alaska Uniform Table of Offenses;
- The Scientific Crime Detection Laboratory (Crime Lab); and
- The Electronic Minor Offense Repository (EIMOR).
- Division of Motor Vehicles:
  - Crash Data Repository (CDR).
- Department of Health and Social Services:
  - Alcohol Safety Action Program (ASAP);
  - Alaska Uniform Response On-Line Reporting System (AURORA); and
  - Alaska Hospital Discharge System (HDDS).
- Alaska Injury Prevention Center:
  - National Occupant Protection Use Survey (NOPUS).
- Municipality of Anchorage:
  - Traffic Data Management System (TDMS).

The ATRCC has been working to ensure that all projects in its strategic plan address recommendations and strategies outlined in its most recent assessment and reports. AHSO's grant application requires all traffic record-related grants to reference NHTSA's Model Performance Measures for State Traffic Records System. Additionally, all AHSO grant applications are required to align with the goals, objectives, strategies, and action steps in Alaska's five-year Traffic Records Strategic Plan.

AHSO has provided funding to pay for the license and maintenance fees for Traffic and Criminal Software (TraCS), Easy Street Draw, the Incident Locator Tool, and license and maintenance fees required by state and local law enforcement to successfully use the TraCS program. First implemented in Alaska in 2004, TraCS is used by 61 percent of Alaska's law enforcement agencies and allows for the electronic capture of data required on crash and citation forms whenever and wherever an incident occurs. The elimination of paper improves the efficiency, timeliness, and accuracy of reporting as officers complete the electronic forms and submit them via the web to the Alaska Courts System. A TraCS Steering Committee, of which AHSO is a member, oversees the implementation and expansion of the program.

A traffic records coordinator (currently an interim position) serves as a single point of contact for coordinating and scheduling ATRCC meetings and activities and tracking the progress of strategic planning and project implementation. This full-time position is tasked with deploying the State's traffic records strategic plan; updating the Federal TRIPRS monitoring system; serving as the point of contact for policy analysis, oversight, and coordination of Alaska's traffic

records; developing and maintaining the Section 405c Traffic Records program; and coordinating and assisting state agencies develop grant and budget proposals to fund traffic records initiatives. Additionally, the traffic records coordinator attends instate meetings, represents Alaska at national traffic records meetings and conferences, and works with stakeholders across Alaska and nationwide to improve Alaska's traffic records system.

The ATRCC also has formed a Data Oversight Subcommittee, which is tasked with collecting the data required for the STSP emphasis area performance measures (Driver Behavior, Roadway, and Special Users) and task forces (Aggressive Driving, Distracted Driving, and Remote Public Roads). In 2014, Alaska plans to establish an executive level traffic safety oversight committee comprised of the Directors of the Division of Motor Vehicles, Emergency Programs, Measurement Standards and Commercial Vehicle Enforcement, Alaska State Troopers, and Alaska Court System. They will meet twice annually to review progress made to date on the STSP and Traffic Records Strategic Plan, address challenges and resource needs, and provide leadership on issues facing both the STSP and ATRCC.

Alaska also has a Multi-Agency Justice Integration Consortium (MAJIC) comprised of 20 member agencies and organizations who work collaboratively to enhance the performance of the State's criminal justice system by sharing complete, timely, and accurate information (<http://ajsac.uaa.edu/majic/desktopdefault.aspx>).

## Performance Targets

Alaska's Traffic Records Strategic Plan, completed by the ATRCC in March 2013, identifies the following seven goals:

1. Provide ongoing coordination among all stakeholders in support of initiatives and projects which improve the quality of the State's traffic records.
2. Improve the timeliness of traffic records data collection and sharing.
3. Increase the accuracy of traffic records data.
4. Increase the completeness of traffic records data.
5. Promote uniformity of traffic records data.
6. Promote the ability to integrate traffic records data.
7. Facilitate access to traffic records data.

Specific objectives, strategies, and action steps align with these goals to advance Alaska's traffic records systems over the next five years. The performance targets (referred to as objectives in the strategic plan), which directly relate to activity in the FFY 2014 HSP, include:

- 2.1 – Improve the timeliness of Crash Records Data System data collection and transmittal by December 31, 2014.
- 2.2 – Improve the timeliness of the Roadway Data System by December 31, 2014.
- 2.3 – Improve the timeliness of the Citation/Adjudication Data System by September 30, 2016.
- 2.4 – Improve the timeliness of EMS/Trauma Registry Data System report submission and data entry by September 30, 2014.
- 3.4 – Improve the accuracy of the Citation/ Adjudication Data System data by September 30, 2016.
- 3.5 – Improve the accuracy of EMS/Trauma Registry Data System data collection and transmittal by September 30, 2014.
- 4.3 – Improve the completeness of the Citation/Adjudication Data System data by September 30, 2016.
- 4.5 – Create a database for counting nonmotorized road users by September 30, 2014.
- 5.2 – Improve the uniformity of the Citation/Adjudication Data System by September 30, 2016.

Activity toward the plan’s performance targets is ongoing, but has not been listed due to their longer implementation timeline. Information about the ATRCC and the Alaska Traffic Records Strategic Plan is available on-line at: [http://www.dot.state.ak.us/stwdplng/hwysafety/trafficrecords\\_comm.shtml](http://www.dot.state.ak.us/stwdplng/hwysafety/trafficrecords_comm.shtml)

## Strategies

AHSO will continue to provide funding for the successful implementation and expansion of the Traffic and Criminal Software (TraCS) deployment among law enforcement agencies, including the development, testing, and implementation of electronic forms required for DUI and other arrests. These include: Notice and Order of Revocation (including under 21 violations), Implied Consent Warning, Notice of Right to an Independent Test, Notice of Right to an Independent Test After Refusal, Criminal Case Intake, and Disposition. Additionally, work will continue to expand the use of TraCS by law enforcement agencies across Alaska. Funding will be provided to enable the Department of Transportation and Public Facilities State Equipment Fleet to travel throughout the State to install the necessary hardware to support TraCS in state and local law enforcement vehicles.

AHSO also will provide funding to support the work of the Alaska Court System to develop a uniform, complete, and accurate electronic table of offenses containing all local and state offenses and related data for required and standardized use by all Alaska law enforcement agencies. This effort is required by order of the Alaska Supreme Court, which ruled on April 15, 2013 that all citations “must include the statute, regulation or ordinance that the defendant is

alleged to have violated as identified in the uniform table of minor offenses maintained by the court” (<http://www.courts/alaska.gov/mo.htm#3>). A uniform offense code table for all minor offenses will include a traffic offense table, which is partially developed. The quality of citation and adjudication data needed to develop and monitor strategies to improve traffic safety in the focus areas outlined in the HSP and STSP (speeding, impaired driving, unrestrained passenger vehicle occupants, motorcyclists, pedestrians, bicyclists, novice drivers) depends on the accuracy, completeness, accessibility, uniformity, and potential for integration of the offense and related data entered into the citation/adjudication traffic records system. A uniform electronic traffic offense table also supports the mission of the ATRCC.

Funding will be provided to complete a data validation study of information submitted to Alaska’s Trauma Registry by the State’s 24 acute care hospitals. Alaska’s Trauma Registry contains information on the most seriously injured patients in Alaska and the treatment they received. Alaska has the second highest trauma mortality rate in the U.S. Unintentional injuries are the third leading cause of death in Alaska, with motor vehicle crashes accounting for the majority of these deaths. The ATR contains an average of 4,600 trauma-related hospitalizations each year and approximately 18 percent are coded as transportation-related injuries. To validate the credibility of the data within the registry, all submissions must be evaluated to verify consistency of critical data points collected on all trauma-related hospitalizations. Through a valid registry, traffic safety-related agencies and stakeholders can rely on this data to monitor serious injury and create injury prevention plans. To date, data from two-thirds of the hospitals have been validated. The study involves a three-step validation process – inclusion criteria, chart abstraction, and data entry. The goal of the project aligns with those outlined in the ATRCC Strategic Plan and is critical to AHSO and its partner agencies.

Partnering with the Alaska Injury Prevention Center, AHSO will provide funding to count the number of bicyclists and pedestrians on Alaska’s roads. This critical data, combined with crash reports, will help planners make better decisions about infrastructure needs, advance Complete Streets and safe biking and walking policies, and identify unmet educational and outreach opportunities that can help prevent crashes and save lives.

## **Programs and Projects**

**Target:** 2.4 and 3.5

**Project Title:** AK Trauma Registry Data Validation Project

**Description:** Funding will be provided to complete a data validation study of information submitted to the Alaska Trauma Registry (ATR) which contains information on the most seriously injured patients in Alaska and the treatment they received. The project will support validation of the remaining one-third of data using a three-step validation process (inclusion criteria, chart abstraction, and data entry).



**Budget:** \$86,000 Section 408

**Evidence of Effectiveness:** N/A

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**Target:** 4.3 and 5.2

**Project Title:** Improvement to AK Court System Case Management System

**Description:** Project funding will support personnel costs for the Alaska Court System to develop a uniform, complete, and accurate electronic table of offenses containing all local and state offenses and related data for required and standardized use by all Alaska law enforcement agencies.

**Budget:** \$105,000 Section 408

**Evidence of Effectiveness:** N/A

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**Target:** 2.1, 2.3, 3.3, and 5.2

**Project Title:** TraCS DUI and Traffic-Related Forms

**Description:** All law enforcement officers currently are completing several paper forms required by the DMV and court, and often the same data is completed multiple times by hand. AHSO will fund the development, testing, and implementation of electronic forms required for DUI and other arrests which will be integrated into the TraCS software package. These include: Notice and Order of Revocation (including under 21 violations), Implied Consent Warning, Notice of Right to an Independent Test, Notice of Right to an Independent Test After Refusal, and Criminal Case Intake and Disposition.

**Budget:** \$255,000 Section 408

**Evidence of Effectiveness:** N/A

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**Target:** 2.1, 2.3, 3.4, and 4.3

**Project Title:** TraCS Hardware Installation

**Description:** This projects supports DOT&PF staff to install TraCS Hardware in law enforcement agency cars. Funding pays for overtime and travel expenses.

**Budget:** \$84,000 Section 408

**Evidence of Effectiveness:** N/A

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**Target:** Traffic Records Strategic Plan Goal 4, Objective 5

**Project Title:** AIPC Anchorage Bicyclist Counting Pilot Project

**Description:** This pilot project supports an objective in Alaska's FFY 2014 Traffic Records Strategic Plan to create a database for counting nonmotorized road users by September 30, 2014. Funding will support the purchase of five counters (cost includes data analysis) that provide a visual count of cyclists on the roads in Anchorage at a variety of locations, multiple days and in all seasons. The NOPUS survey data will be used to help determine potential locations for the counters and the AIPC will work with the Anchorage Municipality Planning Department to determine the best locations and times to implement counting.

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

**Evidence of Effectiveness:** N/A

## 3.8 PLANNING AND ADMINISTRATION

The Alaska Highway Safety Office will serve as the primary agency responsible for ensuring that the State's highway safety concerns are identified and addressed through the development and implementation of appropriate countermeasures.

### Goal

To administer a fiscally responsible, effective highway safety program that is data driven, includes strategic partners and stakeholders, and addresses the State's specific safety characteristics.

### Performance Targets

1. Conduct a Stakeholders' meeting to receive input for development of the FFY 2015 Highway Safety Performance Plan.
2. Deliver the FFY 2013 Annual Report by December 31, 2013.
3. Deliver the Federal Fiscal Year 2015 Highway Safety Plan by July 1, 2014.

### Strategies

1. Administer the statewide traffic safety program:
  - Implement the FFY 2014 HSP and develop future initiatives;
  - Provide sound fiscal management for traffic safety programs;
  - Coordinate HSP with the SHSP and other state plans through collaboration with other Federal, state, and local agencies; and
  - Assess program outcomes.
2. Provide data required for Federal and state reports.
3. Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
4. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
5. Identify and prioritize highway safety problems for future AHSO attention, programming, and activities.
6. Implement program management and oversight for all activities within this program area.

## Programs and Projects

**Project Title:** AHSO Operations

**Description:** Personnel, operating costs, travel expenses, and contractual services will provide the statewide program direction, financial, and clerical support, property management, and audit for the 402 statewide programs.

**Budget:** \$228,998 Section 402

### 3.9 NHTSA EQUIPMENT APPROVAL

Alaska's equipment needs and the associated funding are unclear at this time. The AHSO will submit a letter to NHTSA requesting approval prior to any purchase of equipment valued over \$5,000.

### 3.10 PAID ADVERTISING

The Alaska Highway Safety Office will contract with a communications consultant to oversee the development and implementation of a statewide strategic communications plan that supports the strategies outlined in the 2014 HSP and Alaska's Strategic Traffic Safety Plan. This work will be conducted under the guidance of the Alaska Strategic Communications Alliance (ASCA), which is facilitated by the AHSO. The goals of the campaign are to:

- Educate roadway users about their roles and responsibilities for safely sharing the road;
- Change the behavior of all roadway users resulting in a reduction in the incidence of crashes resulting in property damage, injury and or death; and
- Increase public awareness of the enforcement of traffic safety laws in an effort to achieve a zero deaths goal.

The strategic communications plan will support the initiatives outlined in AHSO's 2014 HSP and Alaska's STSP with a particular focus on impaired, distracted, and aggressive driving (which includes speeding); pedestrian, bicycle and motorcycle safety; teen driving; proper restraint for motor vehicle occupants of all ages; and designated safety corridors. The plan also will support Alaska's participation in the national Click it or Ticket and *Drive/Ride Sober or Get Pulled Over* high-visibility enforcement mobilizations.

The plan will use paid, earned, and owned media, including social media, to address the emphasis areas in both the HSP and STSP. The consultant will work with AHSO's partners, including the Alaska State Troopers, to develop Alaska-specific radio and television spots and/or to retag spots available from NHTSA's Office of Communications and Consumer Information. Outdoor advertising (e.g., billboards, bus backs) also will be included in the plan, if appropriate.

The creative and media buys will be targeted to reach key demographic groups (e.g., the parents of teen drivers, males between 18 and 35 years of age, motorcyclists) with critical safety messages (e.g., make time for practice and control the keys, *Drive/Ride Sober or Get Pulled Over*) at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations). All media materials will be tagged with the Zero Fatalities logo.

All media will be evaluated to assess its effectiveness in reaching the target audience. Particular measures will include:

- Paid media tactics employed, along with channel, duration and impressions generated;
- Type and amount of collateral material (e.g., brochure, poster, safety aid) distributed, to whom and for what;
- Media coverage generated by AHSO and/or partner-related public outreach tactics (e.g., press releases/conference, safety fairs, campaigns), including channel, estimated audience reach/impressions, tone (e.g., neutral, positive, negative), and value/advertising equivalency; and
- On-line engagement, including unique visits to the AHSO web site, page clicks, and social media activities.

AHSO also will include questions in its annual behavioral safety telephone survey that measure public awareness of its key safety messages disseminated through paid, owned, and earned media.

#### **Paid Advertising Budget**

Media Contractor: \$30,000/\$30,000, 164 and 402

Paid Media: \$100,000, 164/402/2010

### **3.11 154 TRANSFER FUNDS**

One hundred percent of all new 154 penalty transfer funds will be used by the Department of Transportation and Public Facilities for eligible infrastructure-related projects as provided in the Section 154 regulation.

## **4.0 Performance Report**

Table 4.1 provides the results of Alaska's progress in meeting the State's core performance measures identified in the FFY 2013 HSP.

**Table 4.1 Progress on FFY 2013 Performance Targets**

Performance Measures	Actual Figures								Goals					
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2020	2025	2030
Fatalities (Actual)	101	73	74	82	62	64	56	72	55	53	51	42	36	31
Three-Year Average of Fatalities	96	91	83	76	73	69	61	63	64	62	60	50	43	37
Fatality Rate/100 Million VMT	2.02	1.45	1.49	1.59	1.29	1.30	1.17	1.57	1.14	1.10	1.07	0.88	0.76	0.65
Serious Injuries (all crashes)	584	580	437	433	391	452	488	*	345	334	324	268	229	196
Number of Fatalities Involving Driver or Motorcycle Operator w/ $\geq$ .08 BAC	27	29	19	25	21	20	15	21	19	18	17	14	12	11
Number of Unrestrained Passenger Vehicle Occupant Fatalities	34	22	17	28	23	12	13	20	20	20	19	16	13	12
Number of Speeding-Related Fatalities	38	28	30	34	27	29	26	25	24	23	22	18	16	14
Number of Motorcyclist Fatalities	8	4	9	6	8	7	9	10	7	7	7	5	5	4
Number of Unhelmeted Motorcyclist Fatalities	5	1	2	1	2	2	6	1	2	2	2	1	1	1
Number of Drivers age 20 or Younger Involved in Fatal Crashes	17	13	17	21	17	10	7	9	15	15	14	12	10	8
Number of Pedestrian Fatalities	10	7	9	13	3	10	6	9	3	3	2	2	2	2
Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	76.7%	78.4%	83.2%	82.4%	84.9%	86.1%	86.8%	89.3%	88.1%	89.1%	90.1%	95.0%	95.0%	97.5%
Number of Seat Belt Citations Issued During Grant-Funded Enforcement Activities (FFY)						4,100	1,726	1,526	547	Areas tracked but no goals set				
Number of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities (FFY)						1,896	1,474	1,330	783	Areas tracked but no goals set				
Number of Speeding Citations Issued During Grant-Funded Enforcement Activities (FFY)						3,376	1,985	2,067	1,089	Areas tracked but no goals set				

Baseline Figures are in blue.

Goals are in green. NOTE: The STSP goal is to reduce fatal and serious injuries from motor vehicle crashes by one-half from 2008 to 2030.

Note: 2011 serious injury data are not available. Serious Injuries are classified as major injuries in Alaska. Actual figures from 2004 to 2010 for noncitation and arrest performance measures are as shown in the FFY 2013 Alaska Highway Safety Plan.

## **5.0 Cost Summary**

### **5.1 HIGHWAY SAFETY PLAN COST SUMMARY**

HS Form 217 begins on the next page.

## HIGHWAY SAFETY PROGRAM COST SUMMARY

State: Alaska Date: 6/12/2013

Program Area	Program Costs	State Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/ (Decrease)	Current Balance	
<b>SAFETEA-LU NHTSA 402</b>						
Planning & Administration	\$107,378.45	\$107,378.45				
Alcohol						
Emergency Medical Services						
Motorcycle Safety						
Occupant Protection						
Paid Media						
Pedestrian/Bicycle Safety						
Police Traffic Services						
Safe Communities						
<b>SAFETEA-LU NHTSA 402 TOTAL</b>	<b>\$1,617,406.15</b>	<b>\$257,269.07</b>	<b>\$1,617,406.15</b>	<b>\$0.00</b>	<b>\$1,617,406.15</b>	<b>\$646,962.46</b>
<b>MAP-21 NHTSA 402</b>						
Planning & Administration	\$228,998.25	\$228,998.25				
MAP-21 NHTSA 402	\$1,532,526.75	\$152,123.96				
<b>MAP-21 NHTSA 402 TOTAL</b>	<b>\$1,761,525.00</b>	<b>\$381,122.21</b>	<b>\$0.00</b>	<b>\$1,761,525.00</b>	<b>\$1,761,525.00</b>	<b>\$704,610.00</b>
<b>SAFETEA-LU NHTSA 405</b>						
Occupant Protection	\$44,499.26	\$133,497.78				
<b>SAFETEA-LU NHTSA 405 TOTAL</b>	<b>\$44,499.26</b>	<b>\$133,497.78</b>	<b>\$44,499.26</b>	<b>\$0.00</b>	<b>\$44,499.26</b>	<b>\$0.00</b>
<b>MAP-21 NHTSA 405</b>						
Occupant Protection	\$350,000.00	\$70,000.00				
Traffic Records	\$500,000.00	\$100,000.00				
Impaired Driving	\$900,000.00	\$180,000.00				
Motorcycle	\$30,000.00	\$6,000.00				
<b>MAP-21 NHTSA 405 TOTAL</b>	<b>\$1,780,000.00</b>	<b>\$356,000.00</b>	<b>\$0.00</b>	<b>\$1,780,000.00</b>	<b>\$1,780,000.00</b>	<b>\$0.00</b>



Program Area	Program Costs	State Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/ (Decrease)	Current Balance	
<b>SAFETEA-LU NHTSA 408</b>						
Data Program	\$306,560.00	\$76,640.00				
<b>SAFETEA-LU NHTSA 408</b>	<b>\$306,560.00</b>	<b>\$76,640.00</b>				
<b>Total</b>			<b>\$306,560.00</b>	<b>\$0.00</b>	<b>\$306,560.00</b>	<b>\$0.00</b>
<b>SAFETEA-LU NHTSA 410</b>						
Planning & Administration	\$329,065.41	\$95,973.87				
Alcohol-SAFETEA-LU	\$1,460,802.93	\$4,382,408.79				
High Fatality Rate	\$152,262.48	\$456,787.44				
<b>SAFETEA-LU NHTSA 410</b>	<b>\$1,942,130.82</b>	<b>\$4,935,170.10</b>				
<b>TOTAL</b>			<b>\$1,942,130.82</b>	<b>\$0.00</b>	<b>\$1,942,130.82</b>	<b>\$0.00</b>
<b>SAFETEA-LU NHTSA 2010</b>						
Motorcycle Safety	\$318,016.53	\$0.00				
<b>SAFETEA-LU NHTSA 2010</b>	<b>\$318,016.53</b>	<b>\$0.00</b>				
<b>Total</b>			<b>\$318,016.53</b>	<b>\$0.00</b>	<b>\$318,016.53</b>	<b>\$0.00</b>
<b>SAFETEA-LU NHTSA 2011</b>						
Child Seats	\$31,966.13	\$31,966.13				
Paid Media		\$0.00				
<b>SAFETEA-LU NHTSA 2011</b>	<b>\$31,966.13</b>	<b>\$31,966.13</b>				
<b>Total</b>			<b>\$31,966.13</b>	<b>\$0.00</b>	<b>\$31,966.13</b>	<b>\$0.00</b>
<b>SAFETEA-LU NHTSA 154</b>						
Planning & Administration	\$1,827,632.02	\$0.00				
Alcohol	\$13,825,169.83	\$0.00				
Paid Media		\$0.00				
<b>SAFETEA-LU NHTSA 154</b>	<b>\$15,652,801.85</b>	<b>\$0.00</b>				
<b>Total</b>			<b>\$15,652,801.85</b>	<b>\$0.00</b>	<b>\$15,652,801.85</b>	<b>\$6,261,120.74</b>
<b>SAFETEA-LU NHTSA 164</b>						
Planning & Administration	\$456,393.75	\$0.00				
Alcohol	\$5,744,627.75	\$0.00				
<b>SAFETEA-LU NHTSA 164</b>	<b>\$6,201,021.50</b>	<b>\$0.00</b>				
<b>Total</b>			<b>\$6,201,021.50</b>	<b>\$0.00</b>	<b>\$6,201,021.50</b>	<b>\$2,480,408.60</b>

Program Area	Program Costs	State Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/ (Decrease)	Current Balance	
FHWA 164 HE						
Hazard Elimination	\$25,130,967.09	\$0.00	\$25,130,967.09	Administered through FHWA for FFY14	\$25,130,967.09	\$0.00
<b>FHWA 164 Total</b>	<b>\$25,130,967.09</b>	<b>\$0.00</b>				
<b>Total NHTSA</b>	<b>\$26,114,402.24</b>	<b>\$5,434,543.08</b>	<b>\$26,114,402.24</b>	<b>\$3,541,525.00</b>	<b>\$29,655,927.24</b>	<b>\$10,093,101.80</b>
<b>Total FHWA</b>	<b>\$25,130,967.09</b>	<b>\$0.00</b>	<b>\$25,130,967.09</b>	<b>Administered through FHWA for FFY14</b>	<b>\$25,130,967.09</b>	<b>\$0.00</b>
<b>NHTSA &amp; FHWA</b>	<b>\$51,245,369.33</b>	<b>\$5,434,543.08</b>	<b>\$51,245,369.33</b>	<b>\$3,541,525.00</b>	<b>\$54,786,894.33</b>	<b>\$10,093,101.80</b>

State Official Authorized Signature:

NAME: Tammy Kramer

TITLE: Governor's Representative

DATE: 6/12/2013

Federal Official Authorized Signature:

NHTSA NAME: \_\_\_\_\_

TITLE: \_\_\_\_\_

DATE: \_\_\_\_\_

EFFECTIVE DATE: \_\_\_\_\_

HS Form 217

## 5.2 FFY 2014 PROJECT LIST

Table 5.1 is a list of projects and an estimated amount of Federal funds for each project that the State proposes to conduct in FFY 2014 to meet the performance targets identified in the HSP.

**Table 5.2 FFY 2014 Project List**

<b>Projects</b>	<b>Funding</b>	<b>Source</b>
AIPC Bike Counting	\$60,000.00	408
AIPC Seat Belt/Teen	\$327,000.00	164/405/402
AIPC Bike/Pedestrian	\$58,000.00	402
AK Trauma Registry	\$86,000.00	408
Anchorage ABATE	\$13,000.00	2010
AST Speeding Fatality Reduction	\$170,000.00	402
Bike/Pedestrian STSP Projects	\$20,000.00	402
CIOT Enforcement	\$90,000.00	402
Communications Contractor	\$60,000.00	402/164
Fairbanks PD DUI Traffic Enforcement	\$255,000.00	154
Fairbanks Safe Rider	\$90,000.00	405
High-Visibility Enforcement DUI	\$90,000.00	154
Homer PD Project	\$37,000.00	164
Improvement ACS	\$105,000.00	408
Juneau ABATE	\$17,000.00	2010
LEL Lead	\$50,000.00	405/164
Mat-Su CPS Program	\$28,000.00	2011
MSCMV CIOT Enforcement	\$70,000.00	405
NOPUS	\$65,000.00	405
North Pole DUI Officer	\$11,700.00	154
Paid Media	\$100,000.00	402/164/2010
Safe Kids Alaska Buckle Up	\$44,000.00	405
Safe Kids Kenai	\$70,000.00	405
Scholarship Travel for Training & Workshops	\$20,000.00	402/405
Statewide DRE	\$74,000.00	410
Toxicology SVCS	\$194,000.00	410
TraCS DUI-Related Forms	\$255,000.00	408
TRaCS Hardware Install	\$84,000.00	408



## **6.0 State Certifications and Assurances**

This Federal Fiscal Year 2014 State Certifications and Assurances begin on the next page.

**APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Alaska

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following certifications and assurances:

**GENERAL REQUIREMENTS**

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State’s application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that 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 U.S.C. 402(b)(1)(A))

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

### **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

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 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C.3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being

made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

### **THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)**

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:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - 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 –
  - Abide by the terms of the statement.
  - 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 –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - 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 all of the paragraphs above.

### **BUY AMERICA ACT**

**(applies to subrecipients as well as States)**

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



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

**POLITICAL ACTIVITY (HATCH ACT) (applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

**CERTIFICATION REGARDING FEDERAL LOBBYING (applies to subrecipients as well as States)**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any

person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

**RESTRICTION ON STATE LOBBYING (applies to subrecipients as well as States)**

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 (applies to subrecipients as well as States)**

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency’s determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and

coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in

connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction

of record, making false statements, or receiving stolen property;

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

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

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

#### Instructions for Lower Tier Certification

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

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

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

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

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and

Voluntary Exclusion -- Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions (See below).

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

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

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

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

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

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

### **POLICY ON SEAT BELT USE**

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's web site at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its web site at [www.trafficsafety.org](http://www.trafficsafety.org).

### **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### **ENVIRONMENTAL IMPACT**

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

## **SECTION 402 REQUIREMENTS**

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 U.S.C. 402(b)(1)(B)).

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The 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 U.S.C. 402(b)(1)(D)).

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents (23 U.S.C. 402(b)(1)(E)).

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:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C.

148(a) (23 U.S.C. 402(b)(1)(F)).

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

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

**I understand that failure to comply with applicable Federal statutes and regulations 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.**

**I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.**

Jimmy Kramer

Signature Governor's Representative for Highway Safety

6/28/2013

Date

Jimmy Kramer

Printed name of Governor's Representative for Highway Safety



# 7.0 Teen Traffic Safety Program

## APPENDIX C TO PART 1200 – ASSURANCES

### FOR TEEN TRAFFIC SAFETY PROGRAM (23 U.S.C. CHAPTER 4)

State: **Alaska**

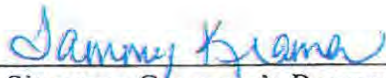
Fiscal Year: **2014**

The State has elected to implement a Teen Traffic Safety Program—a statewide program to improve traffic safety for teen drivers—in accordance with 23 U.S.C. 402(m).

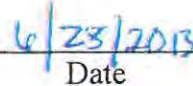
In my capacity as the Governor’s Representative for Highway Safety, I have verified that:

The Teen Traffic Safety Program is a separately described Program Area in the Highway Safety Plan, including a specific description of the strategies and projects, and appears in HSP page number(s) 66 through 71. as required under 23 U.S.C. 402(m), the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to:


- increase seat belt use;
- reduce speeding;
- reduce impaired and distracted driving;
- reduce underage drinking; and
- reduce other behaviors by teen drivers that lead to injuries and fatalities.



\_\_\_\_\_  
Signature Governor’s Representative for Highway Safety



\_\_\_\_\_  
Date



\_\_\_\_\_  
Printed name of Governor’s Representative for Highway Safety



## 8.0 Section 405 Grant Application

For FFY 2014, Alaska is applying for the following 405 incentive grants programs:

- Part 1 - Occupant Protection (23 CFR 1200.21);
- Part 2 - State Traffic Safety Information System Improvements (23 CFR 1200.22); and
- Part 3 - Impaired Driving Countermeasures (23 CFR 1200.23).

The 405 application, which is signed by Alaska's Governor's Representative for Highway Safety and includes the completed sections of the Appendix D to Part 1200 - Certification and Assurances for National Priority Safety Program Grants and the accompanying documentation, will be sent separately to NHTSA.