



ALASKA HIGHWAY SAFETY PLAN ***Federal Fiscal Year 2016***



prepared on behalf of
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Under the direction of
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Transportation and Public Facilities

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Acronym Guide

ACS	Alaska Court System
AHSO	Alaska Highway Safety Office
AIPC	Alaska Injury Prevention Center
ALVIN	Alaska License Vehicle Information Network
ANTHC	Alaska Native Tribe Health Consortium
APSIN	Alaska Public Safety Information Network
ARIDE	Advanced Roadside Impaired Driving Enforcement
ASTEP	Alaska Strategic Enforcement Partnership
ATR	Alaska Trauma Registry
ATRCC	Alaska Traffic Records Coordinating Committee
BAC	Blood Alcohol Concentration
CDC	Centers for Disease Control
CDR	Crash Data Repository
CPS	Child Passenger Safety
CIOT	Click It or Ticket
CTW	Countermeasures That Work
DDACTS	Driven Approaches to Crime and Traffic Safety
DOT&PF	Department of Transportation and Public Facilities
DITEP	Drug Impairment Training for Education Professionals
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
DRE	Drug Recognition Expert
EIMOR	Electronic Minor Offense Repository
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GDL	Graduated Driver's License
GHSA	Governors Highway Safety Association
HAS	Highway Analysis System

HDDS	Alaska Hospital Discharge System
HVE	High-Visibility Enforcement
HSP	Highway Safety Plan
IDTF	Impaired Driving Task Force
LEL	Law Enforcement Liaison
MOU	Memorandum of Understanding
MADD	Mothers Against Drunk Driving
MAJIC	Multi-Agency Justice Integration Consortium
MAP-21	Moving Ahead for Progress in the 21st Century
NEMSIS	National Emergency Medical Service Information System
NHTSA	National Highway Traffic Safety Administration
OPTF	Occupant Protection Task Force
OPUS	Occupant Protection Use Survey
SFST	Standard Field Sobriety Test
SK	Safe Kids
SHSP	Strategic Highway Safety Plan
STSI	State Traffic Safety Information
TDMS	Traffic Data Management System
TRCC	Traffic Records Coordinating Committee
TRIPRS	Traffic Records Improvement Program Reporting System
TSRP	Traffic Safety Resource Prosecutor
UMOT	Uniform Minor Offense Table
UOCT	Uniform Offense Citation Table
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 fatalities and injuries prompted by unsafe behaviors. Under this mandate states identify their most critical traffic safety problems and annually develop a Highway Safety Plan (HSP) that provides 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 end game, as outlined in Alaska's HSP in concert with the Strategic Highway Safety Plan (SHSP), 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 SHSP, which was revised in September 2013. The SHSP 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) 2016 HSP addresses two of the key emphasis areas outlined in the 2013 SHSP – Driver Behavior (novice and impaired drivers) and Special Users (bicyclists, pedestrians, and motorcyclists). Alaska's 2016 HSP includes a strong focus on public outreach and strategies for conducting behavioral safety communications campaigns.

In its SHSP, Alaska has established two task forces. The Aggressive Driving and Distracted Driving Task Forces are designed to support the emphasis area groups, investigating trends and contributing factors, as well as data, funding, and legislative issues. The AHSO is actively involved with these task forces.

The 2016 HSP is composed of eight sections – Planning Process, Performance Plan, Highway Safety Plan, Performance Report, Program Cost Summary, Certifications and Assurances, Teen Traffic Safety Program, and Section 405 Grant Application. Section 1.0, Highway Safety Planning Process, describes the data sources and processes used to identify the State's highway safety problems, describe the state's overall highway safety performance measures, define the State's performance targets, and develop and select evidence based countermeasure strategies and projects. The participants involved in these processes and efforts to coordinate with the SHSP are also described in this section.

The Performance Plan (Section 2.0) details the problem identification process, lists Alaska's annual quantifiable and measurable highway safety performance targets, identifies at least one performance measure and data-driven performance target for each program area, and includes a justification for each performance target.

The Highway Safety Plan (Section 3.0) provides an overview of the State's evidence-based traffic safety enforcement program and 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

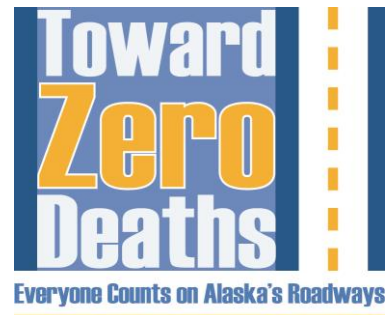
Highway Safety Program), 405 (National Priority Safety Programs) grant programs, and other funding which will be used to support these initiatives and Alaska's traffic records system. Continued assessment and investment in the latter is essential for maximizing the efficiency and effectiveness of traffic records data collection and analysis used in the HSP, SHSP and by many of the State's safety stakeholders.

The Performance Report (Section 4.0) is a 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 2016 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 2016 Federal fiscal year. The Certifications and Assurances (Section 6.0) include a certification statement signed by the Governor's Representative for Highway Safety. This section 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 is summarized in Section 8.0. In FFY 2016, Alaska is applying for Section 405 funds to address Occupant Protection, State Traffic Safety Information System Improvements, and Impaired Driving Countermeasures. The 405 application will be submitted separately in three parts with supporting documentation (as applicable) as suggested by NHTSA during the HSP Planning webinar.

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, the Alaska Traffic Records Coordinating Committee and Impaired Driving and Occupant Protection Task Forces, community coalitions, other interested parties, and in collaboration with the State's Strategic Highway Safety Plan (SHSP) including the stakeholders involved with the emphasis area teams. For the FFY 2016 HSP, the AHSO hired a consultant to assist with internal planning meetings, tracking of progress, 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 570,641 square miles. Despite its large land mass, the State ranks 48th in population with 736,732 residents (U.S. Census Bureau) and an average person per square mile rate of 1.3 (compared to 90.2 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 two-thirds (67.3 percent) of Alaskans are Caucasian, 14.7 percent are American Indian/Alaska Native, 6.6 percent are Latino, 5.8 percent are Asian, 3.9 percent are Black, and the remaining 1.7 percent represent persons of other origins.



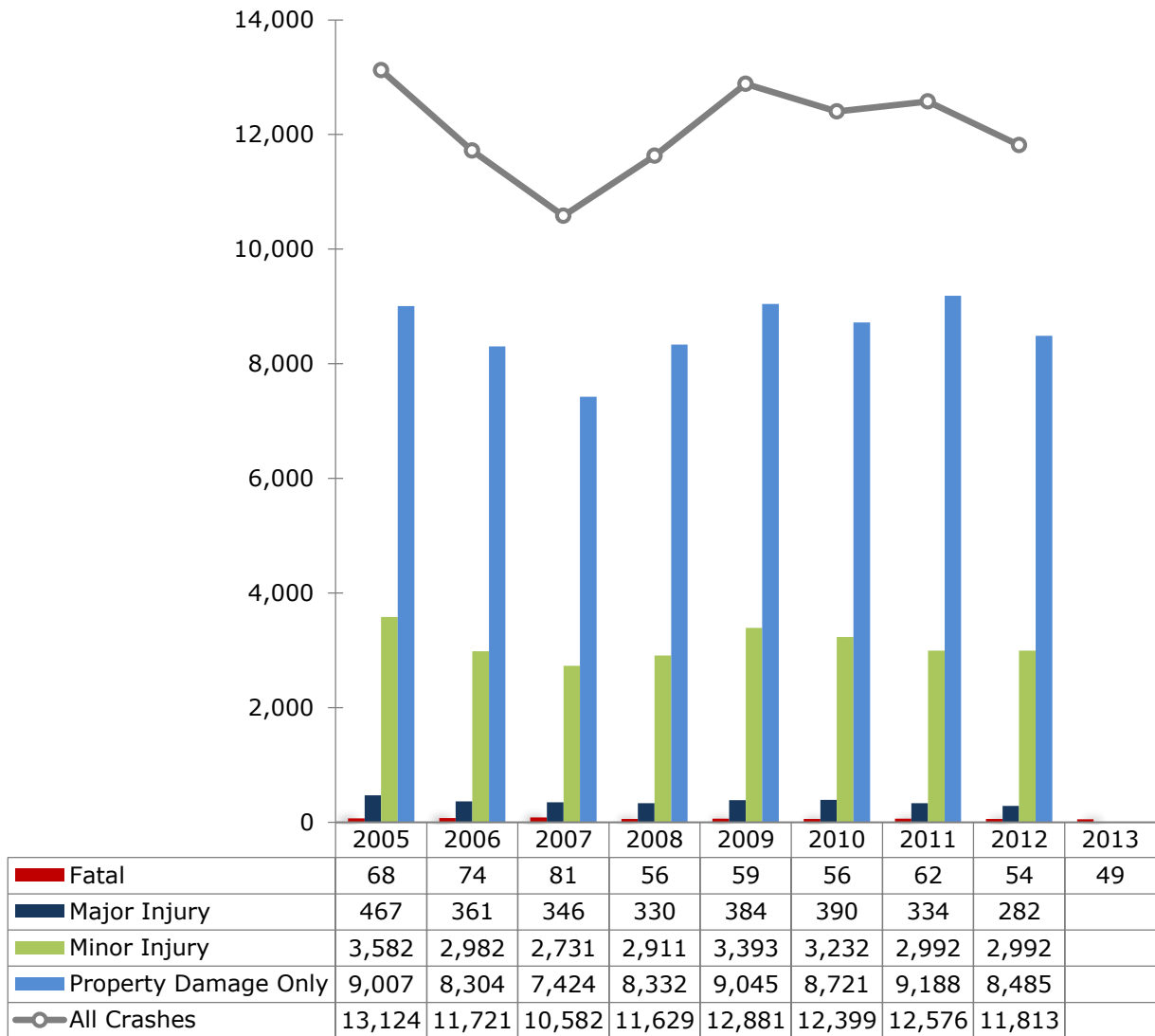
The State is composed of 19 organized boroughs and one unorganized borough (similar to counties in the lower 48). Anchorage has the largest population (301,010) of all boroughs, while Yukon-Koyukuk encompasses the largest land mass (145,900 square miles). According to the U.S. Census Bureau's 2014 estimates, the State's 10 largest cities include: Anchorage, 301,010; Fairbanks, 32,469; Juneau (also its capital), 32,406; Sitka, 8,900; Wasilla, 8,849; Kenai, 7,568; Ketchikan, 8,245; Palmer, 6,515; Kodiak, 6,304; and Bethel, 6,415.

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 statistics published by FHWA for 2013, there are almost three times as many registered trucks (549,036) as there are registered passenger vehicles (201,042) in the State. Airplanes are often the most efficient and sometimes the only way to travel between communities.

The AHSO uses two primary crash data sources to analyze and identify the State's most significant traffic safety problems as well as high-risk populations for traffic injuries and fatalities. 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 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 12,090 reportable motor vehicle-related crashes annually. As shown in Figure 1.1, crashes have been trending downward over the past seven years, falling 10 percent between 2005 and 2012. While the largest percentage of crashes in 2012 involve property damage only (72 percent), followed by minor injury (25 percent), approximately three percent of Alaska's crashes result in major injury or death. Alaska uses "major" injury instead of serious injury as is common in the Lower 48. A major injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred. In other states, a major injury is generally referred to as a serious injury or an incapacitating injury.

Figure 1.1 Statewide Crashes by Severity



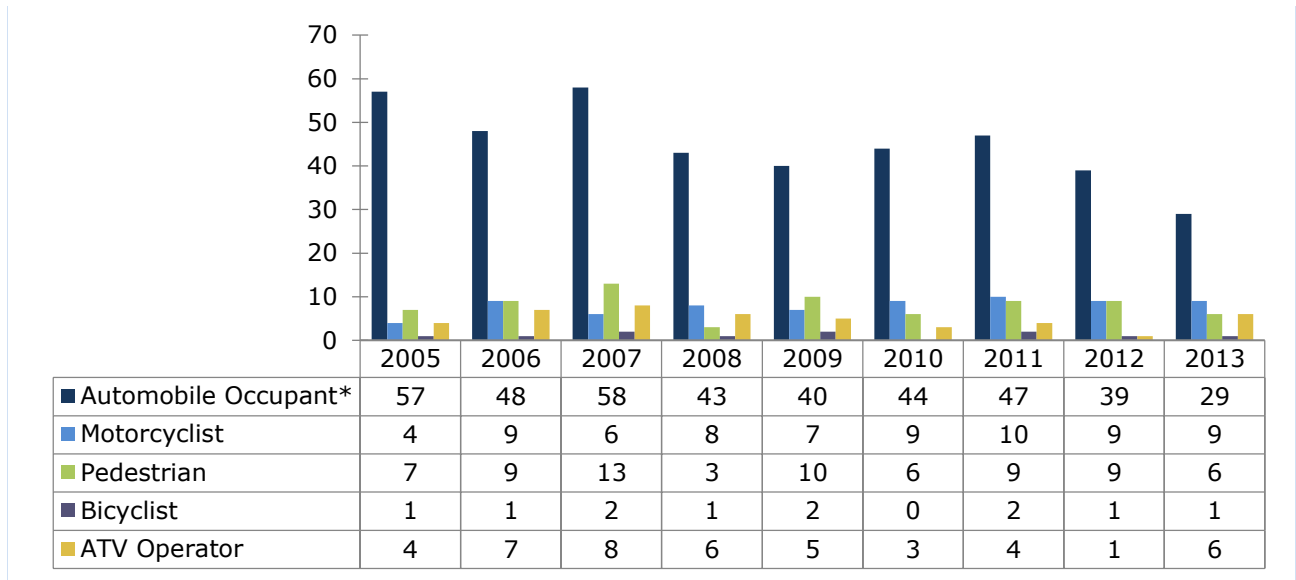
Source: Alaska Highway Analysis System and FARS, 2015.

Note: 2013 injury and property damage data are not available.

The AHSO and its partners query these data sources to identify who (e.g., age, sex, gender, high-risk populations) 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.

Between 2005 and 2013, an average of 45 automobile occupants was killed annually on the State’s roadways. Automobile occupants also accounted for the largest average annual number of people (320) who suffered major injuries in motor vehicle crashes between 2005 and 2012. 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 1.2).

Figure 1.2 Fatalities by Roadway User Group

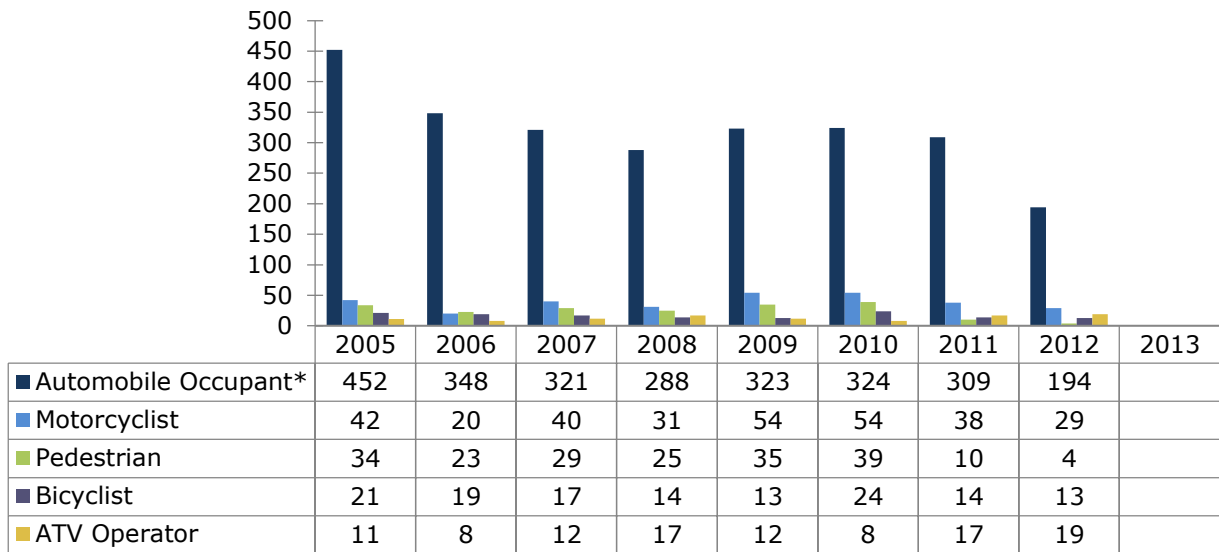


Source: Alaska Highway Analysis System, 2015.

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

Motorcyclists and pedestrians suffered an average of 39 and 25 major injuries annually due to motor vehicle crashes, followed by bicyclists (17), as shown in Figure 1.3.

Figure 1.3 Major Injuries by Roadway User Group



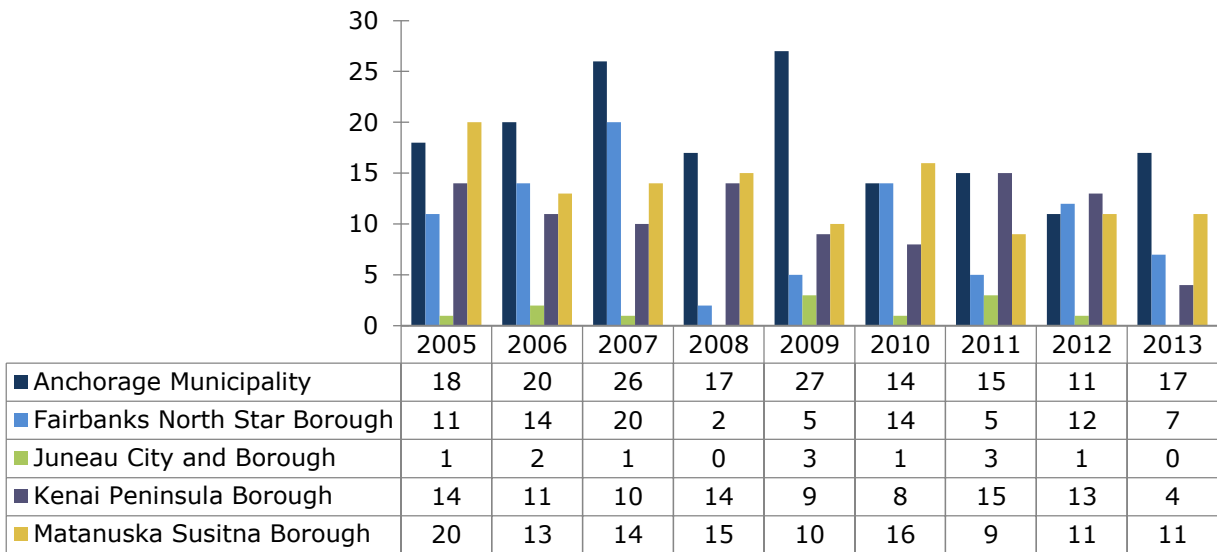
Source: Alaska Highway Analysis System, 2015.

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

Despite these numbers, further analysis of data between 2005 and 2013 finds that fatalities among automobile occupants decreased by approximately one-half, from 57 to 29. Pedestrian fatalities decreased 14 percent from 7 in 2004 to 6 in 2013, while bicyclist deaths held steady at 2 or below. Motorcyclist fatalities have remained at 10 or below each year between 2005 and 2013.

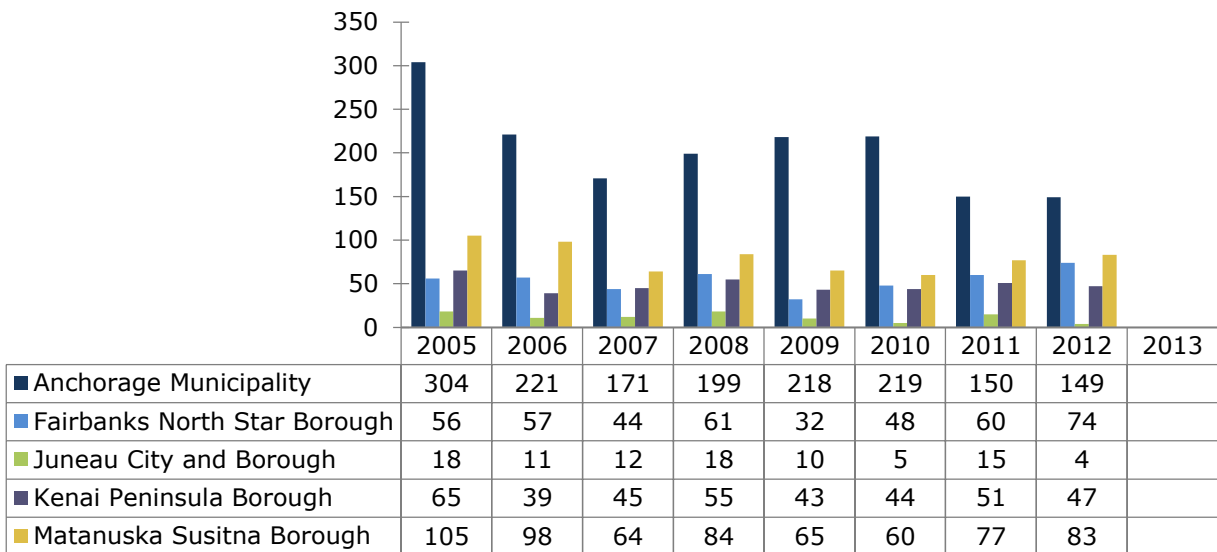
Roadway users in Alaska’s five most populous boroughs accounted annually for 82 and 88 percent, respectively, of the State’s fatalities and major injuries between 2005 and 2013. Anchorage, the State’s most populous borough and city, experienced the highest average number of fatalities (18) and injuries annually (204), followed by Matanuska Susitna or Mat-Su (13 fatalities, 78 major injuries), Kenai Peninsula (11 fatalities, 44 major injuries), Fairbanks North Star (10 fatalities, 51 major injuries), and Juneau (1 fatality, 11 major injuries), as seen in Figures 1.7 and 1.8. Overall, fatalities in the five boroughs fell 39 percent between 2005 and 2013, from 64 to 39, while major injuries declined 38 percent, from 509 to 318, between 2005 and 2012.

Figure 1.4 Fatalities for Five Most Populous Boroughs



Source: FARS, 2015.

Figure 1.5 Major Injuries for Five Most Populous Boroughs



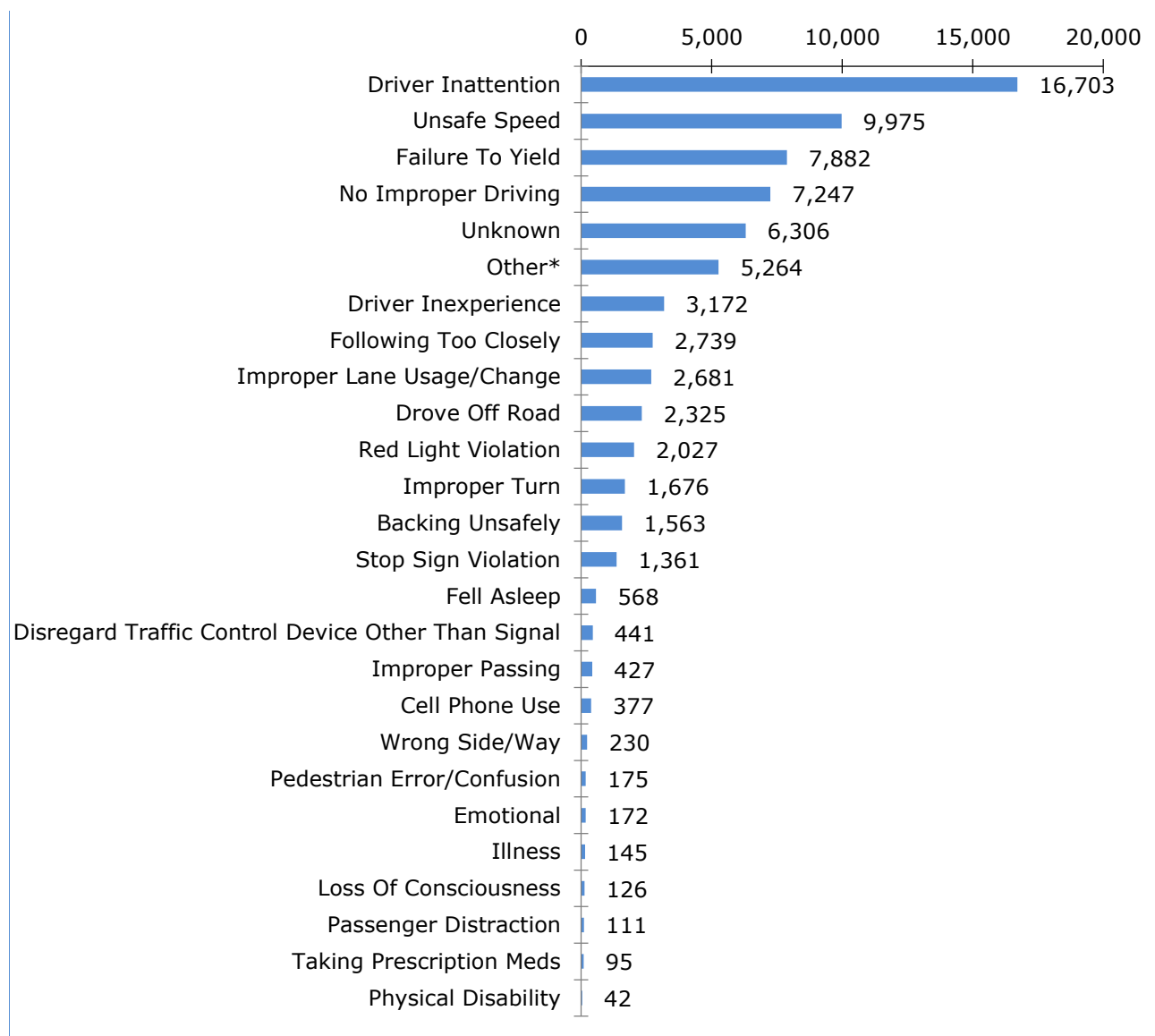
Source: Alaska Highway Analysis System, 2015. 2013 data are not available.

Analysis of Alaska’s crash data yields significant information about driver behavior. Between 2005 and 2012, over 16,700 crashes involved some form of driver inattention or distraction. 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. While the trend line has generally been moving downward since 2004, an annual average of 14 percent of all reported crashes is speed related. After driver inattention, speeding, and failure to yield, impairment accounts for the next greatest number of crashes, an

average of 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 2,000 crashes between 2005 and 2012 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 56 percent between 2005 and 2012.

Figure 1.6 Crash Causation Factors



Source: Alaska Highway Analysis System, 2015.

Note: Data for 2005 to 2012 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 2016. These performance measures mirror the twelve 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 2016

Program Area	NHTSA Measure	Core Performance Measures	Measured By
Overall Program Area Goals	C-1	Reduce Fatalities	Number of traffic-related fatalities
	C-2	Reduce Serious Injuries (referred to as major injuries in Alaska)	Number of traffic-related serious injuries
	C-3	Reduce Fatality Rate per 100 Million VMT	Fatalities per 100 million VMT
Occupant Protection	C-4	Reduce Unrestrained Fatalities	Number of unrestrained fatalities
	B-1	Increase Observed Belt Use	Observed belt use
Impaired Driving	C-5	Reduce Fatalities at .08 BAC or Above	Number of fatalities at .08 BAC or above
Speeding	C-6	Reduce Speeding-Related Fatalities	Number of speeding-related fatalities
Motorcycle Safety	C-7	Reduce Motorcyclist Fatalities	Number of motorcyclist fatalities
	C-8	Reduce Unhelmeted Motorcyclist Fatalities	Number of unhelmeted motorcyclist fatalities
Novice Drivers	C-9	Reduce Drivers 20 or Under Involved in Fatal Crashes	Drivers 20 or under involved in fatal crashes
Pedestrian and Bicycle Safety	C-10	Reduce Pedestrian Fatalities	Number of pedestrian fatalities
	C-11	Reduce Bicyclist Fatalities	Number of bicyclist fatalities

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 is 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 2014 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, designed and implemented in compliance with NHTSA guidelines, consisted of 49 questions. A total of 400 licensed drivers (40 percent male, 60 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 4.9 percent with a 95 percent confidence rating. Findings from the 2014 survey also were compared to responses from previous years (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 any other factor. The survey also found that of Alaskan drivers:

- Ninety (90) percent always wear a seat belt, which mirrors similar findings in 2010, 2011, 2012, and 2013. Women, however, are more likely than men to buckle up. Expectation of enforcement in 2014 is consistent with 2013 results. Eighty-three percent believe it is “very likely” or “almost certain” they will be injured in a crash if they are riding unbelted.
- 22 percent admit to witnessing family or friends drinking and driving during the past 30 days. Males are more likely to drink and drive than females. Meanwhile, 46 percent believe that being arrested for drinking after driving is “almost certain” or “very likely,” similar to the percentage observed in 2013. Additionally, 62 percent think underage drinking is a serious problem in Alaska, a drop from 73 percent in 2013.
- Despite 94 percent indicating that it is “very dangerous” to text and drive (perceived danger questions were not asked in previous surveys), 24 percent admitted to doing so “sometimes.” This is an increase from 18 percent in 2013. 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) increased to 20 percent in 2014 compared to 18 percent in 2013.

The AHSO uses findings from the state crash data queries and surveys, along with the data analysis and information in Alaska's Strategic Highway Safety Plan (SHSP), and FARS to identify and understand what is happening on the State's roadways. The SHSP emphasis areas include Driver Behavior (impaired driving, occupant protection, and young drivers), Special Users (motorcycles, pedestrians, bicycles, and off-highway vehicles), 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, 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., Countermeasures that Work)
State Traffic Safety Information (STSI) FHWA VMT Data	Licensing	
Occupant Protection Use Survey	Vehicle	Other State Highway Safety Plans and Annual Evaluation Reports
U.S. Census Data	Citation	
FMCSA SAFETYNET	Court System	
CSC Web-Based Injury Statistics Query and Reporting System (WISQARS)	Treatment	
NHTSA Assessments, Management Review, and MAP-21 Guidance	Trauma Registry	
NHTSA HSP Approval Letter	Strategic Highway Safety Plan	
	State Legislation and Policy	
	Telephone and Observational Surveys	
	State Agency Reports	
	Stakeholder Reports	
	Population	

1.3 Performance Measure and Target Setting Process

The highway safety performance targets contained in Alaska’s Strategic Highway Safety Plan (SHSP) match those in the HSP. In the development of the SHSP, Alaska adopted an interim goal to reduce fatalities and major 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 the number of fatalities and major injuries, and for the number of fatalities per 100 million miles traveled, by the motoring public in the State. The baseline year in the SHSP was 2008, which at the time was the last year with complete and verified fatality and major injury data. A three-year moving average was used to set the 2008 baseline in the SHSP. These performance targets are revisited by DOT&PF and its safety partners on an annual basis and are

revised if necessary. These fatality and major injury targets were set in the areas of overall fatalities, overall major injuries, impaired driving, young drivers, lane departure crashes, intersection crashes, bicyclists, pedestrians, and motorcyclists. Alaska's FFY 2016 HSP addresses two of the key emphasis areas outlined in the revised 2013 SHSP – Driver Behavior (novice and impaired drivers) and Special Users (bicyclists, pedestrians, and motorcyclists).

The performance targets were reviewed by stakeholders involved with each SHSP emphasis area team during the SHSP 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 stakeholders during the planning process (Table 1.3), including the Alaska Traffic Records Coordinating Committee (ATRCC) and the Alaska Traffic and Criminal Software (TraCS) Steering Committee (see member agencies below). The AHSO is an active member in the SHSP Driver Behavior and Special Users (motorcycle, pedestrian, and bicycle) Emphasis Area teams 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. Further, in FFY 2016 the AHSO will re-establish a network of Law Enforcement Liaisons (LEL) to serve as liaisons 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 child passenger safety community, which provide outreach, education, and evaluation in support of key initiatives.

Table 1.3 Stakeholders in the Planning Process

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 and 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

SHSP 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
Matanuska-Susitna Borough Fire Department
Municipality of Anchorage
North Pole Police Department
Providence Alaska Medical Center
Safe Kids Kenai Peninsula Coalition
Southeast Alaska Regional Health Consortium
Wasilla Police Department

SHSP Special Users Emphasis Area Team

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 Metropolitan Area Transportation Solutions

Anchorage Police Department

Bike Anchorage

City of Borough of Juneau

City of Fairbanks

City of Houston

Fairbanks Cycle Club

Fairbanks Memorial Hospital

Fairbanks Metropolitan Area Transportation Solutions

Federal Highway Administration

Federal Motor Carrier Safety Administration

Kenai Peninsula Borough

Matanuska-Susitna Borough Fire Department

Municipality of Anchorage

Safe Kids Kenai Peninsula Coalition

Safe Kids South Central 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 ran Public Service Announcements in Juneau, Anchorage, and Fairbanks papers, and announced via emails to stakeholders and on its web site (<http://www.dot.state.ak.us/stwdplng/hwysafety/index.shtml>) the availability of grant funding through an open solicitation process. The AHSO held a webinar on April 15, 2015 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 presented the fatal and serious injury trends (overall and by crash type and roadway user). Although many of the participants are actively engaged in the SHSP, the plan's priorities and implementation process was discussed. The SHSP emphasis areas include Driver Behavior (impaired driving, occupant protection, young drivers, and older drivers), Special Users (motorcycles, pedestrians, bicycles, and off-highway vehicles), and Roadways. Each emphasis area action plan identifies enforcement, education, engineering, and data strategies

which are being implemented and tracked over the next five years. Webinar participants discussed and provided input on speeding, impaired driving, unrestrained passenger vehicle occupants, motorcyclist safety, pedestrian safety, bicyclist safety, novice drivers under 20, and traffic records for the FFY 2016 HSP. Participants were encouraged to review the SHSP and submit grant application(s) which addressed the SHSP emphasis area strategies.

AHSO staff briefed webinar participants on MAP-21 requirements, recent changes to the grant funding programs, and the associated performance measures that include quantifiable, evidence-based annual performance targets. Additionally, the AHSO staff discussed the importance and need for evidence-based traffic safety enforcement and deploying high-visibility law enforcement campaigns that sync with the HSP and the SHSP. 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 to enable project efforts to continue 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. Priority for funding is given to grant applications which demonstrate a highway safety problem identified in the Alaska SHSP, 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 and in State Fiscal Year 2015 received \$126,800. 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. In 2015, funds were used to purchase EMS Safety Jackets for Girdwood Fire Department as well as educational materials for Alaska State Troopers.

1.5 Coordination with the Strategic Highway Safety Plan

Alaska's HSP is directly linked and has the same fatality, major injury, and fatality per 100 million vehicle miles traveled performance targets as the State's SHSP, which was revised in September 2013. The SHSP 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 2016 HSP addresses two of the key emphasis areas outlined in the 2013 SHSP – Driver Behavior and Special Users. Alaska's 2016 HSP, as well as the SHSP, includes a strong focus on public outreach and strategies for conducting behavioral safety communications. The AHSO's Communications contractor is charged with assisting the State in its efforts to change the safety culture to one where "everyone counts on Alaska's roadways." The HSP and SHSP 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 Statewide Performance Trends and Problem Identification

In Alaska, fatalities resulting from motor vehicle crashes dropped from 59 in 2012 to 51 in 2013. Details on Alaska's highway safety trends between 2008 and 2014 are provided in Table 2.1. The State's progress on the performance measures shown in Figure 2.1 through Figure 2.12. Year 2008 is considered as the baseline for all performance measures illustrated in the tables and figures of this section. Fatality data are complete through 2013 and major injury data are complete through 2012. Previous years' data have been revised where necessary.

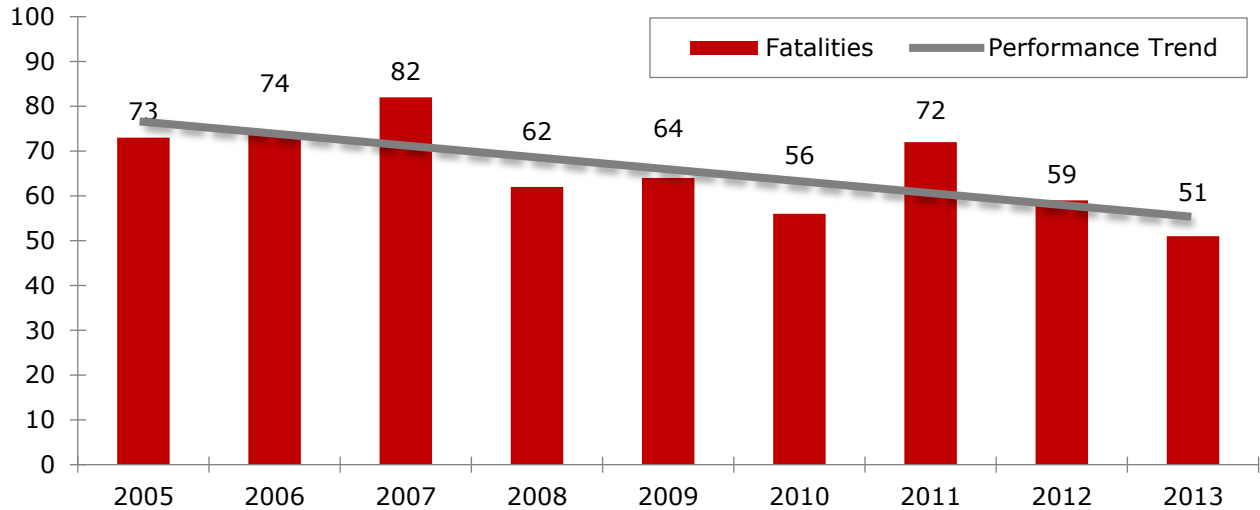
Table 2.1 Alaska Traffic Safety Trends
2008 to 2014

Crash Data/Trends	2008	2009	2010	2011	2012	2013	2014	2012-2013 Percent Change	Average Annual Change
Fatalities (Actual)	62	64	56	72	59	51	NA	-13.6%	-3.8
Fatalities per 100 MVMT	1.3	1.3	1.2	1.6	1.2	1.05	NA	-14.6%	-0.1
Serious Injuries	391	452	488	404	359	NA	NA	-11.1%	-22
Alcohol-Impaired Fatalities (Driver with BAC 0.08 or Higher)	21	22	16	21	15	15	NA	0.0%	-1.3
Unrestrained Passenger Vehicle Occupant Fatalities	23	12	14	26	19	12	NA	-36.8%	-2.4
Speeding-Related Fatalities	35	29	25	26	14	22	NA	57.1%	-1.8
Motorcyclist Fatalities	8	7	9	10	9	9	NA	0%	0.4
Unhelmeted Motorcyclist Fatalities	2	2	6	1	5	2	NA	-60%	.1
Young Drivers (20 or under) Involved in Fatal Crashes	17	10	7	10	7	8	NA	14.3%	-1.7
Pedestrian Fatalities	3	9	6	9	8	6	NA	-25%	-0.4
Bicyclist Fatalities	1	2	0	2	1	1	NA	0%	-.05
Observed Seat Belt Use (Front Seat Passenger Vehicle Occupants)	85%	86%	87%	89%	88%	86%	88%	-3.3%	0.01

Source: Alaska Highway Safety Office and FARS, 2015.

In 2013, 51 roadway users died on the State’s roadways (Figure 2.1). This compares with the 59 fatalities and 359 major injuries experienced in 2012, and the 72 fatalities and 404 major injuries in 2011.

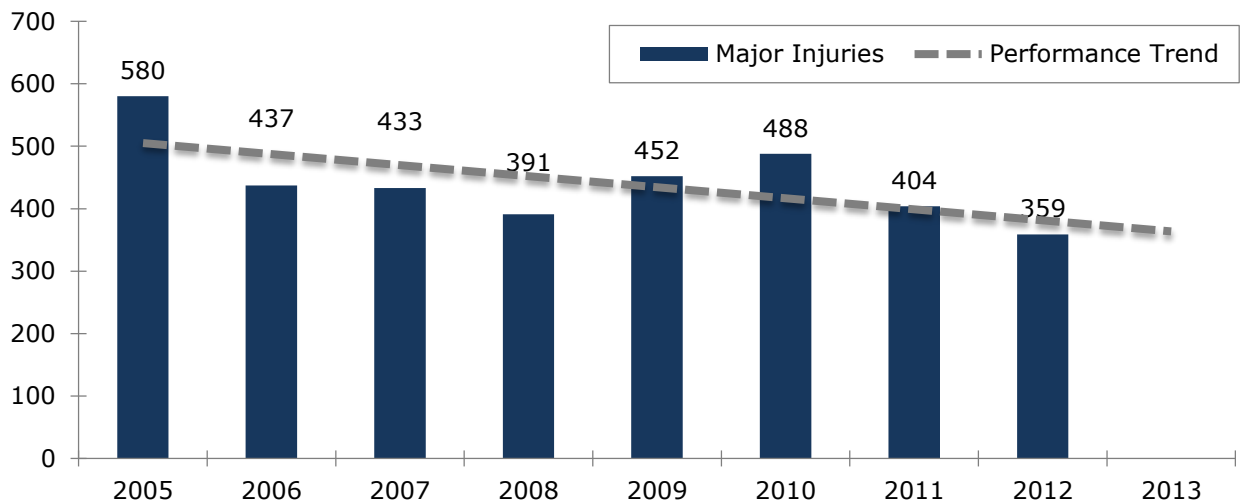
Figure 2.1 Statewide Fatalities



Source: FARS, 2015.

After steady declines between 2005 and 2008, major injuries increased in 2009 and 2010. After this peak, major injuries began to decline again, reaching their lowest level (359) in 2012 (Figure 2.2).

Figure 2.2 Statewide Major Injuries

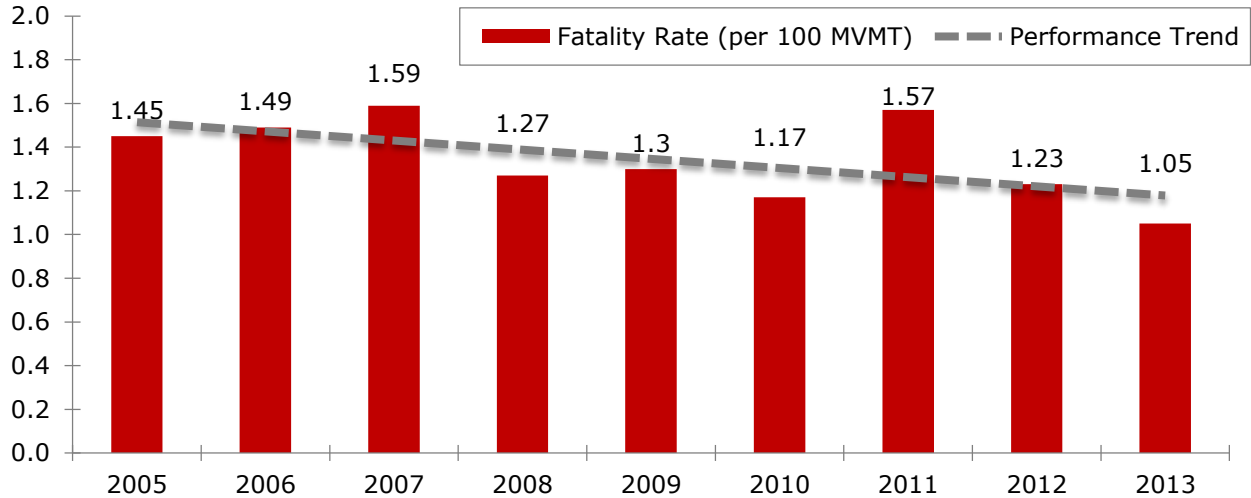


Source: Alaska Highway Analysis System, 2015.

Note: 2013 data are not available.

Alaska has been making similar gains in its statewide motor vehicle fatality rate. The rate per 100 million vehicle miles traveled fell over 27 percent from 1.45 in 2005 to 1.05 in 2013 (Figure 2.3), despite rises to 1.6 in 2007 and 2011.

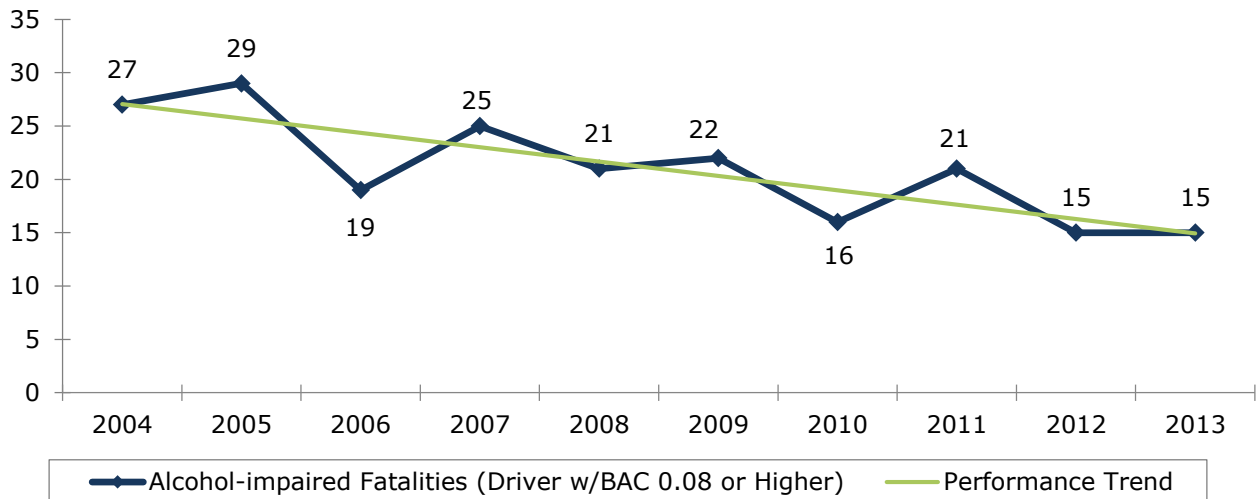
Figure 2.3 Statewide Fatality Rate per 100 MVMT



Source: Alaska Highway Safety Office and FARS, 2015.

Fatalities involving drivers or motorcycle operators with a BAC greater than .08 showed no different between 2012 and 2013 as shown in Figure 2.4.

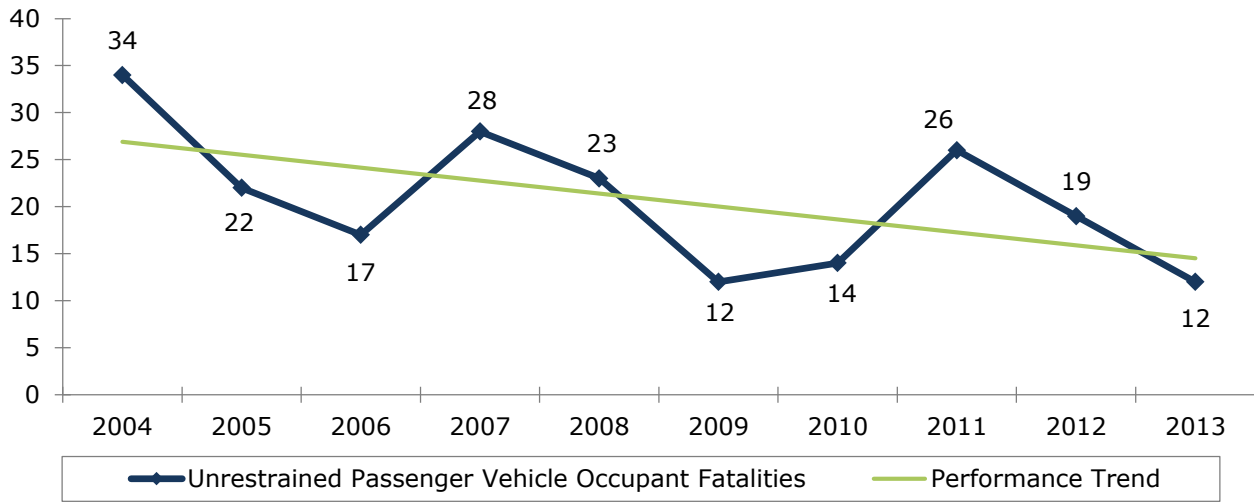
Figure 2.4 Fatalities Involving Driver or Motorcycle Operator with Greater Than 0.08 BAC



Source: Alaska Highway Safety Office and FARS, 2015.

Alaska also achieved a 37 percent decrease in unrestrained passenger vehicle occupant fatalities between 2012 and 2013 (Figure 2.5).

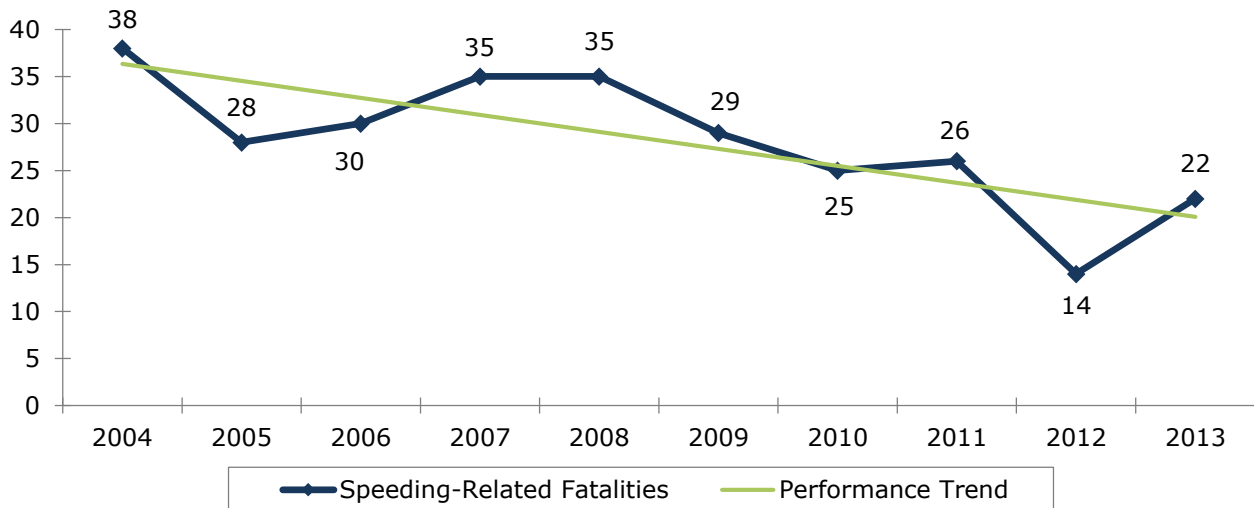
Figure 2.5 Unrestrained Passenger Vehicle Occupant Fatalities



Source: Alaska Highway Safety Office and FARS, 2015.

After reaching a low of 14 in 2012, speeding-related fatalities increased by 57 percent in 2013, as illustrated in Figure 2.6.

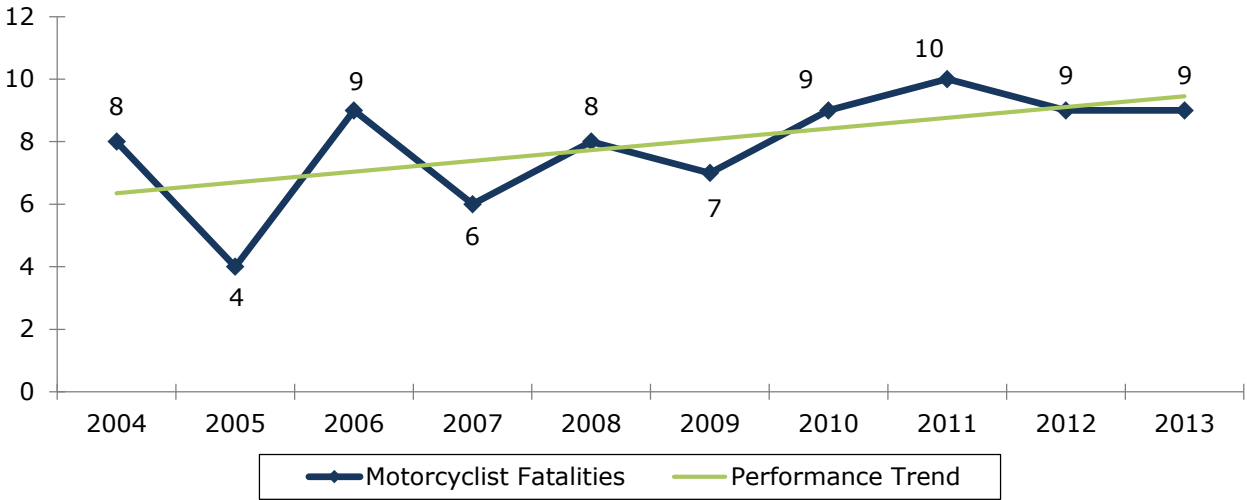
Figure 2.6 Speeding-Related Fatalities



Source: Alaska Highway Safety Office and FARS, 2015.

Motorcycle fatalities held steady between 2012 and 2013, as shown in Figure 2.7.

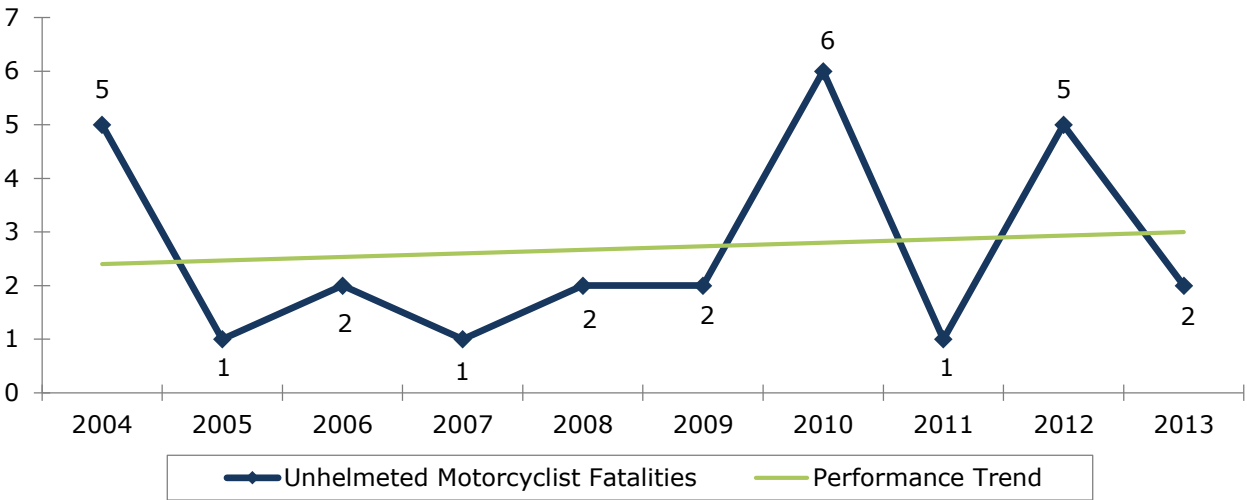
Figure 2.7 Motorcycle Fatalities



Source: Alaska Highway Safety Office and FARS, 2015.

Unhelmeted motorcycle fatalities, however, decreased by 60 percent between 2012 and 2013 (Figure 2.8).

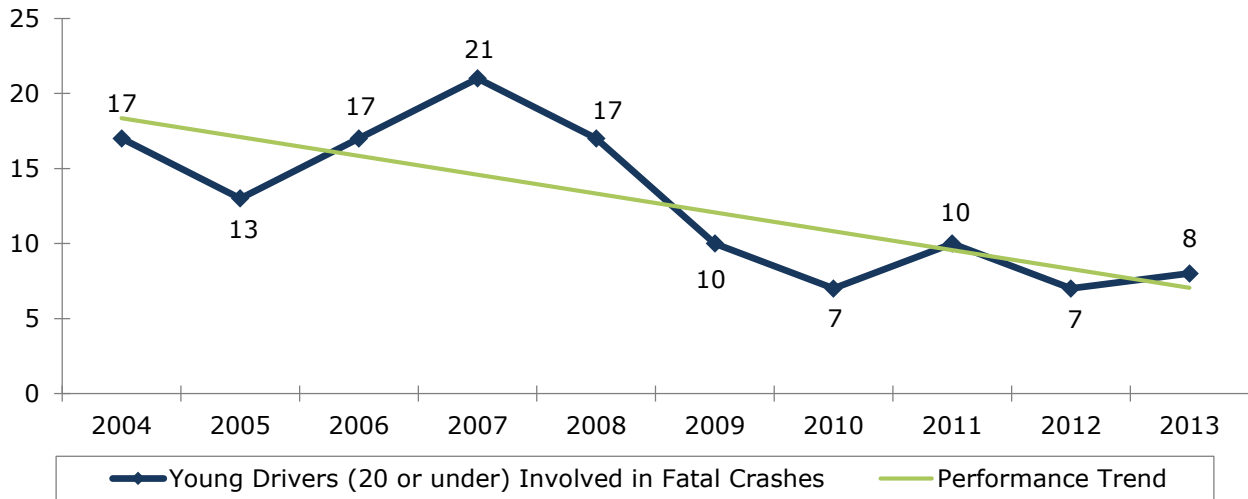
Figure 2.8 Unhelmeted Motorcycle Fatalities



Source: Alaska Highway Safety Office and FARS, 2015.

The number of drivers age 20 or younger involved in fatal crashes increased by 14 percent between 2012 and 2013, as shown in Figure 2.9.

Figure 2.9 Drivers Age 20 or Younger Involved in Fatal Crashes



Source: Alaska Highway Safety Office and FARS, 2015.

Alaska achieved a 25 percent decrease in pedestrian fatalities between 2012 and 2013, illustrated in Figure 2.10.

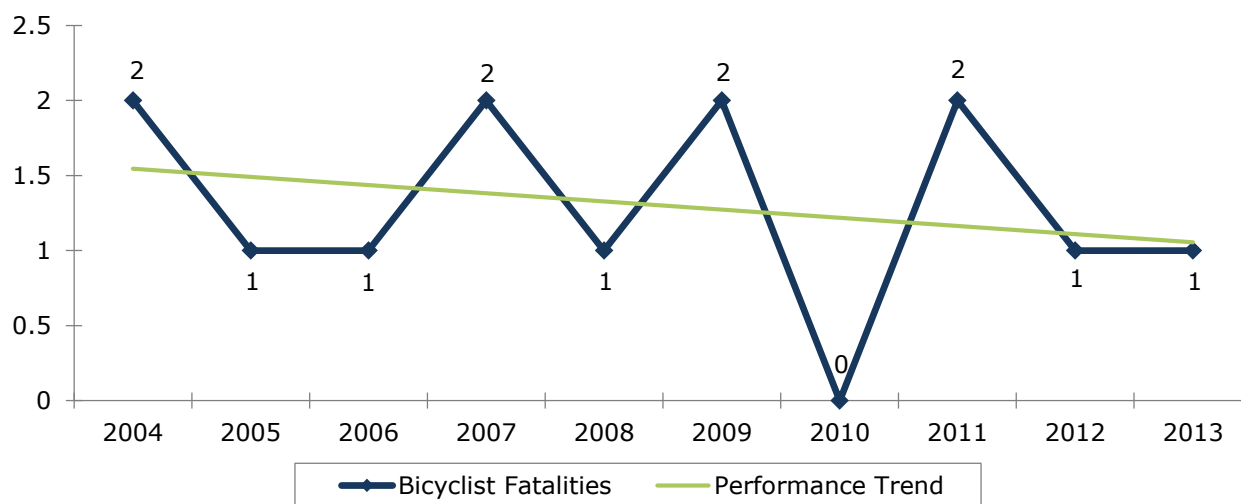
Figure 2.10 Pedestrian Fatalities



Source: Alaska Highway Safety Office and FARS, 2015.

After decreasing by 50 percent between 2011 and 2012, bicyclist fatalities held steady at one in 2013 (Figure 2.11).

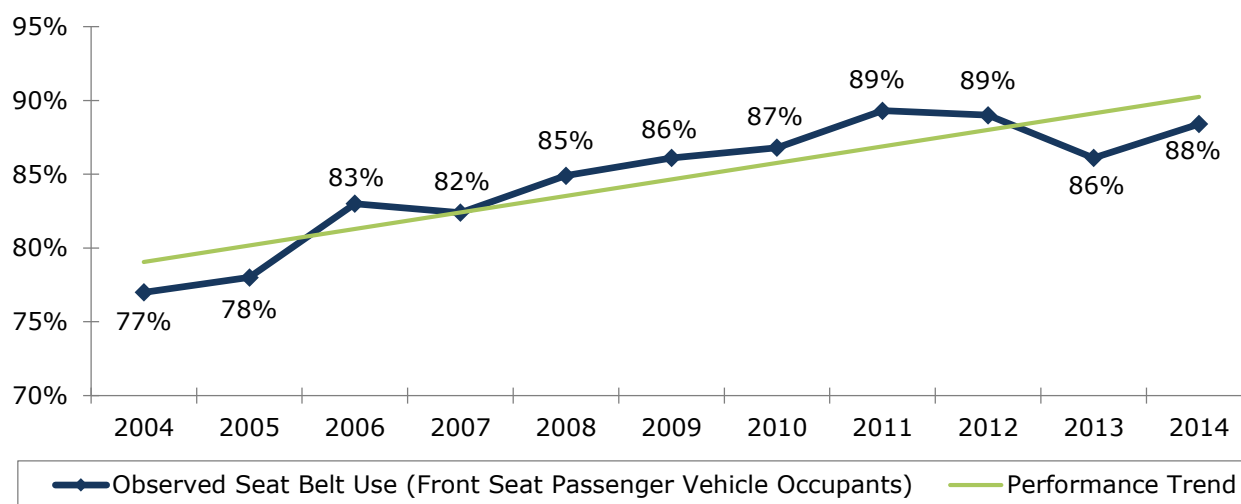
Figure 2.11 Bicyclist Fatalities



Source: Alaska Highway Safety Office and FARS, 2015.

After observing a 2.9 percentage point decrease in observed belt use for front seat passenger vehicle occupants between 2012 and 2013, Alaska saw a 2.3 percentage point increase between 2013 and 2014, bringing the observed belt usage rate to 88.4 percent (illustrated in Figure 2.12).

Figure 2.12 Observed Belt Use for Passenger Vehicles



Source: Alaska Highway Safety Office, 2015.

2.2 Highway Safety Performance Targets for FFY 2016

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 decreases 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 2016 HSP aligns with Alaska’s SHSP interim goal to reduce fatalities, major injuries, and fatalities per 100 million vehicle miles traveled by an average 3.1 percent annually. The baseline year in the SHSP 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 SHSP, and not the actual number of fatalities and serious injuries in 2008.

Table 2.2 on the following page identifies the program areas, performance targets, and measures which are the focus of AHSO HSP efforts for FFY 2016. These performance targets were established based on reviewing five-year average trends from recent years as well understanding the overall long-term objective of reaching zero fatalities.

AHSO recognizes the need to have its fatality, serious injury and fatality rate performance targets match with those in the Highway Safety Improvement Program (HSIP), however, targets have not been set in for the HSIP. AHSO will work with HSIP program managers during future target setting efforts to ensure congruency.

Table 2.2 FFY 2016 Performance Targets and Measures

CORE OUTCOME MEASURES			2009	2010	2011	2012	2013
C-1	Traffic Fatalities (FARS)	Annual	64	56	72	59	51
		5-Year Moving Average	71	68	67	63	60
Reduce Fatalities by 9 percent from 60 (2009 to 2013 average) to 55 by 2016							
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Annual	452	488	404	359	N/A
		5-Year Moving Average	459	440	434	419	N/A
Reduce serious traffic injuries by 13 percent from 419 (2008-2012 average) to 369 by 2016							
C-3	Fatalities/VMT (FARS/FHWA)	Annual	1.30	1.17	1.57	1.23	1.05
		5-Year Moving Average	1.42	1.37	1.38	1.31	1.26
Reduce fatalities/VMT by 9 percent from 1.26 (2009-2013 average) to 1.15 by 2016							
	Rural Fatalities/VMT	Annual	1.64	1.50	2.12	1.70	1.42
	Urban Fatalities/VMT	Annual	.99	.89	1.07	.80	.71

CORE OUTCOME MEASURES (continued)			2009	2010	2011	2012	2013
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	12	14	26	19	12
		5-Year Moving Average	20	19	21	19	17
Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 9 percent from 17 (2009-2013) to 15 by 2016							
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	22	16	21	15	15
		5-Year Moving Average	23	21	21	19	18
Reduce alcohol impaired driving fatalities 9 percent from 18 (2009-2013 average) to 16 by 2016							
C-6	Speeding-Related Fatalities (FARS)	Annual	29	25	25	14	22
		5-Year Moving Average	31	31	30	26	23
Reduce speeding-related fatalities by 9 percent from 23 (2009-2013 average) to 21 by 2016							
C-7	Motorcyclist Fatalities (FARS)	Annual	7	9	10	9	9
		5-Year Moving Average	7	8	8	9	9
Reduce motorcyclist fatalities by 9 percent from 9 (2009-2013 average) to 8 by 2016							
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	2	6	1	5	2
		5-Year Moving Average	2	3	2	3	3
Reduce unhelmeted motorcyclist fatalities 33 percent from 3 (2009-2013 average) to 2 by 2016							
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	10	7	10	7	8
		5-Year Moving Average	16	14	13	10	8
Reduce drivers age 20 and younger involved in fatal crashes by 9 percent from 8 (2009-2013) to 7 by 2016							
C-10	Pedestrian Fatalities (FARS)	Annual	9	6	9	8	6
		5-Year Moving Average	8	8	8	7	8
Reduce pedestrian fatalities by 9 percent from 8 (2009-2013 average) to 7 by 2016							
C-11	Bicyclist Fatalities (FARS)	Annual	2	0	2	1	1
		5-Year Moving Average	1	1	1	1	1
Reduce bicyclist fatalities 100 percent from 1 (2009-2013 average) to 0 by 2016							
CORE BEHAVIOR MEASURE			2010	2011	2012	2013	2014
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	86.8	89.3	88.1	86.1	88.4
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1.6 percentage points from 88.4 percent in 2014 to 90.0 percent in 2016							

Source: Except for C-2, B-1, all figures reflect the most recent FARS figures as shown on the NHTSA State Traffic Safety Information (STSI) Website.

The rationale for each 2016 performance target is as follows:

- Overall Fatalities. Based on historical FARS data, the number of fatalities has fluctuated over the last five years but overall has trended downward. Thus, a five-year average trend line was chosen as the most practical justification for determining the 2016 target based on trends and current countermeasure programs enacted to address the overall fatalities. It is reasonable to set the target in 2016 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.
- Major Injuries. Based on historical data, the number of serious injuries has fluctuated over the last five years but overall has trended downward. A five-year trend line was chosen as the most practical justification for determining the 2016 target based on trends and current countermeasure programs enacted to address the overall injuries. Although the number of major injuries has risen since achieving a low annual number in 2008, a target in 2016 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 major injuries.
- 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. Going back further, based on historical data, the fatality rate per 100 MVMT has fluctuated over the last five years but overall has trended downward. A five-year trend line was chosen as the most practical justification for determining the 2016 target based on trends and current countermeasure programs enacted to address the overall fatality rate. It is reasonable to use the 3.1 percent target as a conservative estimate.
- Unrestrained Fatalities. Based on historical data, the unrestrained fatalities have fallen over the last five years. A five-year trend line was chosen as the most practical justification for determining the 2016 target based on trends and current countermeasure programs enacted to address unrestrained fatalities. It is reasonable to use the 3.1 percent target as a conservative estimate.
- Impaired Driving Fatalities. The number of fatalities involving an impaired driver has decreased at approximately three percent annually since 2004, therefore utilizing a 3.1 annual percent reduction target of 16 fatalities in 2016 is reasonable.
- Speeding. Speeding-related fatalities have not exceeded 35 since 2004, and the average number of fatalities per year between 2009 and 2013 was 23. Based on historical data, the linear trend line shows that the speeding-related fatalities are trending downward. The Alaska SHSO funds speed enforcement on a limited basis. However, programs to address unbelted occupants and impaired drivers may have a correlation in affecting speeding-related fatalities. The target of 21 in 2016 appears to be attainable based on recent performance.

- **Motorcycles.** The five-year average of motorcyclist fatalities per year is nine (ending in 2013), therefore a target of no more than eight fatalities in 2016 is reasonable.
- **Unhelmeted Motorcyclists.** With low numbers to begin with, it becomes increasingly hard to account for fluctuations from one year to the next. Because of this, a single-year target linear reduction using a five year moving average (2009-2013) was selected. In most years since 2004, the number of unhelmeted motorcyclists has not exceeded three. Based on this historical trend, the 2016 target of reducing this to two is reasonable.
- **Novice Drivers.** After an average of 17 fatalities per year between 2004 and 2008, the number of drivers 20 or under involved in fatal crashes averaged eight per year between 2009 and 2013, therefore a goal of seven in 2016 appears to be target that can be achieved based on the five-year moving average.
- **Pedestrians.** Based on historical fluctuations in the data, the linear trend line shows that this estimated target could be challenging since the numbers are low. While the number of pedestrian fatalities have averaged nine per year between 2004 and 2012, current trends should allow Alaska to meet its target of not exceeding seven fatalities by 2016 and keeps Alaska on pace with the interim goal in 2030.
- **Bicyclists.** Few bicyclist fatalities occur annually in Alaska, with low numbers to begin with, it becomes increasingly hard to account for fluctuations from one year to the next. This is an area where a target of zero fatalities is achievable.
- **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 reaching 100 percent compliance is difficult to attain as a small percent of the population will likely choose to not wear their seat belt.

3.0 Highway Safety Strategies and Projects for FFY 2016

3.1 Overview

Based on data analysis, behavioral survey findings, and discussions with key partners and stakeholder groups, Alaska's FY 2016 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, and inexperience) and special users (pedestrians, bicyclists, and motorcycles). Additionally, the FY 2016 HSP outlines how enforcement, education, and data will be used to achieve the identified performance measures and targets, such as high-risk populations.

On February 24, 2015, Alaska became the third state in the United States to allow for the legal consumption of marijuana. AHSO is monitoring the effects of the law on traffic safety and also is following the impact of similar legislation in Washington and Colorado. A program planner from the Colorado highway safety office made a presentation to Alaska law enforcement in 2014 on the multi-pronged approach his office is taking to address the traffic safety ramifications of legalized marijuana.

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 2013 SHSP revision), 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 43 states 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 5 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.

Section 3.2 provides an overview of Alaska's Evidence-Based Traffic Safety Enforcement Program. Sections 3.3 through 3.10 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 2016 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>.

3.2 Evidence-Based Traffic Safety Enforcement Program

A significant portion of Alaska's highway safety grant funds is awarded to law enforcement agencies each year. The AHSO has policies and procedures to ensure enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of each agency's enforcement project. Alaska incorporates an evidence-based approach in its statewide enforcement program through the following three components.

Data-driven Problem Identification

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) is described in Chapter 2.0; the data analyses are designed to identify who is overinvolved in crashes (such as high-risk populations) and when, where, and why crashes are occurring. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving AHSO grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the highway safety issue identified are required in the funding application submitted to AHSO, along with strategies that will be implemented to address the problem.

Implementation of Evidence-based Strategies

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies using the data provided. The HSP narrative outlines Alaska's integrated evidence-based traffic safety enforcement methodology uses a hybrid between an integrated enforcement approach and saturation patrols, both of which can be found in the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* and other proven methods) for their problem areas. Examples of proven strategies include targeted enforcement focusing on enforcement of traffic laws pertaining to impairment and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. High visibility enforcement, including participation in national seat belt and impaired driving mobilizations, is also required.

The Data Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high crash locations are also proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced. Multi-jurisdictional enforcement efforts are encouraged and supported by the AHSO.

Continuous Monitoring

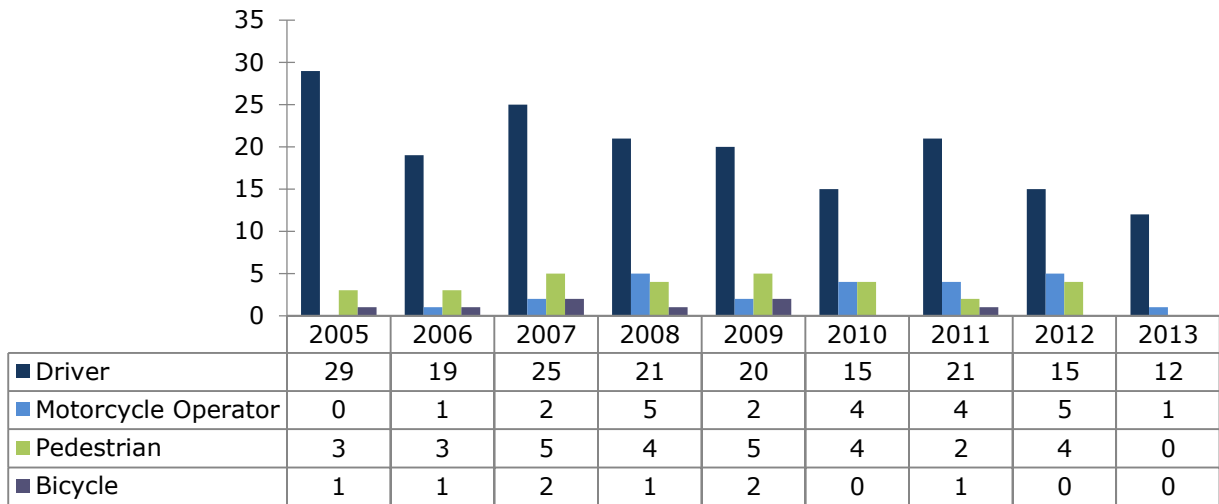
Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. To ensure these law enforcement projects remain nimble with the ability to adjust to any situation, various tracking mechanisms are utilized to enable program managers and law enforcement managers with quick insights into the progress of each project. Contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls, and press events. Monthly progress reports are required from each law enforcement agency receiving grant funding to ensure an understanding of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. This monthly monitoring will allow for subtle or major adjustments within each jurisdiction in sufficient time to provide the greatest use of resources to address impaired driving. Special projects are implemented as needed.

3.3 Impaired Driving

Overview

While alcohol was a factor in just over six percent (6.4) of all reported crashes on Alaska's roadways between 2005 and 2012 that rate increases to 42 percent when examining fatal crashes for the same time period. Alcohol's role in fatal crashes did, however, decline to 38.9 percent in 2012 (6.5 percentage points higher than in 2006) after peaking at 49.2 percent in 2009. Between 2005 and 2013, an average of 20 lives was lost annually on Alaska's roadways due to alcohol impairment. While impaired drivers with BACs greater than .08 accounted for 74 percent of these fatalities, pedestrians (30), motorcyclists (24), and bicyclists (8) 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 have steadily declined since 2005.

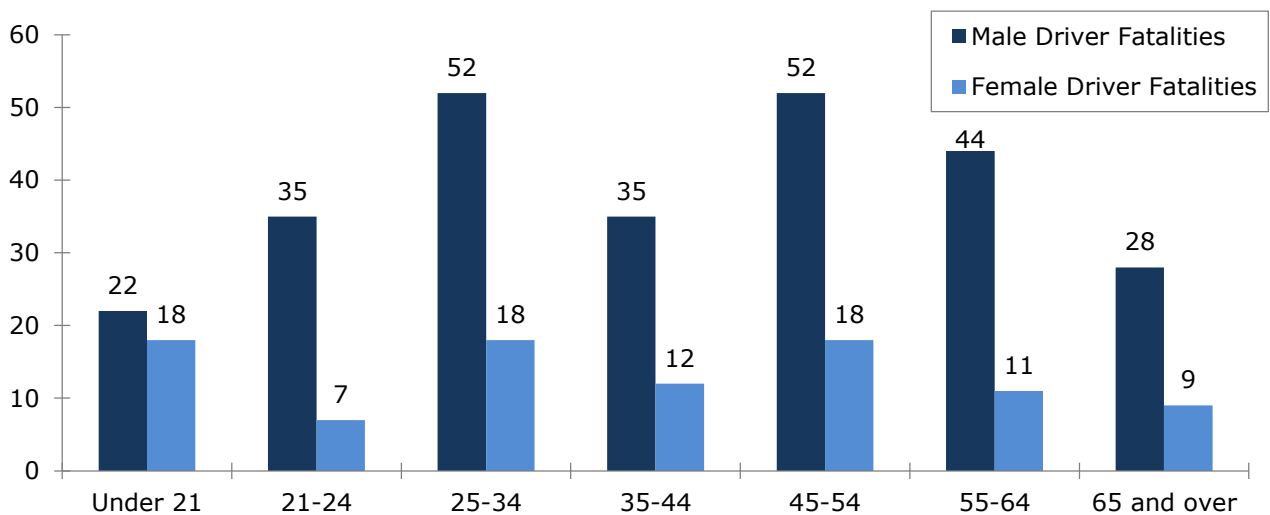
Figure 3.1 Fatalities Involving Driver, Motorcycle Operator, Pedestrian, or Bicyclist with >.08 BAC



Source: FARS, 2015.

Impaired driving fatalities were greatest among both 25- to 34-year-olds and 45- to 54-year-olds (70 each), and lowest among those 65 and older (37) between 2005 and 2013, as seen in Figure 3.2. Overall, male drivers were 2.9 times more likely to be involved in an impaired driving fatality than females. Among drivers younger than 21, males experienced 22 percent more fatalities than females. On the other hand, male drivers 55 to 64 years of age were involved in 4 times more impaired driving fatalities than their female counterparts.

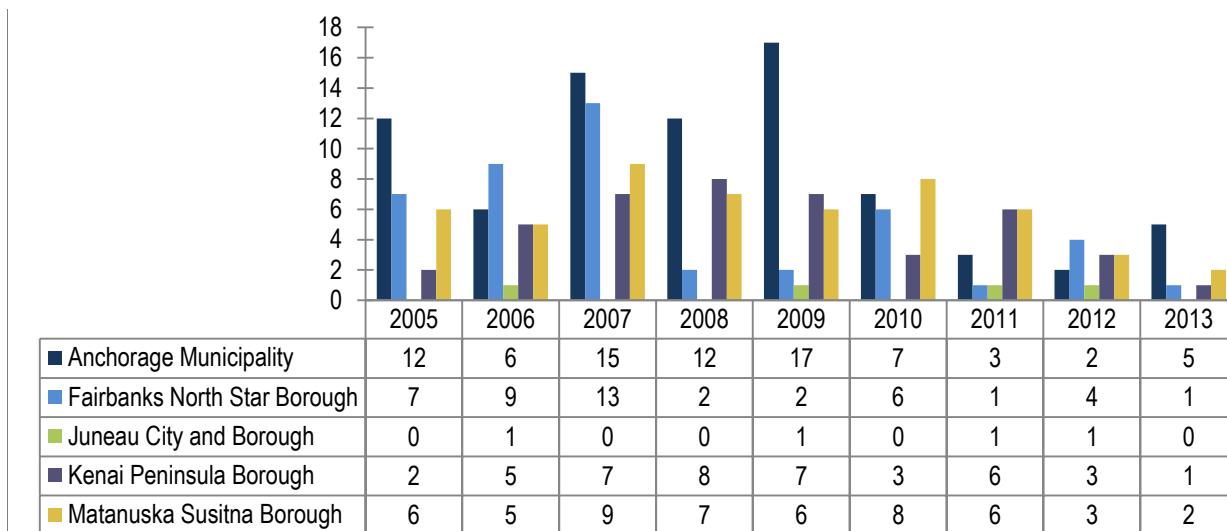
Figure 3.2 Impaired Driving Fatalities by Driver Gender and Age Group



Source: FARS, 2015.

Between 2005 and 2013, 61 percent of impaired driving-related fatalities occurred in the State’s five most populous boroughs. Anchorage accounted for more than one-third (79) of these fatalities followed by Mat-Su (52), Fairbanks (45), Kenai (42), 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. Overall, the five most populous boroughs saw impaired driving fatalities fall between 2012 and 2013, with decreases seen in Fairbanks, Juneau, Kenai, and Mat-Su. Anchorage, however, showed an increase from two to five fatalities during the same period.

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



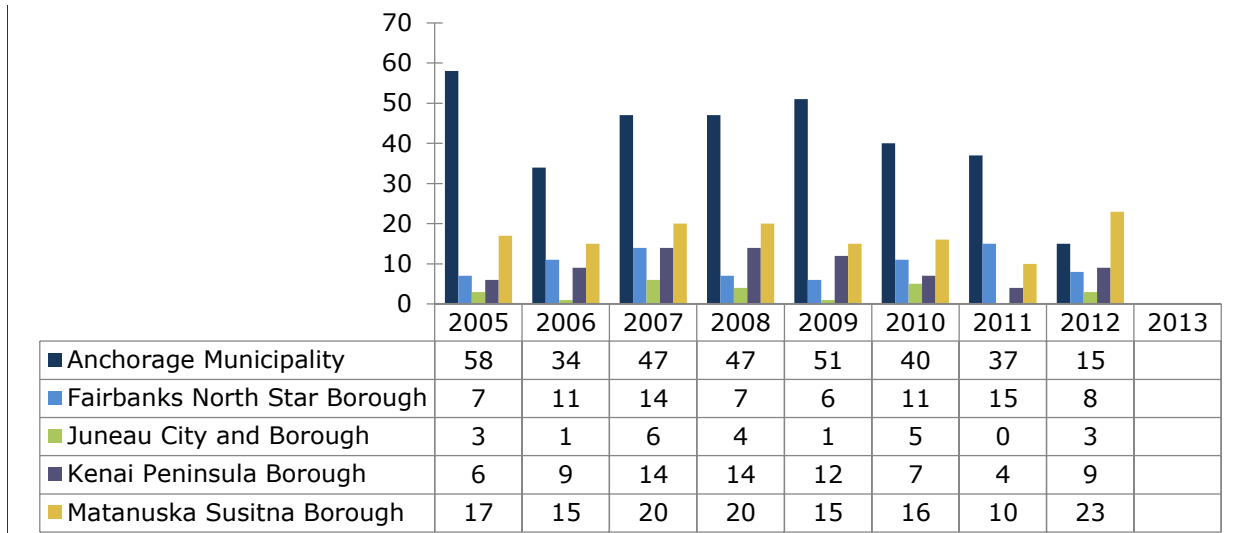
Source: FARS, 2015.

Drivers between 16 and 25 years of age suffered the greatest number of impaired driving major injuries in the period between 2005 and 2012, with 221. Meanwhile, drivers 55 and older suffered the fewest number of impaired driving-related major injuries.

Overall male drivers were more than two times more likely to suffer an impaired driving major injury than females. Among drivers younger than 21, males experienced 122 percent more major injuries than females. The greatest gender disparity for impaired driver major injuries was among drivers 35 to 44 years of age; males in this age group were over three times more likely to sustain a major injury than their female counterparts.

Between 2005 and 2012, 80 percent of the impaired driving-related major injuries occurred in the State’s five most populous boroughs. Anchorage accounted for two-fifths (41 percent or 3) of all major injuries followed by Mat-Su (17 percent or 136), Fairbanks (10 percent or 79), Kenai (9 percent or 75), and Juneau (3 percent or 23). Major injuries resulting from impaired driving have gradually declined since 2004, with the decrease most significant in 2005, 2006, and 2011. Overall, impaired driving-related major injuries in these boroughs have decreased by an annual average of five percent since 2005.

Figure 3.4 Impaired Driving-Related Major Injuries by Five Most Populous Boroughs

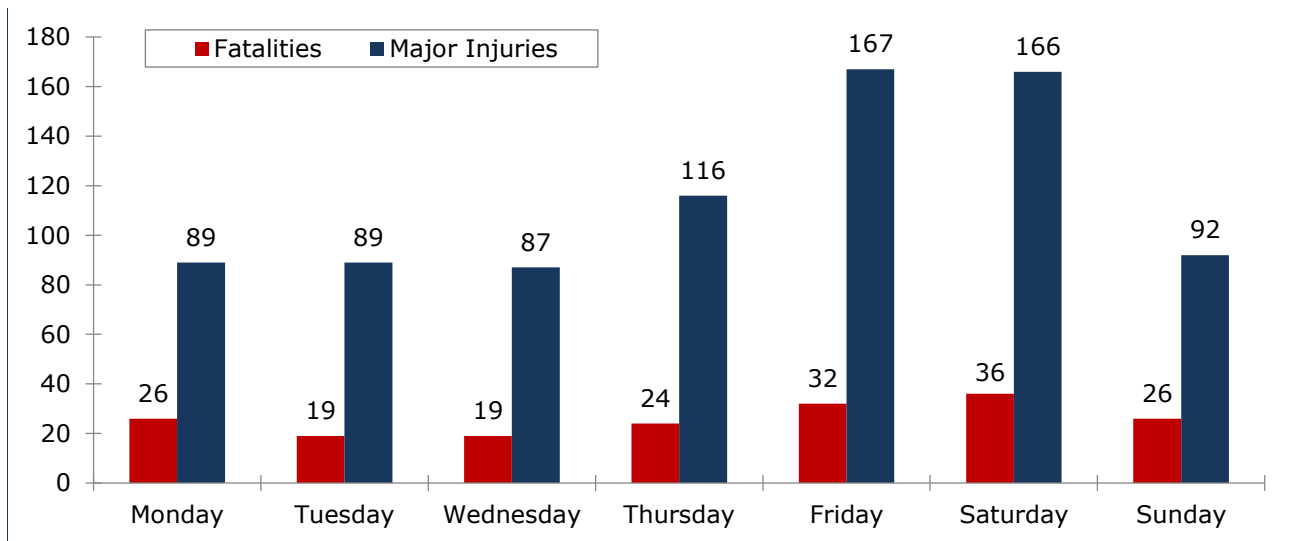


Source: Alaska Highway Analysis System, 2015.

Note: 2013 data are not available.

Impaired driving-related fatalities are more likely to occur on the weekend than on weekdays, with Saturday (36) recording the greatest number of deaths, followed by Friday (32). Impaired driving-related major injuries peaked on Saturday (167) and Sunday (166), and were lowest on Wednesday (87), as shown in Figure 3.5.

Figure 3.5 Impaired Driving-Related Fatalities and Major Injuries by Day of Week

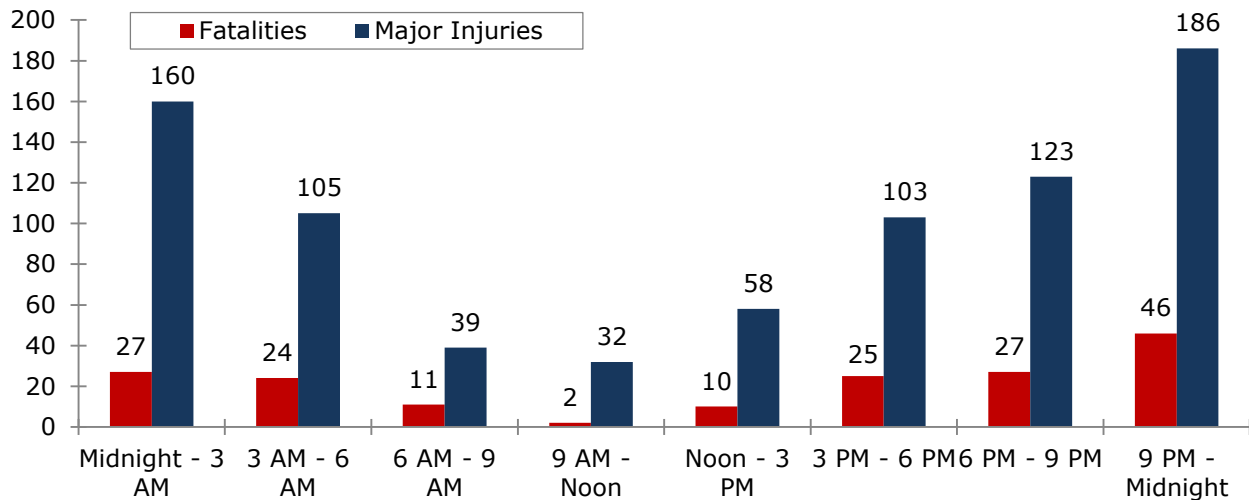


Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012; fatality data are 2005 to 2015.

Meanwhile, impaired driving-related fatalities and major injuries occurred most frequently between the hours of 6 p.m. and 6 a.m. (Figure 3.6).

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



Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012; fatality data are 2005 to 2013.

Impairment caused by drugs also is impacting safety on Alaska's roadways. Of the 364 fatalities which occurred between 2008 to 2013, one-third (119) were attributed to drugged driving. According to the Alaska Department of Public Safety, 141 drug-related DUI violations were documented in 2011 and 143 in 2012. In 2014, 25 Drug Recognition Experts (DRE) 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 by 9 percent from 18 (2009 to 2013 average) to 16 by 2016.

Strategies

Recognizing the significant impact impaired driving 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. The State of Alaska's integrated evidence-based traffic safety enforcement methodology will use a hybrid between an integrated enforcement approach and saturation patrols, both of which can be found in the NHTSA publication Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices. The methodology will include enforcement of traffic laws pertaining to impairment, speeding, and seatbelt use coupled with enforcement patrols that saturate an area and are well advertised in the local

media and describe the effort as an impaired driving campaign. This effort would include uniformed law enforcement officers “saturating” a high DUI-related crash area and engaging the driving public by pulling over as many traffic violators as possible, to serve as a deterrent to impaired driving. This hybrid approach will provide a public perception of risk that driving impaired will result in an arrest. This overall approach, along with associated national crackdowns and mobilizations, will provide continuous direct and general deterrence in impaired driving.

Publicized checkpoint and saturation patrol programs, using specially trained officers and equipment, have been proven effective in reducing alcohol-related fatal, injury, and property damage crashes up to 20 percent each. 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.

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/September 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.

The AHSO has worked to create a full-time Law Enforcement Liaison (LEL) coordinator position, however with eligible candidates not available to fill this position, the AHSO will utilize the services of the Region 10 LEL to provide direction to and help reenergize Alaska’s LEL program until an Alaska LEL coordinator is identified.

The AHSO is aware that proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of enforcement efforts. AHSO suspended its traffic safety resource prosecutor (TSRP) position in 2013 and is working to bring this position back in 2015. If unsuccessful, the AHSO will continue to search for eligible TSRP candidates in 2016 and will add a TSRP project later in the year. The same is true for a Judicial Outreach Liaison (JOL) position. The AHSO continues to search for a JOL candidate and will add a JOL project when a qualified person is identified.

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 TSRP would provide critical support and training to both prosecutors and law enforcement. 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. The AHSO understands the importance of establishing a strong network to fight impaired driving and that LELs, TSRP, and JOL form the foundation of that network. With the legalization of recreational marijuana, the AHSO is cognizant that solidifying these positions is a top priority the State.

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.

Alaska's Impaired Driving Task Force (IDTF) has met quarterly since being established in 2013. The IDTF met May 12, 2015 to review progress and revise Alaska's Impaired Driving Strategic Plan. Following are the objectives and initiatives identified in the revised plan:

Strategy 1: Strengthen leadership and participation to enhance impaired driving improvements.

AS 1.1: Build partnerships designed to reduce impaired driving.

AS 1.2: Enhance enforcement in safety corridors.

AS 1.3: Effectively integrate traffic enforcement with other enforcement activities at agencies, i.e., Data Driven Approaches to Crime and Traffic Safety.

Strategy 2: Prevent excessive drinking, underage drinking, and impaired driving.

AS 2.1: Continue mandatory alcohol server training.

AS 2.2: Conduct well publicized compliance checks of alcohol retailers to reduce sales to underage persons.

AS 2.3: Improve understanding of impaired driving among youth and implement outreach programs.

AS 2.4: Improve and enhance the effectiveness of Alaska's Ignition Interlock (IID) program through an effective and consistent policy and oversight.

Strategy 3: Enhance law enforcement training in alcohol and drug detection.

AS 3.1: Increase the number of officers trained in standardized DUI/Drugged driving detection and apprehension, i.e., Standard Field Sobriety Test (SFST), Drug Recognition Evaluation (DRE), and Advanced Roadside Impaired Driving Enforcement (ARIDE).

AS 3.2: Develop a Statewide Law Enforcement Liaison (LEL) program.

Strategy 4: Enforce and publicize DUI laws.

AS 4.1: Continue statewide, high-visibility saturation enforcement and media campaigns to reduce impaired driving.

Strategy 5: Encourage consistent and vigorous DUI prosecution.

AS 5.1: Educate prosecutors and court system on traffic safety issues specifically impaired driving.

Strategy 6: Use licensing sanctions shown to be effective at reducing recidivism and protecting the public.

AS 6.1: Suspend driver license administratively upon arrest.

AS 6.2: Increase penalties for repeat offenders.

Strategy 7: Support impaired driving priority policies and program efforts.

AS 7.1: Establish a comprehensive communications plan which includes impaired driving initiatives.

Strategy 8: Establish programs to facilitate close monitoring of impaired drivers.

AS 8.1: Develop a program to increase enforcement of drug impaired driving.

AS 8.2: Develop and implement a screening, treatment, and rehabilitation program.

Strategy 9: Provide timely, accurate, integrated, and accessible traffic records data.

AS 9.1: Explore the feasibility of allowing crash and Trauma Registry data to be linked.

Strategy 10: Access to forensic drug toxicology services.

AS 10.1: Improve toxicology services for impaired driving cases.

The above strategies and action steps from the Impaired Driving Strategic Plan informed the decision to fund the following projects for FFY 2016.

Alaska's data show the five most populated boroughs also have the largest impaired driving problems. The FFY2016 Highway Safety Plan includes DUI Enforcement projects in Anchorage and Fairbanks which will address the impaired driving problems in two regions of the State. The Municipality of Anchorage's population is 40 percent of the State's total, while the metro area is home to approximately 52 percent of Alaska's total population. The population of the City of Fairbanks is 13 percent of the total population, thus projects in both areas would cover roughly 65% of the State's total population.

The Anchorage and Fairbanks projects will conduct highly visible and sustained enforcement through deployment of saturation patrols in areas that have shown a high incidence of impaired driving related crashes. Data driven enforcement operations will be conducted throughout the year, and in coordination with the national crackdowns. The Anchorage project will consist of six officers and one supervisor, along with the procurement of a BAT mobile to streamline processing DUI offenders. The Fairbanks project will continue to support a two-officer DUI Unit to interdict impaired drivers in their city.

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: \$200,000 Section 405d

Evidence of Effectiveness: CTW, Chapter 1, Section 5.2

Target: 1 and 2

Project Title: Anchorage DUI Traffic Enforcement Unit

Description: This project will fund a DUI Traffic Enforcement Unit in the Anchorage Police Department. The DUI 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 four to six officers, a supervisor, vehicles, and a BAT mobile.

Budget: \$1,000,000 Section 154/164

Evidence of Effectiveness: CTW, Chapter 1, Section 2

Target: 1 and 2

Project Title: Statewide LEL – Impaired Driving

Description: This project will fund the position (salary or labor hours and expenses) of the statewide and regional Law Enforcement Liaisons who will function as an extension of the AHSO. The LELs will assist with recruiting law enforcement agencies to work impaired driving projects and will help 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 LELs 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). AHSO will utilize the services of the Region 10 LEL to coordinate the LELs until a statewide coordinator can be identified.

Budget: \$40,000 Section 402

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

Target: 1 and 2

Project Title: Statewide DRE Program

Description: From 2007 to 2014, 29 percent of all fatalities were attributed to drugged driving. Given the recent enactment of a recreational marijuana law Alaska's DRE program will seek to expand. Alaska's 26 DREs will conduct sustained high-visibility enforcement in conjunction with education and media. The grant funding also will support updated field sobriety testing, DUI detection, drug recognition expert training for two new DREs, drug interdiction and an annual DRE in-service training, up to five ARIDE courses, and two DITEP courses).

Budget: \$238,000 Section 405d

Evidence of Effectiveness: CTW, Chapter 1, Section 7.1

Target: 1

Project Title: AK DPS Toxicology Services

Description: The Alaska Scientific Crime Detection Laboratory does not provide 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 402

Evidence of Effectiveness: N/A

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: \$275,000 Section 405d

Evidence of Effectiveness: CTW, Chapter 1, Section 2

Target: 1

Project Title: Communications Consultant – Impaired Driving

Description: AHSO’s communications consultant will oversee the development and implementation of a statewide strategic communications plan that supports the strategies outlined in the FFY 2016 HSP, Alaska’s Strategic Highway Safety Plan, and the Impaired Driving Strategic Plan.

Budget: \$20,000 Section 402

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

Target: 2

Project Title: Scholarship Travel for Training and Workshops

Description: The AHSO’s travel scholarship program provides 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

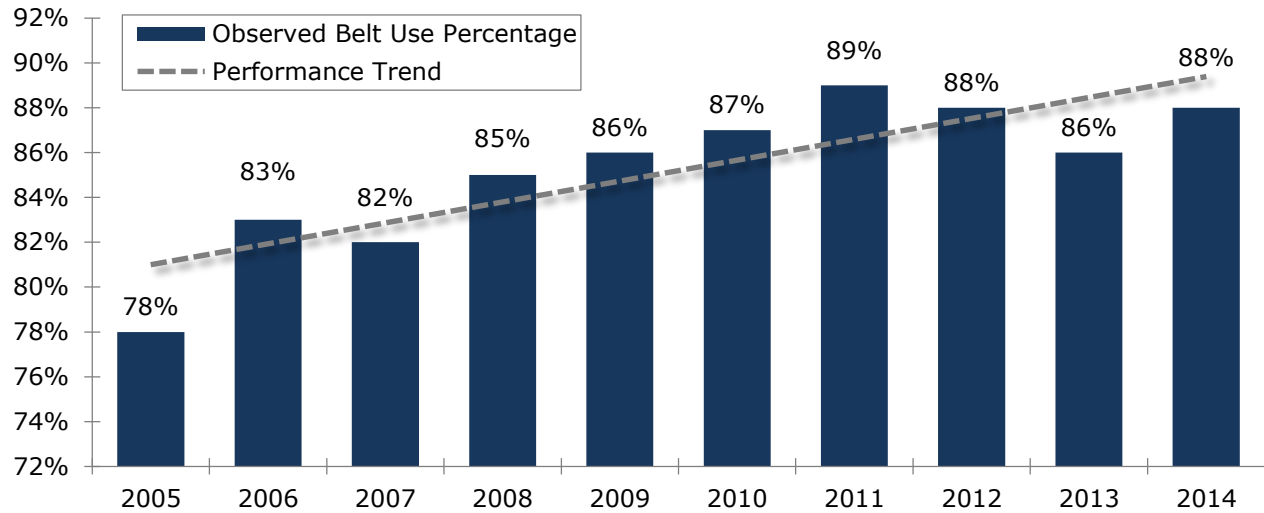
Evidence of Effectiveness: N/A

3.4 Occupant Protection

Overview

Alaska’s front seat belt usage rate has increased from 77 percent in 2004 to 88.4 percent in 2014, although the observed rate has fallen from a peak of 89 percent in 2011. Figure 3.7 illustrates the rising trend in the observed seat belt use rate of front seat outboard occupants from 2005 to 2014. According to a 2013 survey conducted by AIPC, 22 percent of four- to seven-year-olds in Anchorage were not using appropriate child passenger restraints. Ensuring that all drivers and passengers are properly restrained every trip is essential for achieving Alaska’s zero fatality goal.

Figure 3.7 Observed Belt Use Rate for Passenger Vehicles, Front Seat Outboard Occupants



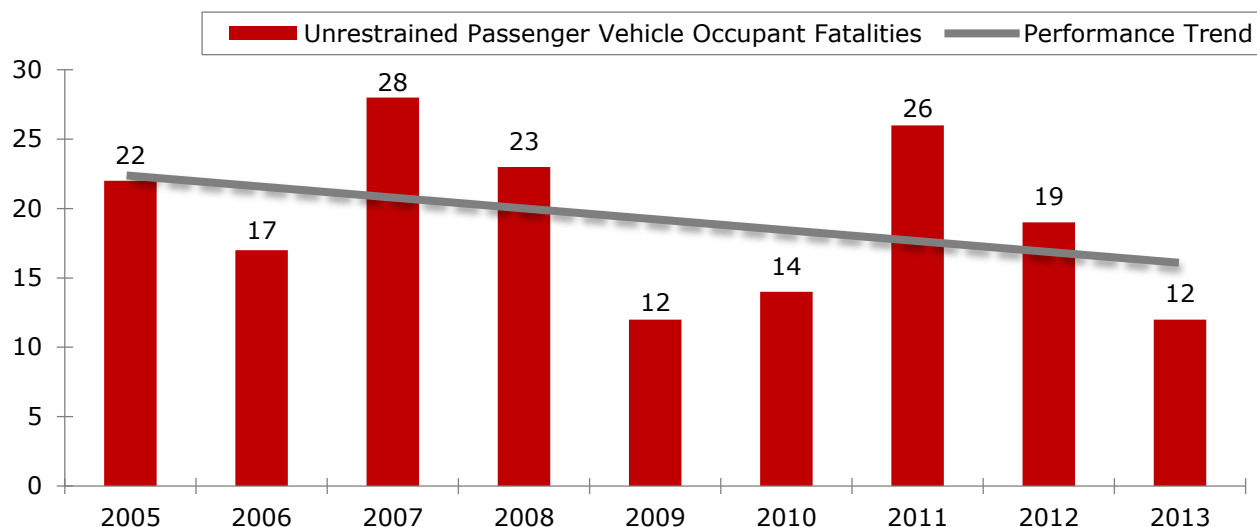
Source: Alaska Highway Safety Office, 2015.

Deeper analysis of the 2014 data finds that usage rates by vehicle type vary. SUV occupants have the highest belt usage rate at 91.8 percent, followed by car drivers and their passengers (90.3 percent), and van (89.3 percent) and truck (84.1 percent) occupants. Usage of restraints by truck occupants has increased. Truck occupants buckled up at 83.7 percent in 2013 and 83.0 percent in 2012. Belt use in the five most populous boroughs currently stands at 89 percent for Anchorage, 92 percent for Fairbanks, 86 percent for Juneau, 85 percent for Kenai, and 88 percent for Mat-Su.

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 (84 percent) of Alaskan drivers recognizing the lifesaving value of seat belts in the event of a collision, 37 percent or 19 of the motor vehicle occupants killed in crashes in 2013 were unrestrained. An analysis of crashes between 2005 and 2013 finds that 188, or 29 percent, of the 593 killed in crashes were unrestrained (Figure 3.8).

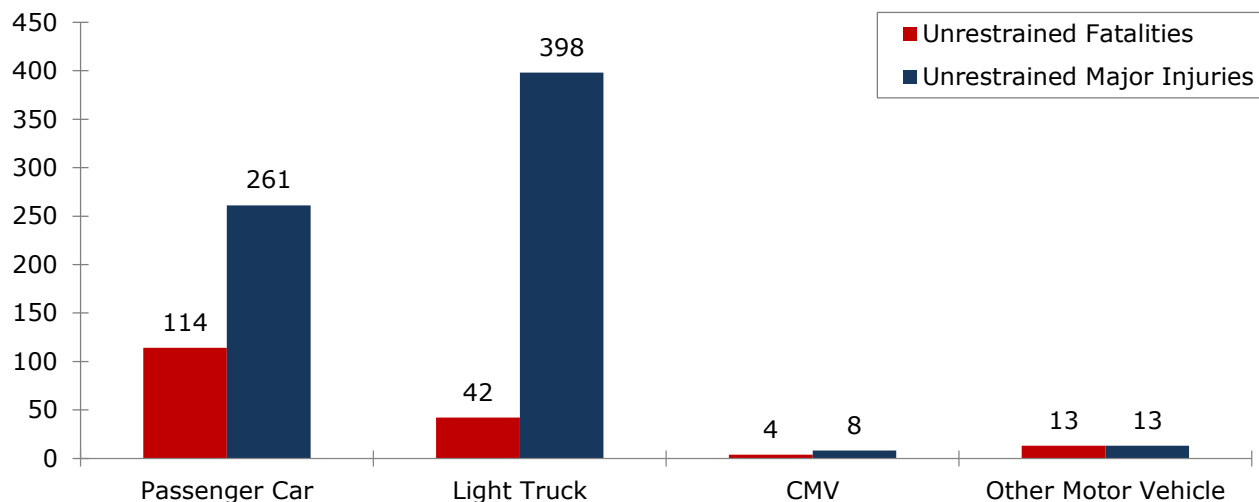
Figure 3.8 Unrestrained Passenger Vehicle Occupant Fatalities



Source: FARS, 2015.

Unrestrained fatalities were highest among passenger cars and light trucks, accounting for 114 and 42 fatalities between 2005 and 2013. Unrestrained major injuries were highest among these same vehicles types with light truck and passenger car occupants accounting for 398 and 261 major injuries respectively between 2005 and 2012 (Figure 3.9).

Figure 3.9 Unrestrained Fatalities and Major Injuries by Vehicle Type



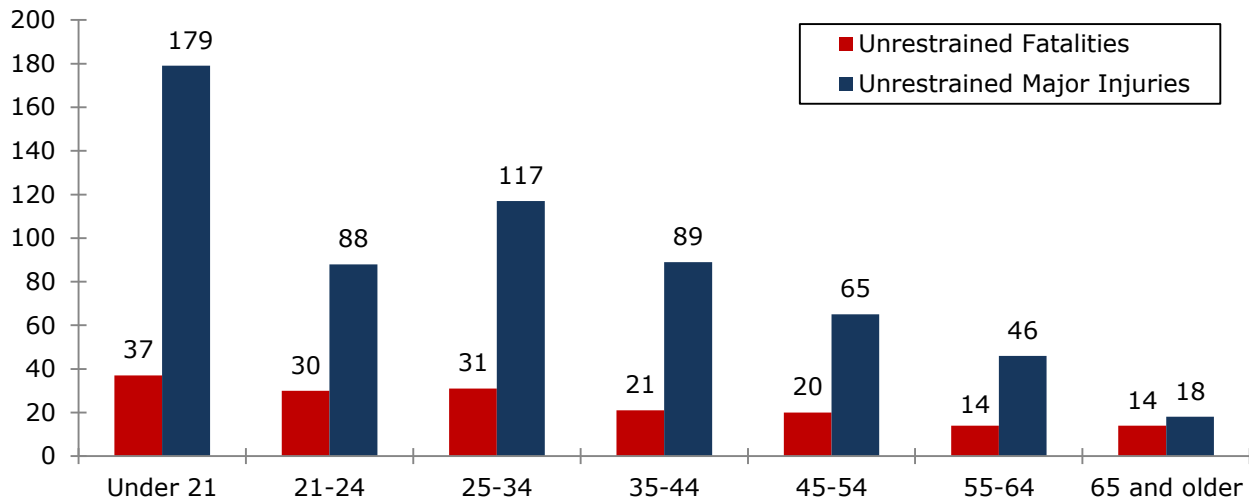
Source: Alaska Highway Analysis System and FARS, 2015.

Note: Fatality data are for 2005-2013, major injury data are for 2005-2012.

Motor vehicle occupants under 25 years of age are less likely to wear seat belts and accounted for over one-third (40 percent) of all of unrestrained fatalities between 2005 and 2013, as seen in Figure 3.10. This same age group accounted for nearly half (45 percent) of all unrestrained

major injuries, with 267 motor vehicle occupants under the age of 25 sustaining major injuries between 2005 and 2012 as a result of not wearing a seat belt.

Figure 3.10 Unrestrained Fatalities and Major Injuries by Age Group



Source: Alaska Highway Analysis System and FARS, 2015.

Note: Fatality data are 2005 to 2013, major injury data are 2005 to 2012.

Performance Targets

1. Reduce unrestrained fatalities by 9 percent from 17 (2009 to 2013 average) to 15 by 2016.
2. Increase observed belt use from 88 percent 2014 observed rate to 90 percent or above by 2016.

Strategies

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. The Alaska Highway Safety Office remains committed to improving the seat belt use rate. Our short term goal is to attain an 89.1 percent rate by September 30, 2015, and 91.1 percent by September 30, 2016.

The AHSO convened a multidisciplinary Occupant Protection Task Force (OPTF) in 2013 to review data, proven countermeasures, and best practices. Based, in part, on recommendations from a NHTSA Occupant Protection assessment conducted August 4-9, 2013, the task force developed a comprehensive Occupant Protection Strategic Plan to reduce injuries and fatalities by increasing seat belt and child restraint 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 the plan. Statewide coordination by the AHSO's Occupant Protection Coordinator and, once

secured, the State Law Enforcement Liaison will keep the implementation on track. The assessment provided several recommendations, including the development of an Occupant Protection Strategic Plan, a survey to determine seat belt use policies at law enforcement agencies, high-visibility enforcement coordination, additional focus on high-risk populations with lower than average CPS usage (Alaska's Native population), increasing communication and outreach coordination, strengthening occupant protection programs for children, and increased use of electronic crash and citation data for evaluation needs.

At their May 12, 2015 meeting, the OPTF reviewed progress and revised Alaska's Occupant Protection Strategic Plan. Following are the strategies and action steps identified in the revised plan:

Strategy 1: Continue high-visibility enforcement (Click It or Ticket) programs and stress occupant protection in all standard enforcement activities.

AS 1.1: Collect data on when and where unrestrained fatalities and serious injuries occur and conduct high-visibility enforcement campaigns when and where occupant protection crashes are highest.

AS 1.2: Provide more direction and information to law enforcement agencies through the law enforcement liaisons and provide guidance and expectations in written and verbal (webinar) formats.

AS 1.3: Conduct a pilot project on seat belt enforcement based on times of day when unrestrained fatalities and injuries are occurring to overcome supervisor concerns and utilize spotters to identify violators.

AS 1.4: Ensure law enforcement agencies receive the results of the Alaska Occupant Protection Use Survey.

AS 1.5: Target enforcement at groups that have low seat belt use rates.

AS 1.6: Distribute the Injury Prevention Center reference guide on child passenger safety to law enforcement statewide, particularly those in rural areas.

Strategy 2: Conduct education and awareness efforts to promote the importance and need for occupant protection.

AS 2.1: Utilize the Occupant Protection Task Force as a way to promote sharing of occupant protection problems between stakeholders and law enforcement agencies.

AS 2.2: Standardize occupant restraint messages for all ages and coordinate their use throughout the State.

AS 2.3: Work with media outlets to encourage them to report lack of occupant protection when reporting on traffic crashes when information is available from the police report.

AS 2.4: Increase earned media by reaching out to businesses and requesting them to help display messages and signage during high-visibility enforcement campaigns.

AS 2.5: Develop a communications plan.

AS 2.6: Determine demand and needs for an annual occupant protection workshop.

AS 2.7: Conduct traffic safety programs in high schools which address occupant protection.

AS 2.8: Establish a speaker's bureau as a resource for the media and speaking requests.

Strategy 3: Continue and expand child passenger safety programs.

AS 3.1: Work with the Injury Prevention Group from the Alaska Native Tribe Health Consortium (ANTHC) to encourage people to use child safety seats and emphasize occupant protection education to families traveling to regional and state hubs.

AS 3.2: Partner and share data from the Trauma Registry on child incidents involving off-highway vehicles operating on public roads with agencies servicing rural Alaska.

AS 3.3: Increase booster seat use through seat checks, consultations and outreach opportunities with special emphasis on Stage 3 use.

AS 3.4: Determine the need for additional child passenger safety technicians or for law enforcement training on child passenger safety.

Strategy 4: Provide data on occupant protection.

AS 4.1: Identify sources of occupant protection data and make it accessible to stakeholders, i.e., Trauma Registry, crash data, etc.

AS 4.2: Determine the cost of occupant protection crashes and promote the information through education and outreach efforts.

Strategy 5: Pursue statutory or regulatory changes which encourage occupant restraint use.

AS 5.1: Explore options to reduce fines or other punishments for child passenger safety violators who take action to properly restrain their children, i.e., receive a certificate for attending a class.

AS 5.2: Investigate ways to overturn the law which allows passengers to ride on the floor boards of vehicles.

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.

Alaska's integrated evidence-based traffic safety enforcement methodology also will be used for enforcement of occupant restraint laws. In FFY 2016, each law enforcement partner will be encouraged to arrange a minimum of at least one seat belt enforcement activity in each of their areas no less frequently than monthly. Alaska State Troopers (AST) coordinators will arrange a minimum of one seatbelt enforcement activity within each of their troop areas every two weeks. Some nighttime enforcement will be encouraged, although the amount of available daylight will be impacted by the season; however, the enforcement activities will be conducted primarily during daylight hours and in high crash location areas. Enforcement activities will also be focused on roadways that produced low seat belt use rates, as determined by Alaska's annual Occupant Protection Use Survey (OPUS). The statewide Law Enforcement Liaison is responsible for coordinating the efforts of all Alaska law enforcement partners covering 100% of the State. Approved examples of "High Visibility Enforcement Activities" are:

- Directed Patrols – Officers will patrol areas identified as low seat belt use rate areas as determined by the annual Occupant Protection Use Survey (e.g., Fairbanks and Juneau). Since many of the low use rate areas have historically been in rural parts of the state, agencies will target rural areas, particularly those rural areas that contain an official seat belt survey site. Patrol sites will also include areas near high schools and at locations near movie theaters, shopping areas, and other areas where teenagers typically congregate, and during times they would most likely be en route to and from these locations.
- Saturation Patrols – Enforcement patrols will saturate areas identified as high motor vehicle crash areas. Crash data will provide this information, and will help pinpoint locations that are overrepresented crash sites involving teenagers, pick-up trucks, and rural areas. In addition, the patrols will be well advertised in the local media.

- Informational Checkpoints – Officers will conduct informational checkpoints for the purpose of reminding citizens the need for adults and children to use seat belts/child safety seat and to provide information on the occupant protections laws of the State. Checkpoints will be established on roadways that are heavily traveled to reach as many individuals as possible and in areas that are as near high schools as safely possible. Focus will also be made in areas with high-risk populations with a lower than average restraint and CPS use. Law enforcement agencies will be encouraged to have nationally certified child passenger safety technicians on-site during high-visibility events to provide assistance to motorists with improperly or unrestrained children.
- Participation in the CIOT Mobilization in May – Alaska’s CIOT enforcement campaign will run from May 13 – May 30, 2016. Funds will be granted to law enforcement agencies based on a pre-developed enforcement plan. Enforcement activities will occur on a daily basis, during all daylight hours, and possibly in some areas, nighttime enforcement. The AST will be primarily responsible for patrolling roadways outside of the city and borough jurisdictions and in rural areas where law enforcement agencies are unable to participate due to low manpower departments.
- Participation in additional enforcement waves at other times of the year (e.g., National Child Passenger Safety Week, high school prom and graduation season).
- Conduct seat belt enforcement during all routine enforcement efforts (enforcement of traffic laws pertaining to seatbelt use, impairment, and speeding, etc.).

Written seat belt use policies will be required for all law enforcement agencies receiving Federal Highway Safety funds. These policies must be written and outline sanctions for non-compliance.

In addition, the LELs will request letters of support from the Alaska Association of Chiefs of Police, Alaska State Troopers, and the Alaska Peace Officers Association.

Working with Alaska Safe Kids and its local affiliates (Denali Center at Fairbanks Hospital, Mat-Su Services for Children and Adults, and 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 <http://www.carseatak.org> and promoted via press releases and community outreach. Particular emphasis will be given to educating underserved and indigent populations (high-risk) 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 Statewide CPS Coordinator will determine the current level and geographic distribution of certified technicians in Alaska; monitor the recertification rate; schedule technician trainings; and collect, analyze, and report car seat check data to determine who is and is not being served, common misuse problems, and other critical information. Additionally, the Statewide CPS coordinator will identify and publicize other opportunities (e.g., on-line, conferences) for certified technicians to obtain continuing education through <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 will deploy the Statewide LEL to work with 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 include collection of rear seat usage as an element of the observation methodology. 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.

Alaska's Occupant Protection Task Force (OPTF) has met quarterly since being established in 2013. The OPTF met May 12, 2015 to review progress on implementation of Alaska's

Occupant Protection Strategic Plan. The strategies and action steps from the Occupant Protection Strategic Plan informed the decision to fund the following projects for FFY 2016.

Programs and Projects

Target: 2

Project Title: Occupant Protection Use Survey (OPUS)

Description: The State is required to evaluate the impact of its programs aimed at increasing seat belt use. Alaska's seat belt use observational survey was redesigned in FFY 2013 and was approved by NHTSA. The design allows 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 405b

Evidence of Effectiveness: N/A

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 their jurisdictions. The AST, in collaboration with local law enforcement agencies, 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 will focus on roadways that produce low seat belt use rates, as determined by crash data and the Alaska's annual Observational Survey of Seatbelt Use Occupant Protection Use Survey. Participating agencies also will conduct earned media activities and participate in education events.

Budget: \$90,000 Section 402

Evidence of Effectiveness: CTW, Chapter 2, Section 2.1

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 Strategic 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: \$58,000 Section 405b

Evidence of Effectiveness: CTW, Chapter 2, Section 7.1

Target: 1

Project Title: Fairbanks Safe Rider Program

Description: In support of the CPS component of the State's Occupant Protection Strategic 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. The program's CPS Technician will team with local law enforcement and participate in *Click It or Ticket* mobilization by providing assistance to motorists with improperly or unrestrained children.

Budget: \$127,900 Section 405b

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

Target: 1

Project Title: Mat-Su Child Passenger Safety Program

Description: In support of the CPS component of the State's Occupant Protection Strategic Plan, the Mat-Su Child Passenger Safety Program will coordinate and mentor CPS technicians in the region, create and distribute a quarterly newsletter, host and partner with schools and other agencies on CPS events (e.g., car seat check events, inspections, seat distribution), provide CPS education to parents and family members at the Mat-Su Medical Center Birthing Center and community events, reach out to and track foster parents attending seat check events, and implement earned media opportunities to educate the public.

Budget: \$33,000 Section 405b

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

Target: 1

Project Title: Communications Consultant – Occupant Protection

Description: AHSO's communications consultant will oversee the development and implementation of a statewide strategic communications plan that supports the strategies outlined in the FFY 2016 HSP, Alaska's Strategic Highway Safety Plan, and the Occupant Protection Strategic Plan.

Budget: \$20,000 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's travel scholarship program provides 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 405b

Evidence of Effectiveness: N/A

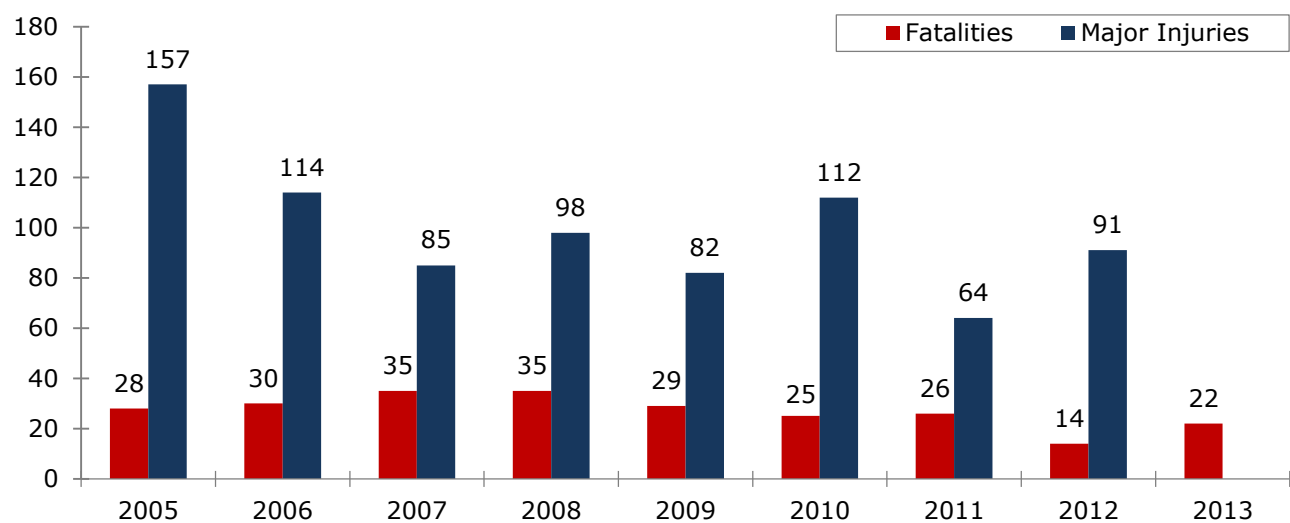
3.5 Speeding

Overview

Speeding consistently ranks as one of the top contributing factors in motor vehicle crashes in Alaska. Between 2005 and 2012, 9,975, or 14 percent, of all motor vehicle crashes involved speeding. The number of speed-related crashes decreased by 38 percent between 2005 and 2007, and climbed the next two years. However, the number reversed course again in 2010, decreasing by 76 percent between 2010 and 2012. Overall, the number of speed-related crashes declined by 84 percent between 2005 and 2012.

Still, speeding is the leading cause of death and major injury in motor vehicle crashes in Alaska. On average, there were 28 speeding-related fatalities between 2005 and 2013, and 100 major injuries annually between 2005 and 2012. Both fatalities and injuries have declined since 2005—fatalities by 21 percent, and major injuries by 42 percent (Figure 3.11).

Figure 3.11 Speeding-Related Fatalities and Major Injuries

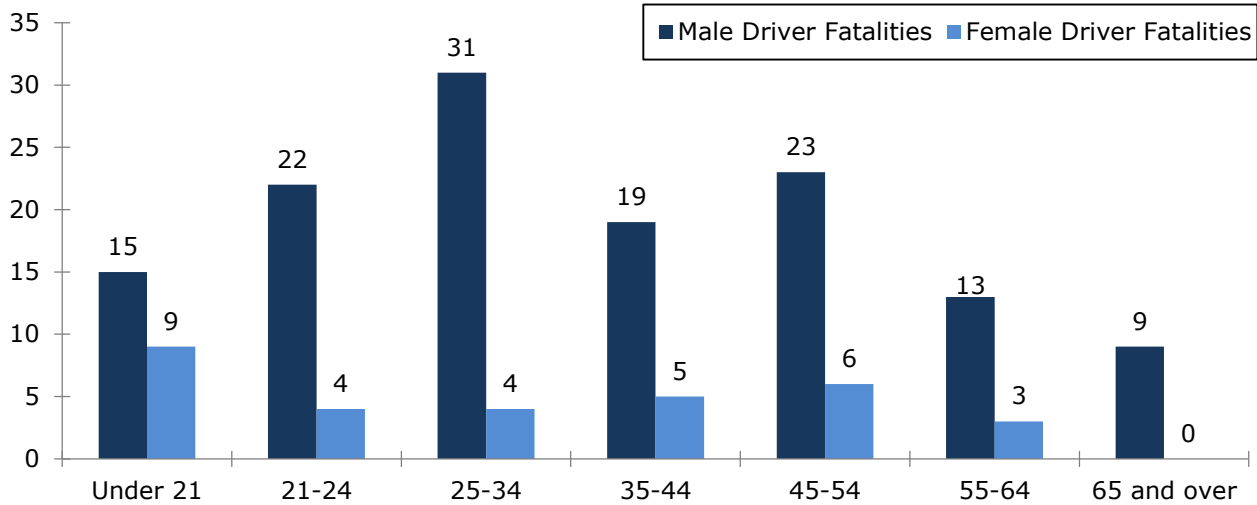


Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data is 2005 to 2012; fatality data is 2005 to 2013.

Male motorists 25 to 34 years of age were more likely to speed and die on Alaska’s roadways than any other age group, together accounting for 19 percent of all speed-related fatal crashes between 2005 and 2013 (Figure 3.12). 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 3.12 Speeding-Related Fatalities by Driver Gender and Age Group

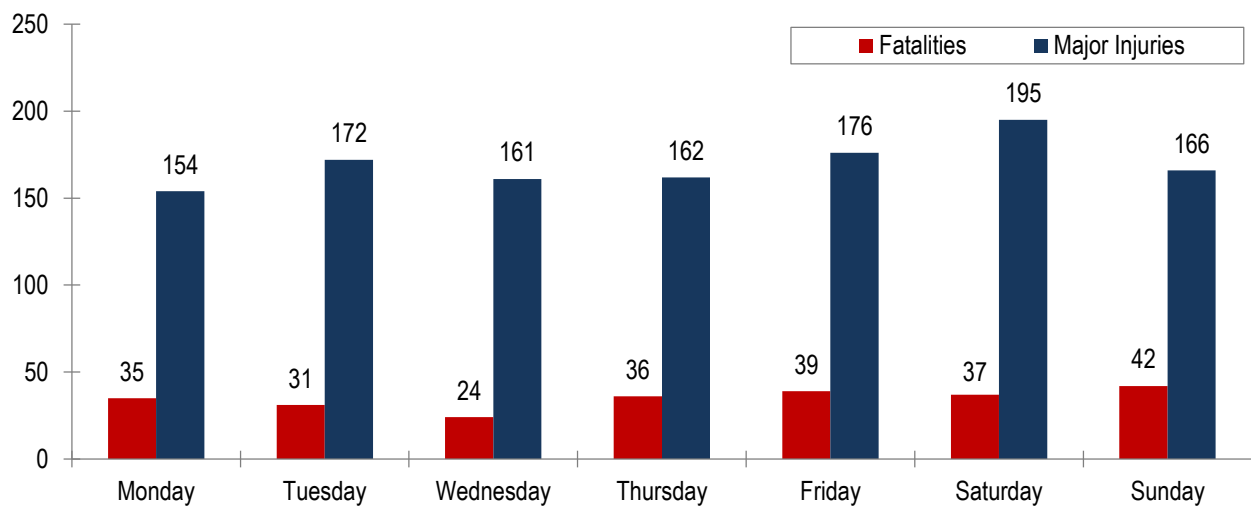


Source: FARS, 2015.

Speeding-related major injuries for both male and females were greatest among drivers under 20 years of age from 2005 to 2012, accounting for almost one-third of all crashes during this time period. Like speeding-related fatalities, the trend line for major injuries declines with age and is lowest for drivers over 35 years of age.

Motorists were generally more likely to be involved in speeding-related fatal and major injury crashes on the weekend than weekdays. Saturdays saw the most speeding-related major injuries (195), while most fatalities were on Sundays (42), as shown in Figure 3.13.

Figure 3.13 Speeding-Related Fatalities and Major Injuries by Day of Week

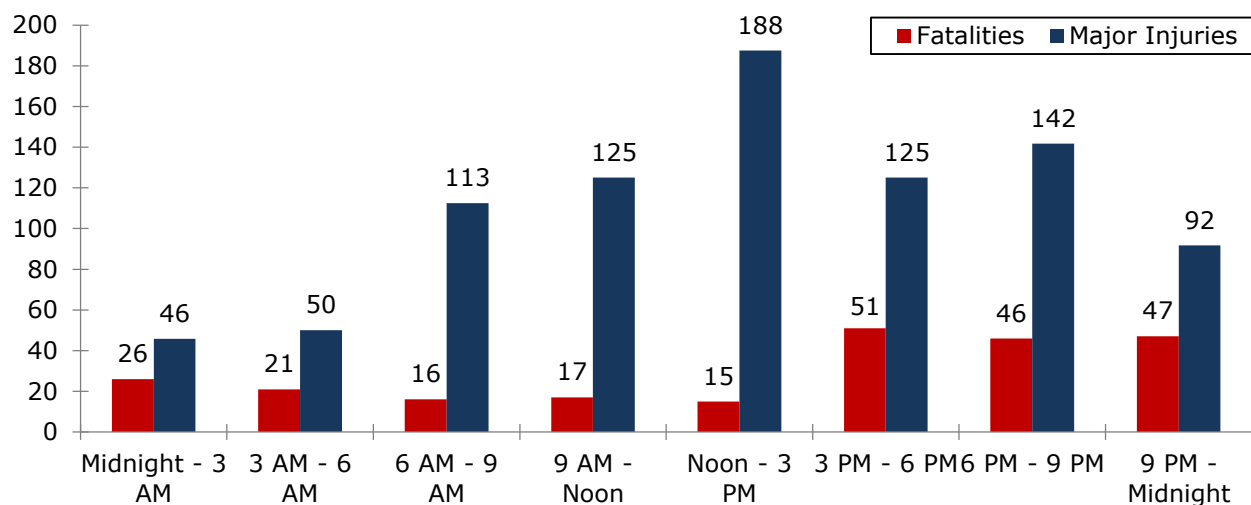


Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012. Fatality data are 2005 to 2013.

Speeding-related fatalities (56 percent) occurred most frequently between 3 p.m. and midnight, while major injuries (66 percent) occurred mainly between 9 a.m. and 9 p.m. (Figure 3.14).

Figure 3.14 Speeding-Related Fatalities and Major Injuries by Time of Day

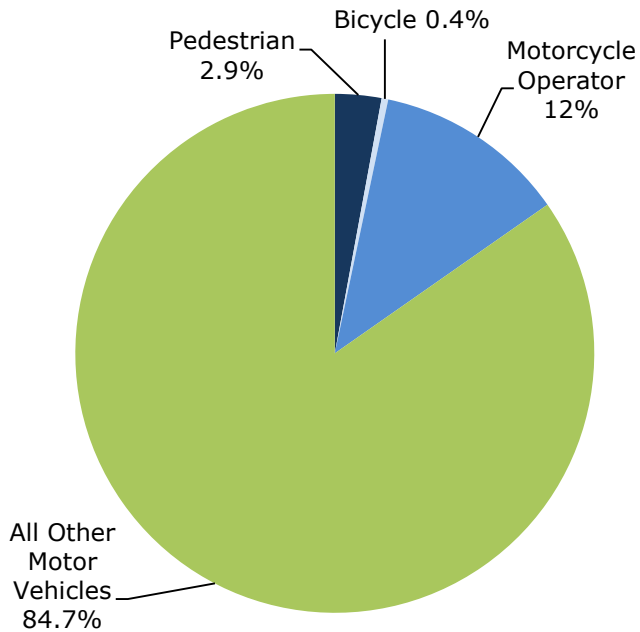


Source: Alaska Highway Analysis System and FARS, 2015.

Note: Fatality data are 2005 to 2013, major injury data are 2005 to 2012.

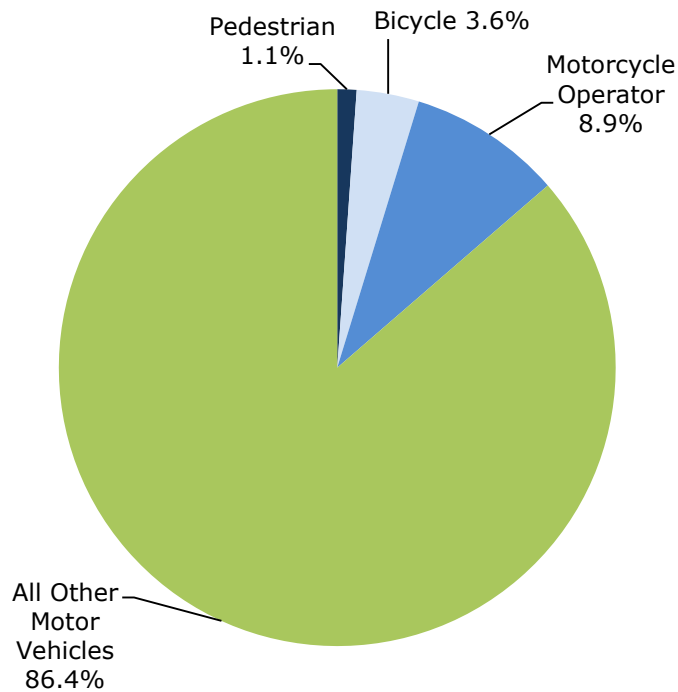
As Figure 3.15 shows, speeding fatalities among vulnerable road users were greatest for motorcyclists (12 percent) and pedestrians (2.9 percent). Motorcyclists also represented the greatest share of speeding-related major injuries (Figure 3.16) sustained by vulnerable road user groups at 8.9 percent, followed by bicyclists (3.6 percent) and pedestrians (1.1 percent). Car, light truck, SUV, and van drivers, however, overwhelmingly sustained the greatest percentage of fatalities and injuries when speed was involved.

Figure 3.15 Percent of Speeding-Related Fatalities by Roadway User



Source: FARS, 2015.

Figure 3.16 Percent of Speeding-Related Major Injuries by Roadway User



Source: Alaska Highway Analysis System, 2015.

Performance Target

1. Reduce speeding-related fatalities by 9 percent from 23 (2009 to 2013 average) to 21 by 2016.

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. Furthermore, programs to address unbelted occupants and impaired drivers may have a correlation in affecting speeding-related fatalities. Currently, the Seward, Parks, Knik/Goose Bay Road, and Sterling Highways are the four designated Safety Corridors in Alaska.

Proven countermeasures, including the use of high-visibility enforcement, Data-Driven Approaches to Crime and Traffic Safety (DDACTS), and statewide education, including paid and earned media, will be deployed to address this problem. Through partnership with our media contractor particular emphasis will be given to developing data driven speed-related messaging that resonates with male, female, novice, motorcyclists and other identified high-risk populations.

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 to address specific problem areas, times, and events with a high incidence of speeding and aggressive driving behavior. Project funding also will support the purchase 50 speed measuring devices which the AST pilot tested in FFY 2014. The AST will provide the training on the equipment's use.

Budget: \$232,000 Section 402

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

3.6 Motorcycle Safety

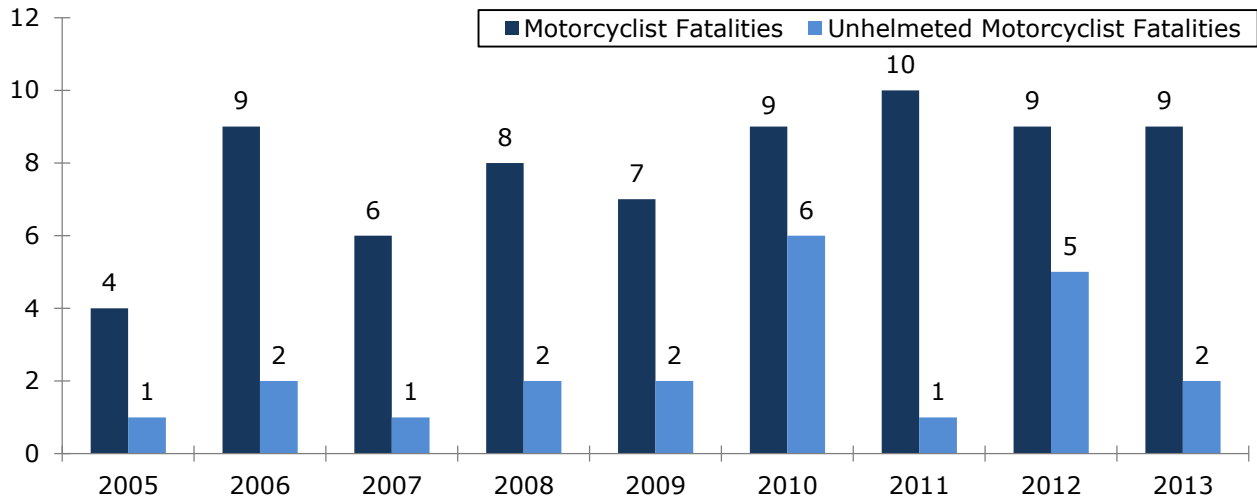
Overview

In 2013, Alaska recorded 32,004 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 2012, 1,396 motorcycle crashes were reported in the State, an average of 155 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 had been on the rise, mirroring a national trend. However in both 2011 and 2012, motorcycle crashes declined once again to 154 crashes and 125 crashes, respectively, signaling some progress in this area.

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 2005 and 2013, 71 motorcyclists – just fewer than eight per 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, 22 (31 percent) of the fatally injured riders were not wearing helmets. In some years, that percentage has been as high as 67 percent (six out of nine riders in 2010) and as low as 10 percent (one out of 10 riders) in 2011 (Figure 3.17).

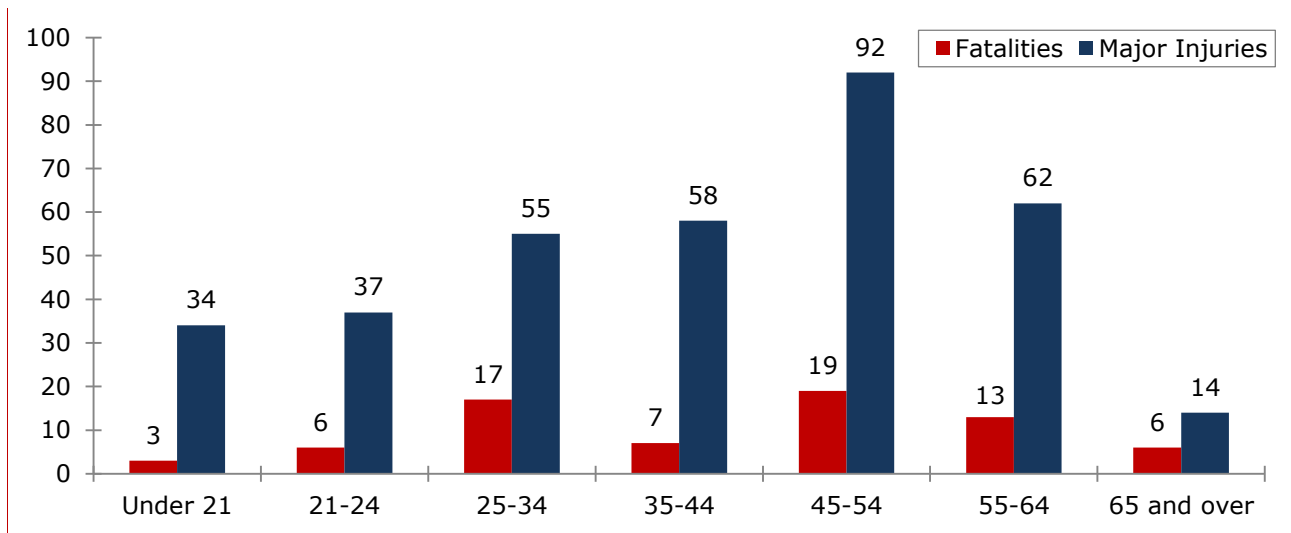
Figure 3.17 Motorcyclist Fatalities



Source: Alaska Highway Safety Office and FARS, 2015.

Motorcyclists over 35 years of age are more likely to be involved in crashes resulting in major injuries (64 percent), with riders over 45 years of age accounting for nearly one-half (48 percent) of those injuries. The 45 to 54 age group also accounted for more fatalities than any other age group, as shown in Figure 3.18.

Figure 3.18 Motorcyclist Fatalities and Major Injuries by Age Group



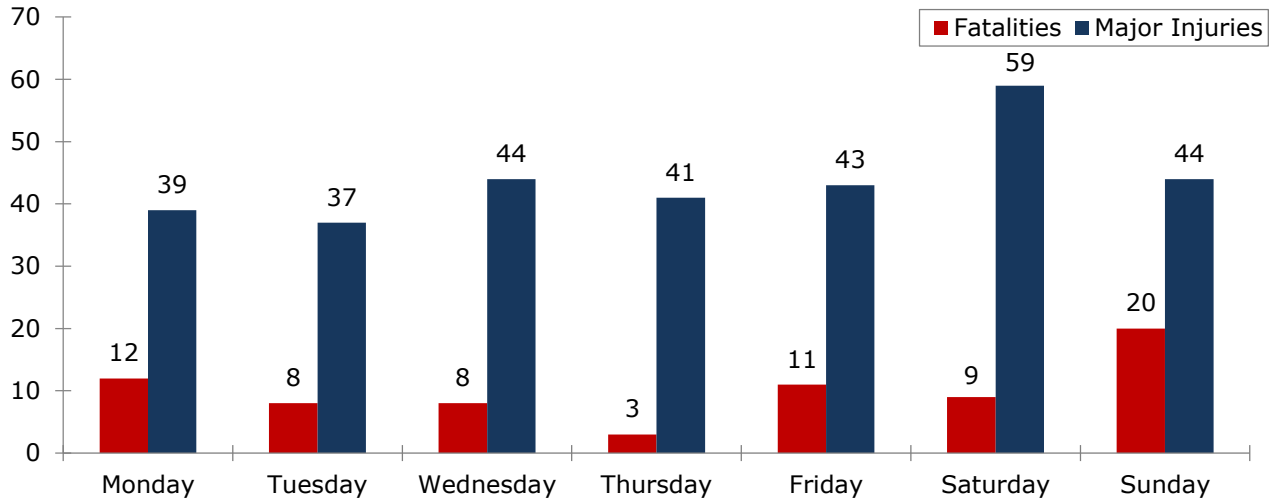
Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012. Fatality data are 2005 to 2013.

Motorcyclist fatalities and major injuries are most prevalent on Saturdays, with weekday numbers approximately 20 percent less than weekend days. Fatalities are highest on Sunday and Monday, with nearly half (45 percent) of fatalities occurring during these two days. Motorcycle fatalities occurring on Monday (12 or 17 percent) are higher than Saturday,

prompting the need for outreach addressing not only riding for recreation, but for utility (e.g., commuting to work, school) as well (Figure 3.19).

Figure 3.19 Motorcyclist Fatalities and Major Injuries by Day of Week

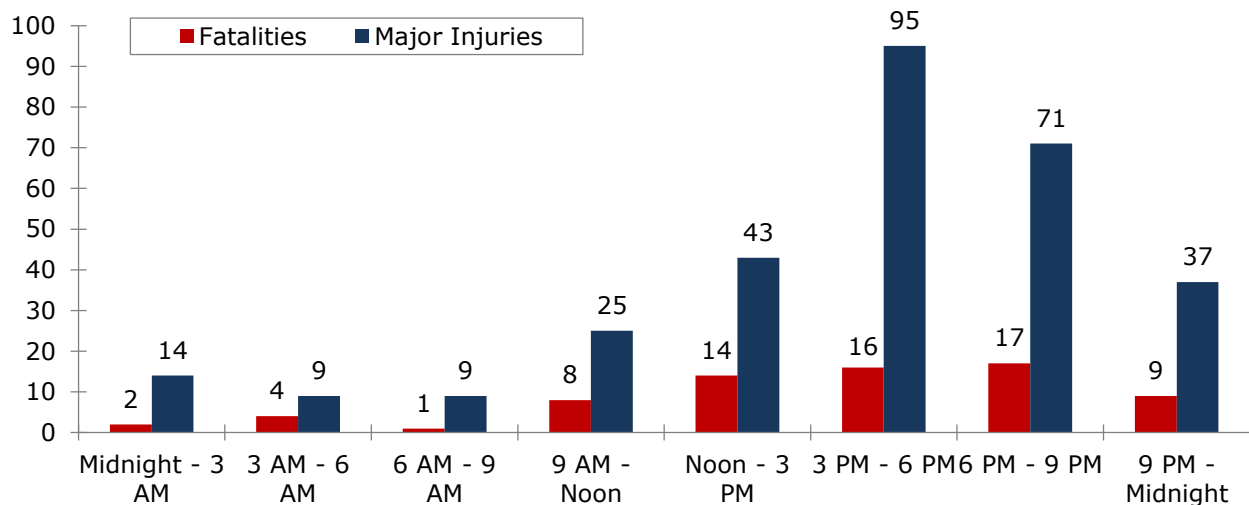


Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012. Fatality data are 2005 to 2013.

More motorcyclists (28 percent) are killed between 6 p.m. and 9 p.m. than any other time period, as shown in Figure 3.20. The greatest number of major injuries (31 percent) occurred between 3 p.m. and 6 p.m., followed 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 3.20 Motorcyclist Fatalities and Major Injuries by Time of Day



Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012. Fatality data are 2005 to 2013.

Performance Targets

1. Reduce motorcyclist fatalities by 9 percent from 9 (2009 to 2013 average) to 8 by 2016.
2. Reduce unhelmeted motorcyclist fatalities by 33 percent from 3 (2009 to 2013 average) to 2 by 2016.

Strategies

Alaska's SHSP includes a Special Users Emphasis Area which addresses motorcycle, pedestrian, and bicycle safety. The AHSO is an active member of the Emphasis Area's Motorcycle Subcommittee and will consider providing funding to support various strategies and action steps in the Subcommittee's action plan.

Motorcyclists are identified as a secondary target audience for the paid media buys which will support the high-visibility enforcement associated with the Drive Sober or Get Pulled Over mobilization. AHSO will incorporate the Ride Sober message into the impaired driving campaigns and target media outlets which are popular for motorcyclists to deliver the message. The AHSO will also utilize the expertise of our media contractor to develop targeted motorcycle safety messaging to reduce motorcycle related crashes. Furthermore, as noted in the impaired driving section of the HSP the impaired driving countermeasures planned for FY 2016 will also prove beneficial in addressing impaired motorcyclists.

Programs and Projects

Target: 1

Project Title: Communications Consultant – Motorcycle Safety

Description: AHSO's communications consultant will oversee the development and implementation of a statewide strategic communications plan that supports the strategies outlined in the FFY 2016 HSP and Alaska's Strategic Highway Safety Plan, including targeted motorcycle safety messaging.

Budget: \$10,000 Section 402

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

3.7 Pedestrian and Bicycle Safety

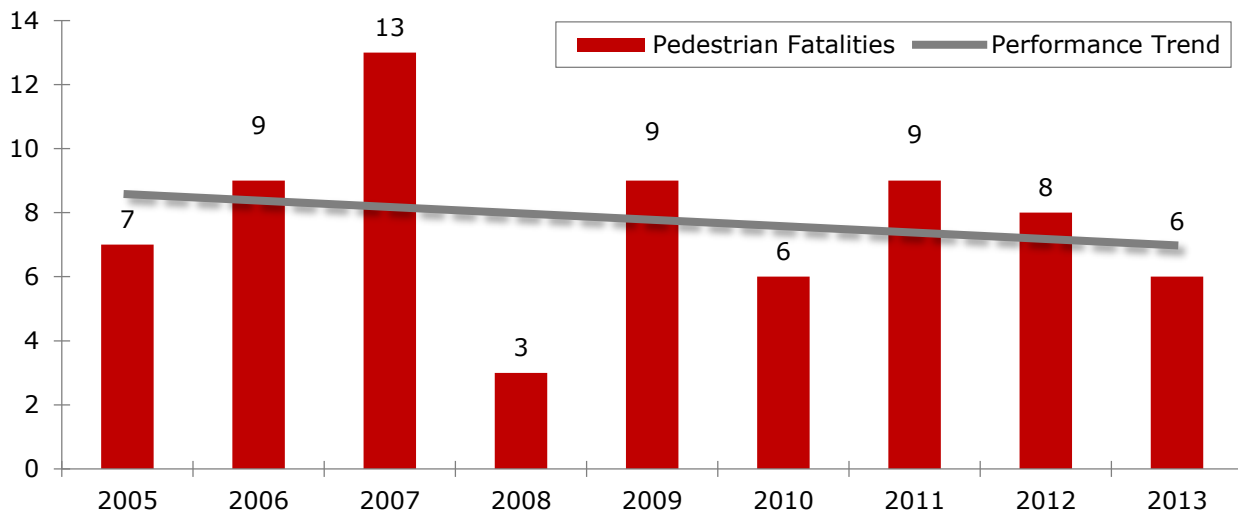
Overview

Pedestrians and bicyclists, like motorcyclists, are more vulnerable than other roadway users in crashes. A review of reported pedestrian crashes in Alaska between 2005 and 2012 found that a causation factor was either unknown or involved no improper driving in 35 percent of the crashes. Of the reported factors, just under one-third (29 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 11 percent were the result of a pedestrian action (e.g., jaywalking, walking with traffic).

Between 2005 and 2012, crashes involving pedestrians and bicyclists accounted for slightly less than 3 percent (2.6) of all crashes in Alaska. However, this same roadway user group was involved in 14.7 percent of the fatal and 11.6 percent of the State’s major injury crashes. The trend line for pedestrian crashes decreased between 2004 and 2007 and again between 2010 and 2011, but has been rising otherwise. Pedestrian crashes peaked in 2012 at 164, and are up by one-third since 2005, when there were 123 crashes. Bicycle crashes have followed a similar pattern. They decreased 17 percent between 2005 (176) and 2007 (146), then rose to a new high (204) in 2010. As of 2012, bicycle crashes are up 22 percent from their 2007 low (146 in 2007, 178 in 2012), and are up one percent since 2005.

The trend line for pedestrian fatalities has been moving downward, but a spike in 2007 affirms the need for continued vigilance in addressing pedestrian safety (Figure 3.21). After volatility in the number of fatalities between 2005 and 2011 (up by 29 percent during this period), pedestrian fatalities in 2013 declined by 14 percent since 2005 and 54 percent from their peak in 2007.

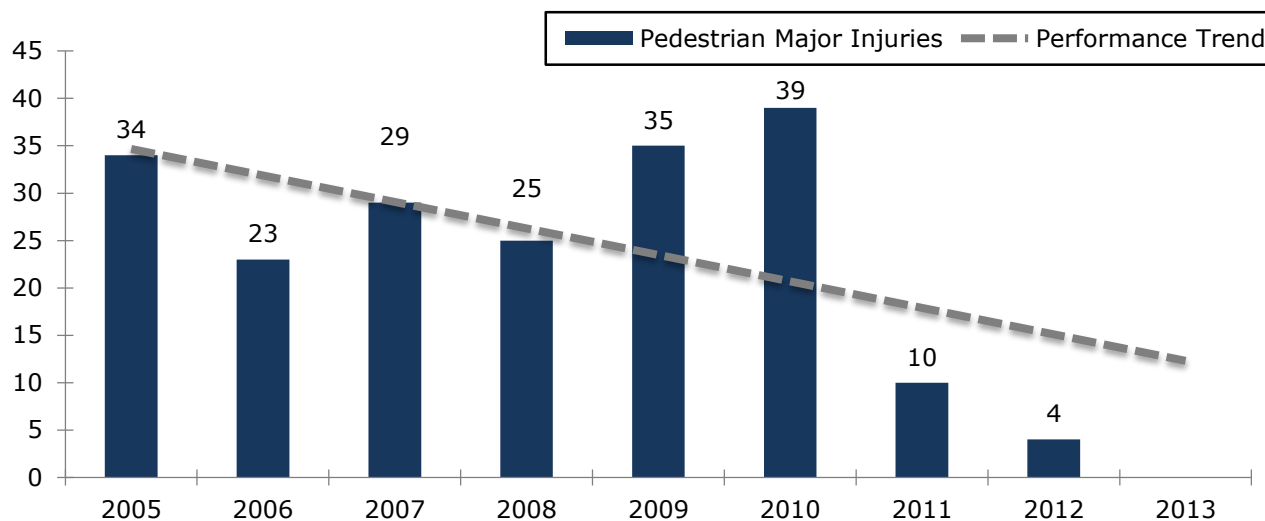
Figure 3.21 Pedestrian Fatalities by Year



Source: FARS, 2015.

The trend for major injuries involving pedestrians has been inconsistent in recent years with a peak of 39 in 2010 and a low of 4 in 2012 as shown in Figure 3.22. The general trend has been downward, with major injuries declining by 88 percent between 2005 and 2012.

Figure 3.22 Pedestrian Major Injuries by Year

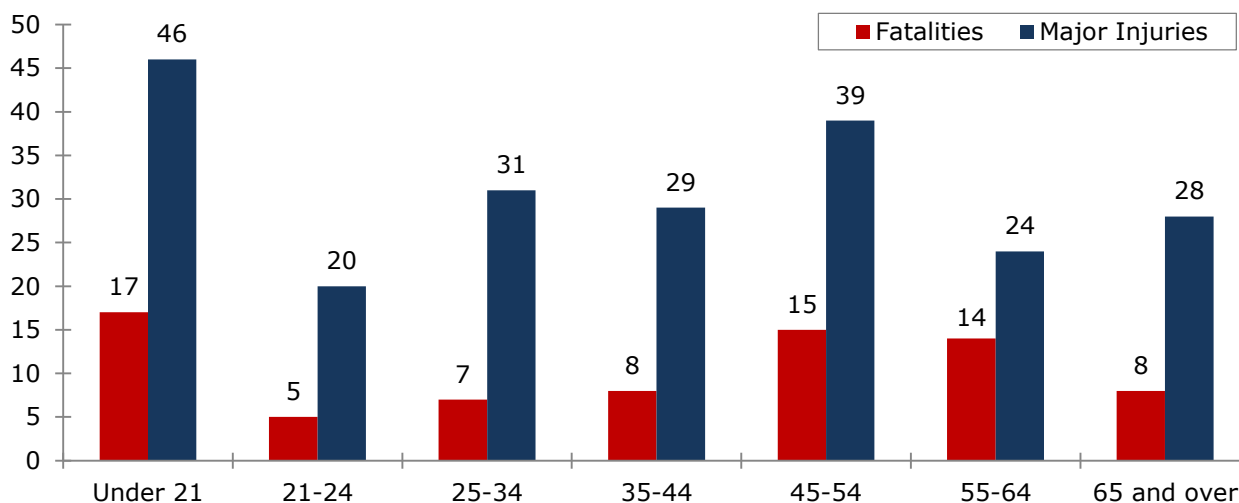


Source: Alaska Highway Analysis System, 2015.

Note: 2013 data are not available.

Pedestrians 45 years of age and over accounted for half of the fatalities that occurred between 2005 and 2013, as shown in Figure 3.23. The 20-year-old and under age group comprised nearly a quarter (23 percent) of fatalities. 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, it is important to note all age groups are at risk.

Figure 3.23 Pedestrian Fatalities and Major Injuries by Age Group

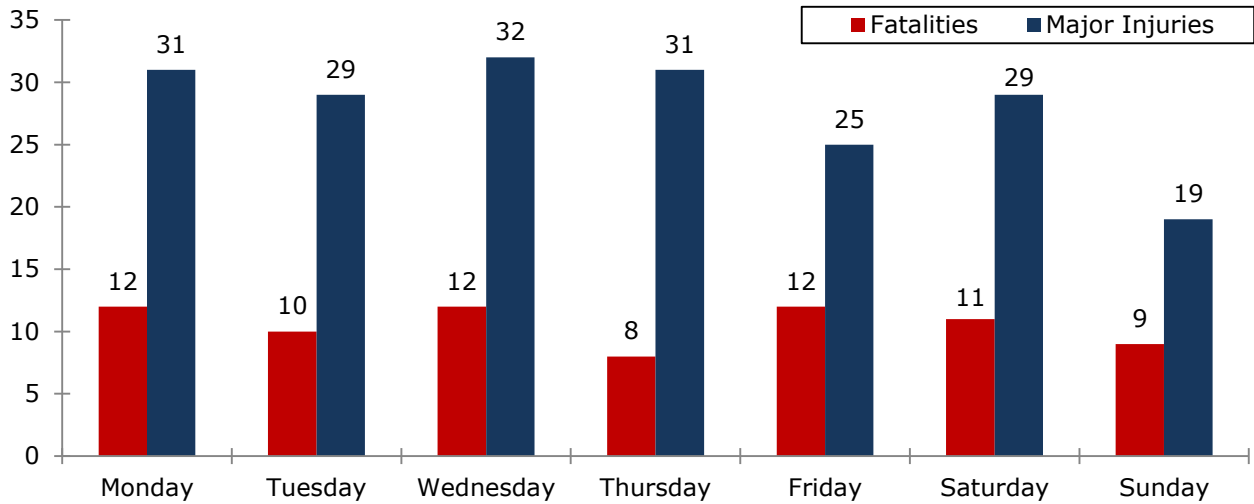


Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012. Fatality data are 2005 to 2013.

Pedestrian fatalities were highest on Monday, Wednesday, and Friday (12). Major injuries peaked on Wednesday (32), followed closely by Monday and Thursday, as shown in Figure 3.24.

Figure 3.24 Pedestrian Fatalities and Major Injuries by Day of Week

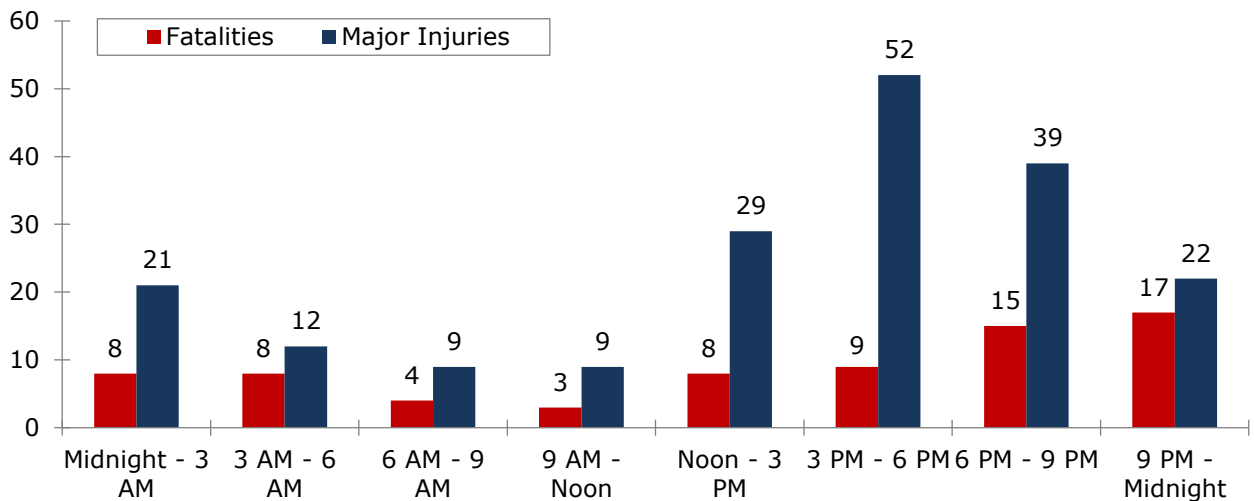


Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012. Fatality data are 2005 to 2013.

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. (91), as shown in Figure 3.25.

Figure 3.25 Pedestrian Fatalities and Major Injuries by Time of Day

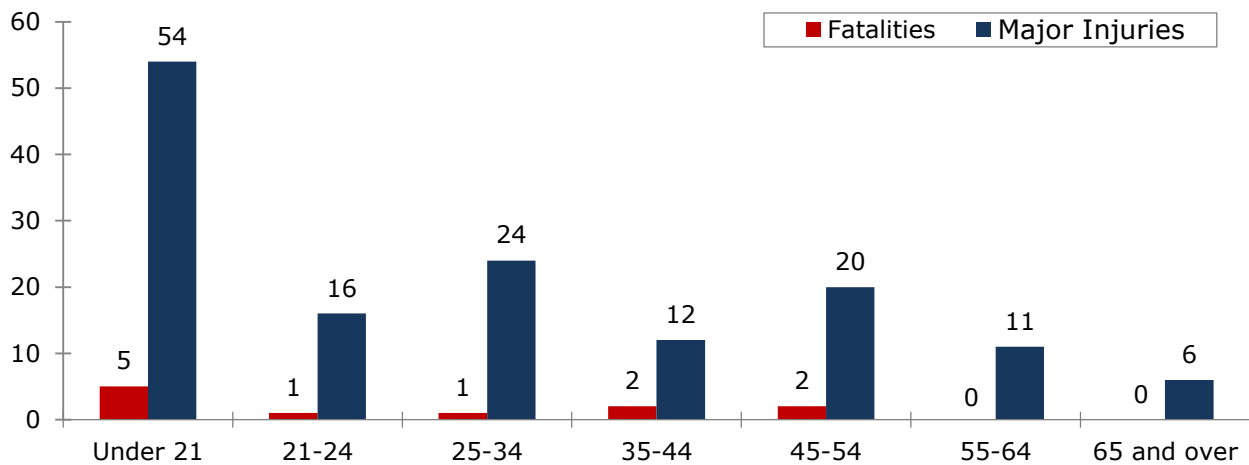


Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012. Fatality data are 2005 to 2013.

An analysis of fatal and major injury crash data involving bicycles found that cyclists under 21, who are more likely to be riding, have the highest risk. Between 2005 and 2013, nearly half (45 percent) of all bicycle fatalities involved this age group (Figure 3.26). Cyclists under 21 years of age also accounted almost 40 percent of all major injuries. The risk of dying or suffering a major injury while bicycling is lowest for older riders as they accounted for few major injuries and no fatalities.

Figure 3.26 Bicycle Fatalities and Major Injuries by Age Group

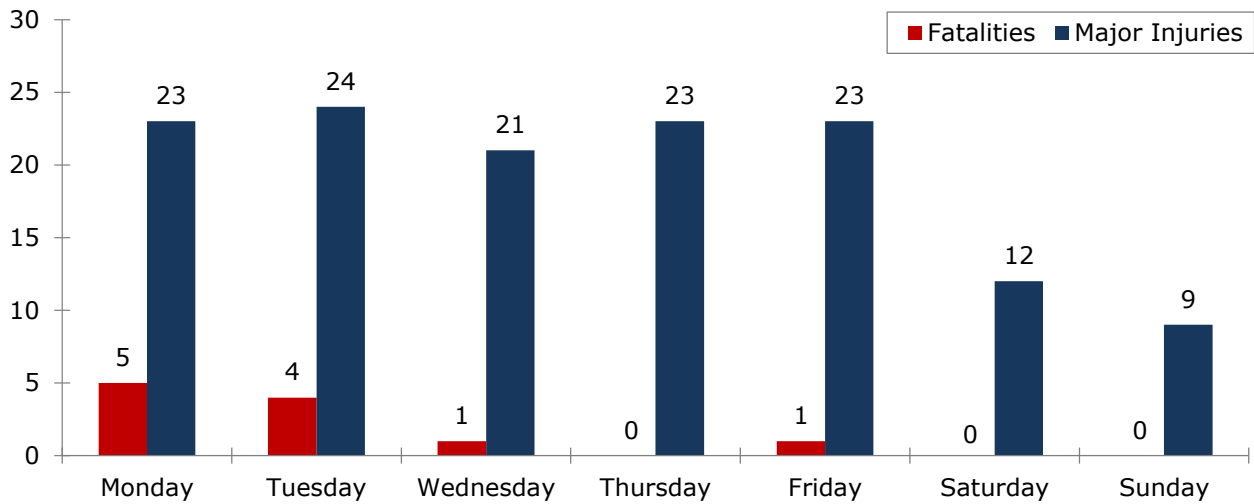


Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012. Fatality data are 2005 to 2013.

When bicyclists ride also impacts crash risk. Bicyclists were more frequently killed on Monday and Tuesday, and seriously injured during weekdays, as seen in Figure 3.27. 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 3.27 Bicycle Fatalities and Major Injuries by Day of Week

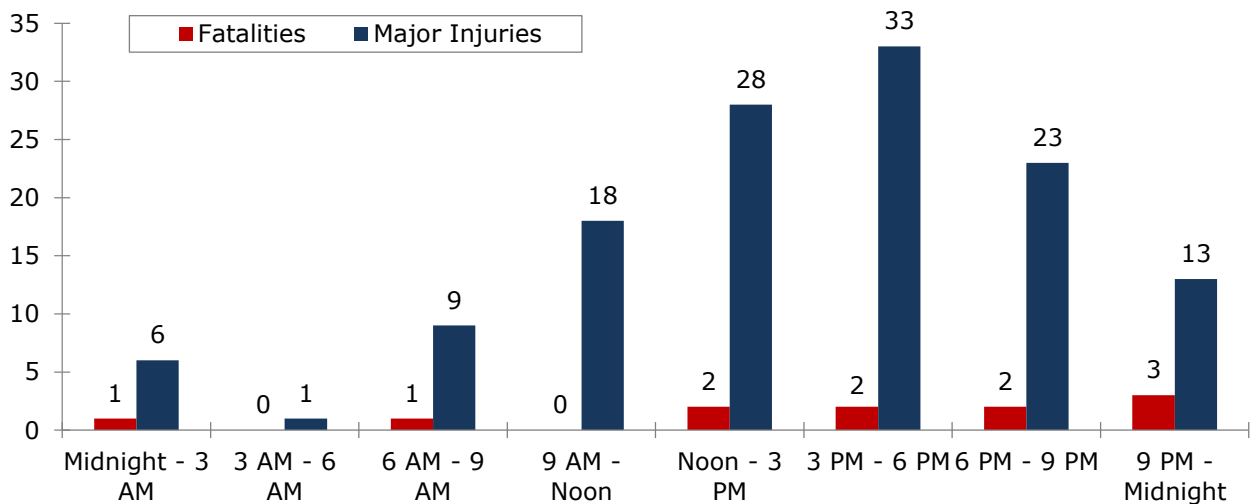


Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012. Fatality data are 2005 to 2013.

The time of day that bicycle crashes are occurring in Alaska also suggests a school/work connection as well as issues with conspicuity. Most bicyclists were killed between noon and midnight, with the greatest number of fatalities occurring between 9 p.m. and midnight. The 3 p.m. to 6 p.m. timeframe, which correlates with school dismissal and the commute home from work, also accounted for one-quarter of the major injuries for all bicyclists involved in crashes. The second most dangerous time for bicyclists was noon to 3 p.m., when 21 percent of major injuries occurred (Figure 3.28). Ensuring that bicyclists can see and be seen is essential to their safety.

Figure 3.28 Bicycle Fatalities and Major Injuries by Time of Day



Source: Alaska Highway Analysis System and FARS, 2015.

Note: Major injury data are 2005 to 2012. Fatality data are 2005 to 2013.

Performance Targets

1. Reduce pedestrian fatalities by 9 percent from 8 (2009 to 2013 average) to 7 by 2016.
2. Reduce bicyclist fatalities by 100 percent from 1 (2009 to 2013 average) to zero by 2016.

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

The AHSO will fund two projects in FFY 2016 to address pedestrian and bicycle crashes. The first project help stakeholders in Alaska identify the specific at-risk populations which will result in more efficient use of resources when developing and revising prevention priorities, educational media, and training opportunities. The Alaska Division of Public Health's Injury Surveillance Program will study the trends over the past 10 years and produce an injury surveillance report on collisions between motor vehicles and pedestrians and bicyclists in Alaska. In addition to the report, fact sheets will be produced for stakeholders in transportation, public safety, public health, education, and health care provider communities so that they can utilize evidence based data to better address and protect bicyclists and pedestrians in their community.

The second project will fund evidence-based injury prevention strategies that include facilitating a nationally recognized bicycle safety course for teachers, parents, and injury prevention professionals from across the State. The project will also fund bicycle helmets for use at safety training events and a new media campaign directed at bicycle and pedestrian safety.

Programs and Projects

Target: 1

Project Title: Alaska Bicycle and Pedestrian Safety

Description: This project will use hands-on and classroom safety skills training, bicycle helmets, technical assistance to community safety events, and broadcasting educational messages to reduce bicycle and pedestrian fatalities and serious injuries. A two and one-half-day education and training course for adults will result in the course participants developing a local safety event in their community. Radio spots will be aired during the summer months which include messages such as how to identify gaps in the road for crossing and distracted

walking and riding. The Department of Health and Social Services' Injury Prevention bicycle and pedestrian safety program will manage this project.

Budget: \$50,000 Section 402

Evidence of Effectiveness: CTW, Chapter 9, Section 3

Target: 1

Project Title: Bicycle/Pedestrian SHSP Projects

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

Budget: \$20,000 Section 402

Evidence of Effectiveness: CTW, Chapters 8 and 9

Target: 1

Project Title: Communications Consultant – Pedestrian and Bicycle Safety

Description: AHSO's communications consultant will oversee the development and implementation of a statewide strategic communications plan that supports the strategies outlined in the FFY 2016 HSP and Alaska's Strategic Highway Safety Plan, including targeted pedestrian and bicycle safety messaging.

Budget: \$10,000 Section 402

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

3.8 Novice Drivers (20 and Under)

Overview

Novice drivers 20 years of age and younger 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 6 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 6-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 6 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 6 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.

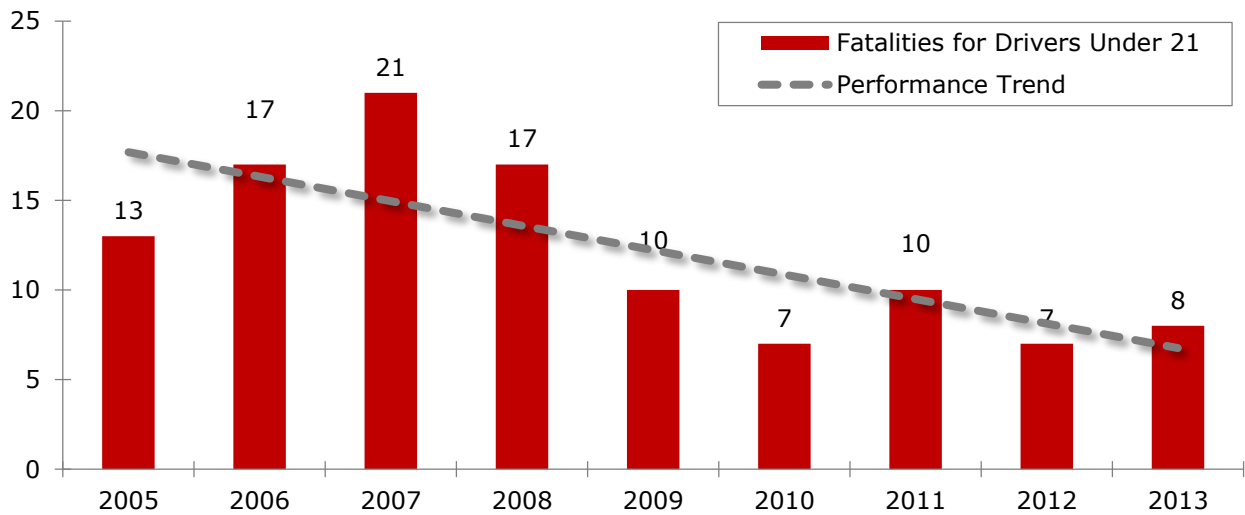
It is important to note that no other state has as many rural communities separated from connecting road systems to the extent that Alaska does. For that reason, the State's Division of Motor Vehicles (DMV) issues an "off-highway" license that allows an individual, including teens, to drive in specific 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 2005 and 20112, drivers under 21 years of age were involved in 24,582, or 25 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 (22 percent), speeding (13 percent), failure to yield (9 percent), and following too closely (5 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 2005 and 2013, 110 fatalities resulted from crashes involving drivers under 21 in Alaska. Teen crashes have generally been declining over the past eight years, with the most significant gains occurring between 2007 and 2012. Fatal crashes involving drivers under 21 fell 62 percent from a peak of 21 in 2007 to 8 in 2013, as shown in Figure 3.29.

Figure 3.29 Drivers Under 21 Involved in Fatal Crashes



Source: FARS, 2015.

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-seven (37) teens died and 179 sustained serious injury as a result of not buckling up.

When it comes to impaired driving, males under 21 years of age are 22 percent more likely as their female counterparts to die in an alcohol-related crash. Between 2005 and 2013, 22 male drivers under age 21 died compared to 18 female drivers in the same age group. The number of teens) 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.

Female drivers under 21 years of age were more likely than any of their older female counterparts to die in a speed-related crash—this age group accounted for nearly one-third (29 percent) of female speeding fatalities. Additionally, teens of both sexes accounted for more major injuries than any other age group by nearly two to one. Alaska has made progress in the number of male teen drivers killed in speed related crashes, however. Between 2005 and

2013, fewer male drivers under 21 (15) died as a result of speeding than any other male cohort under 55 years of age.

Performance Target

1. Reduce drivers 20 or under involved in fatal crashes by 9 percent from 8 (2009 to 2013 average) to 7 by 2016.

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, inattentive/distracted driving, aggressive driving, and sharing the road with pedestrians and cyclists. AICP, with AHSO funding, will conduct various teen peer-to-peer projects in high schools which safe driving. 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.

The AHSO will identify evidence based 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: Safe Streets Alaska

Description: The Alaska Injury Prevention Center (AIPC) will expand its teen program with new topics and expanded geographical reach to improve young driver knowledge, attitudes, and behaviors regarding impaired driving, awareness of the risks and consequences of inattentive driving, aggressive driving, and seat belt use. The AIPC will develop evaluation methodology to assess changes in youth knowledge and attitudes and to evaluate program success.

Budget: \$300,000 Section 402

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

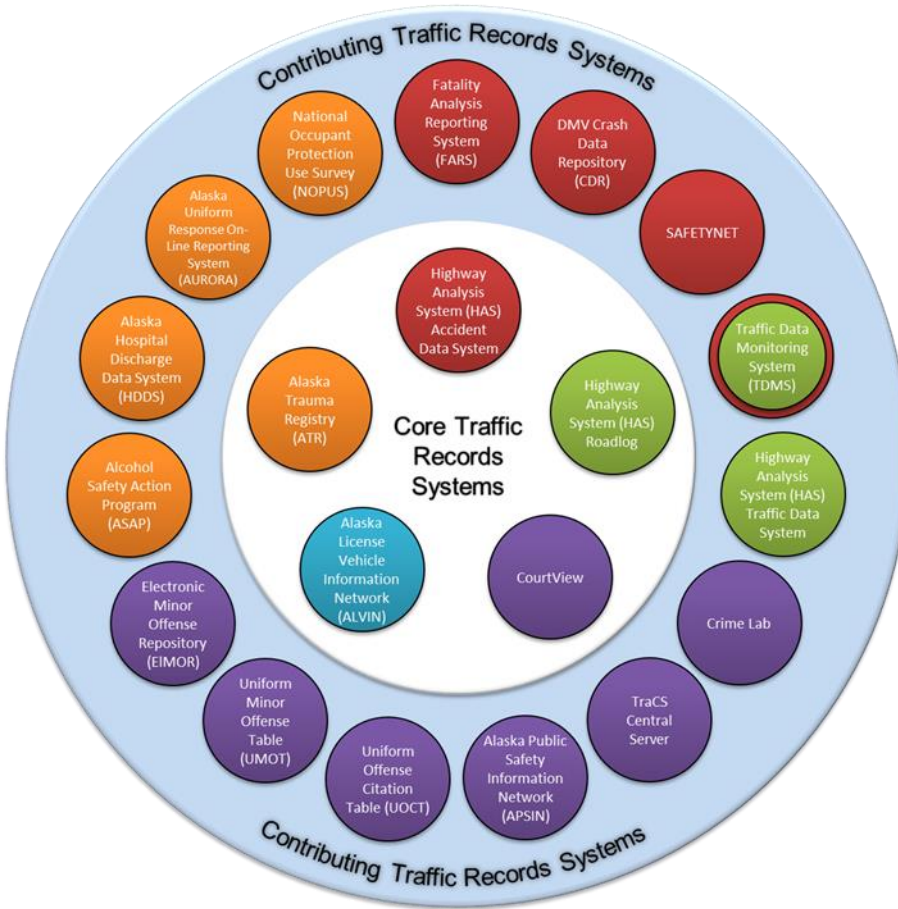
3.9 Traffic Records

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 June 2012 and a five-year (2013 to 2018) strategic plan was adopted in March 2013, and revised in January 2014, 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 3.30 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 3.30 Alaska Traffic Records System Component Databases



LEGEND		
● Crash Data Systems	● Driver Data Systems	● Citation/Adjudication Data Systems
● Roadway Data Systems	● Vehicle Data Systems	● Statewide Injury Surveillance Systems

Source: Alaska Traffic Records Strategic Plan, 2014.

In addition, 15 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);
 - Highway Analysis System (HAS) Traffic Data System;
 - The Spatially Integrated Roadway Information System (SIRIS); and
 - Commercial Motor Vehicle Enforcement – SAFETYNET.
- Department of Public Safety:

- TraCS Central Server;
- Alaska Public Safety Information Network (APSIN);
- Uniform Offense Citation Table (UOCT);
- The Scientific Crime Detection Laboratory (Crime Lab); and
- 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.
- Occupant Protection Use Survey Municipality of Anchorage:
 - Traffic Data Management System (TDMS).
- Alaska Court System:
 - Uniform Minor Offense Table (UMOT).

The ATRCC has been working to ensure 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.

The AHSO traffic records coordinator 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; serving as the point of contact for policy analysis, oversight, and coordination of Alaska's traffic records; and developing and maintaining the Section 405c Traffic Records program. 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.

With a new Governor and DOT&PF Commissioner, Alaska will revisit establishment of an executive level traffic safety oversight committee in 2016. The committee will be 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 SHSP and Traffic Records Strategic Plan, address challenges and resource needs, and provide leadership on issues facing both the SHSP 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 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; and
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 2016 HSP, include:

- 2.1 – Improve the timeliness of Crash Records Data System data collection and transmittal by December 31, 2014.

- 2.3 – Improve the timeliness of the Citation/Adjudication Data System by September 30, 2016.
- 3.1 – Improve the accuracy of Crash Records Data System records by December 31, 2016.
- 3.4 – Improve the accuracy of the Citation/ Adjudication Data System data by September 30, 2016.
- 4.1 – Improve the completeness of the Crash Records Data System data by December 31, 2016.
- 4.3 – Improve the completeness of the Citation/Adjudication Data System data by September 30, 2016.
- 5.2 – Improve the uniformity of the Citation/Adjudication Data System by September 30, 2016.
- 6.1 – Develop a Data Integration Master Plan 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.

Strategies

AHSO will continue to provide funding for projects which support the Traffic Records Strategic Plan. AHSO will fund the implementation and expansion of the Traffic and Criminal Software (TraCS) among law enforcement agencies and other users of the data. TraCS is used by 65 percent of law enforcement agencies in Alaska. The AHSO will fund training and deployment of TraCS for the Sitka Police Department, initial equipment for the Yakutat Police Department, an imaging server and hardware for the Department of Public Safety, and the TraCS licensing fee in FFY 2016.

Funding also will be provided to fund development of a transition plan, provide training, and create appropriate documentation to transition the TraCS knowledge base, presently maintained by a contractor, to DPS IT support staff. Changes to the TraCS forms are necessitated by judicial decisions, legislative changes, the Alaska Court System (ACS) and other catalysts. Funding also will support development, testing, and deployment of mandated changes to electronic forms. To enable agency planners, and possibly other users, access to TraCS data, AHSO will fund the planning, preparation, and development of a web service for law enforcement agencies to interface with TraCS. The AHSO also will fund the second phase of a project to have Datamaster breath test instruments communicate with TraCS during a DUI investigation.

If needed in 2016, AHSO also will provide funding to complete 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 SHSP (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.

Programs and Projects

Target: 2.1, 2.3, 3.3, and 5.2

Project Title: Statewide TraCS Project

Description: AHSO will fund the addition of Sitka Police Department (the largest remaining law enforcement agency in Alaska issuing paper citations) to the TraCS user network; the development of a transition plan, training, and creation of documentation to transition the TraCS knowledge base maintained by a contractor to DPS IT support staff; support mandatory changes to the TraCS forms including DUI forms; and planning, preparation, and development of a web service for law enforcement agencies to interface with TraCS.

Budget: \$200,000 Section 405c

Evidence of Effectiveness: Supports the Traffic Records Strategic Plan

Target: 1

Project Title: License Fee

Description: Funds will support payment of 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.

Budget: \$75,000 Section 405c

Evidence of Effectiveness: N/A

Target: 1

Project Title: Scholarship Travel for Training and Workshops

Description: The AHSO’s travel scholarship program provides 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 405c

Evidence of Effectiveness: N/A

3.10 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 2017 Highway Safety Performance Plan.
2. Deliver the FFY 2015 Annual Report by December 31, 2015.
3. Deliver the Federal Fiscal Year 2017 Highway Safety Plan by July 1, 2016.

Strategies

1. Administer the statewide traffic safety program:
 - Implement the FFY 2016 HSP and develop future initiatives;
 - Provide sound fiscal management for traffic safety programs;
 - Continue coordination of the 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. 5. Continuously 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 as a tool to enhance risk management of grantees.

Programs and Projects

Project Title: AHSO Operations

Description: Personnel costs, operating costs, travel expenses, conferences and training, memberships (e.g., GHSA, APOA, AACOP, WIP, and SMSA), supplies, equipment costs, and contractual services will provide the statewide program direction, financial, and clerical support, property management, and audit for the 402 statewide programs.

Budget: \$367,364.34 Section 402; \$319,139.15, Section 410; \$1,746,085, Section 154; \$300,501.79, Section 164

3.11 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.

3.12 Paid Advertising

The Alaska Highway Safety Office will contract with a communications consultant to oversee the development and implementation of a more robust statewide strategic communications plan that supports the strategies outlined in the 2016 HSP and Alaska's Strategic Highway Safety Plan. The overarching/umbrella campaign focus is "Toward Zero Deaths, Everyone Counts on Alaska's Roadways" in alignment with the SHSP. The goals of the campaign are to:

- Educate roadway users about their roles and responsibilities for safely sharing the road;
- Change the behavior and attitudes of all roadway users resulting in a decrease 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 2016 HSP and Alaska's SHSP with a particular focus on alcohol impaired and aggressive driving (which includes speeding) and proper restraint for motor vehicle occupants of all ages; and designated safety corridors. Emphasis will be given this year in developing a more robust media campaign for pedestrians and bicyclists. The plan will support Alaska's participation in the national *Click It or Ticket* and *Drive/Ride Sober or Get Pulled Over* high-visibility enforcement mobilizations. Consistent with NHTSA communications best practices, wherever possible, plan objectives include both high-visibility messages and tactics, as well as social norming messages and tactics. HVE efforts like *Click It or Ticket* are the campaign "brand" and are promoted at specific times of the year to coincide with national advertising and local enforcement for maximum impact, optimizing paid media.

The plan will use paid, earned, and owned media, including social media, to address the behavioral emphasis areas in both the HSP and SHSP. The consultant will work with AHSO's partners 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., males between 18 and 35 years of age, alcohol impaired motorcyclists) with critical safety messages (e.g., Drive/Ride Sober or Get Pulled Over) at key times of the year (e.g., in conjunction with national mobilizations and appropriate state events). 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: \$60,000, 402

Paid Media: \$100,000/\$100,000/\$100,000; 402/405b/405d

3.13 154 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 2016 HSP.

Table 4.1 Progress on FFY 2015 Performance Targets

Performance Measures	Actual							Targets		
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities (Actual)	82	62	64	56	72	59	51	49	48	46
Five-Year Average of Fatalities	76	73	69	61	63	62	60	58	56	55
Serious Injuries (all crashes)	433	391	452	488	404	359	NA	337	327	317
Fatality Rate/100 Million VMT	1.59	1.27	1.30	1.17	1.57	1.23	1.05	1.02	0.99	0.96
Unrestrained Passenger Vehicle Occupant Fatalities	28	23	12	14	26	19	12	12	11	11
Fatalities Involving with \geq .08 BAC	25	21	22	16	21	15	15	15	14	14
Speeding-Related Fatalities	35	35	29	25	26	14	22	21	21	20
Motorcyclist Fatalities	6	8	7	9	10	9	9	9	8	8
Unhelmeted Motorcyclist Fatalities	1	2	2	6	1	5	2	2	2	2
Drivers age 20 or Younger Involved in Fatal Crashes	21	17	10	7	10	7	8	8	8	7
Pedestrian Fatalities	13	3	9	6	9	8	6	6	6	5
Bicyclist Fatalities	2	1	2	0	2	1	1	1	1	1
Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	82.4	84.9	86.1	86.8	89.3	88.1	86.1	88.4	89.0	90.0
Seat Belt Citations*			4,100	1,726	1,526	547	508	647		
Impaired Driving Arrests*			1,896	1,474	1,330	783	250	167		
Speeding Citations*			3,376	1,985	2,067	1,089	712	579		

Note: 2013 serious injury data are not available. Serious Injuries are classified as major injuries in Alaska.

*Targets are not set for the number of citations and arrests issued during grant-funded enforcement activities; numbers are per Federal Fiscal Year

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: 6/26/2015

Program Area	Program Costs	State Funds	Federally Funded Programs			
			Previous Balance	Increase/ (Decrease)	Current Balance	
			Federal Share to Local			
SAFETEA-LU NHTSA 402						
Planning & Administration	\$367,364.34	\$107,143.98				
Alcohol						
Emergency Medical Services						
Motorcycle Safety						
Occupant Protection	\$3,828,987.54	\$380,078.68				
Paid Media						
Pedestrian/Bicycle Safety						
Police Traffic Services						
Safe Communities						
NHTSA 402 TOTAL	\$4,196,351.88	\$487,222.66	\$2,558,914.73	\$1,637,437.15	\$4,196,351.88	\$1,678,540.75
SAFETEA-LU NHTSA 405						
Occupant Protection	\$33,082.88	\$99,248.64				
SAFETEA-LU NHTSA 405 TOTAL	\$33,082.88	\$99,248.64	\$33,082.88	\$0.00	\$33,082.88	\$0.00
SAFETEA-LU NHTSA 408						
Data Program	\$241,656.43	\$60,414.11				
SAFETEA-LU NHTSA 408 Total	\$241,656.43	\$60,414.11	\$241,656.43	\$0.00	\$241,656.43	\$0.00
SAFETEA-LU NHTSA 410						
Planning & Administration	\$319,139.15	\$93,078.82				
Alcohol-SAFETEA-LU	\$1,506,612.06	\$4,519,836.18				
High Fatality Rate	\$152,262.48	\$456,787.44				
SAFETEA-LU NHTSA 410 TOTAL	\$1,978,013.69	\$5,069,702.44	\$1,978,013.69	\$0.00	\$1,978,013.69	\$0.00
SAFETEA-LU NHTSA 2010						
Motorcycle Safety	\$300,166.53	\$0.00				
SAFETEA-LU NHTSA 2010 Total	\$300,166.53	\$0.00	\$300,166.53	\$0.00	\$300,166.53	\$0.00

Program Area	Program Costs	State Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/ (Decrease)	Current Balance	
SAFETEA-LU NHTSA 2011						
Child Seats	\$5,196.11	\$5,196.11				
Paid Media						
SAFETEA-LU NHTSA 2011 Total	\$5,196.11	\$5,196.11	\$5,196.11	\$0.00	\$5,196.11	\$0.00
TEA-21 NHTSA 154						
Planning & Administration	\$1,746,085.86	\$0.00				
Alcohol		\$0.00				
Paid Media	\$8,518,509.41	\$0.00				
FFY11 BHP MIR Review	\$4,817,616.00	\$0.00				
TEA-21 NHTSA 154 Total	\$15,082,211.27	\$0.00	\$15,082,211.27	\$0.00	\$15,082,211.27	\$6,032,884.51
TEA-21 NHTSA 164						
Planning & Administration	\$300,501.79	\$0.00				
Alcohol		\$0.00				
Paid Media	\$1,532,470.33	\$0.00				
FFY11 BHP MIR Review	\$2,657,084.00	\$0.00				
TEA-21 NHTSA 164 Total	\$4,490,056.12	\$0.00	\$4,490,056.12	\$0.00	\$4,490,056.12	\$1,796,022.45
FHWA 164 HE						
Hazard Elimination	\$10,571,900.95	\$0.00				
FHWA 164 Total	\$10,571,900.95	\$0.00	\$10,571,900.95	Administered through FHWA for FFY14	\$10,571,900.95	\$0.00
MAP-21 NHTSA 405b OP Low						
Low HVE						
Low Training	\$573,648.18	\$143,412.05				
Low Community CPS						
OP Low						
MAP-21 NHTSA 405 TOTAL	\$573,648.18	\$143,412.05	\$194,443.41	\$379,204.77	\$573,648.18	\$0.00

Program Area	Program Costs	State Funds	Federally Funded Programs			Federal Share to Local
			Previous Balance	Increase/ (Decrease)	Current Balance	
MAP-21 NHTSA 405c Data Program						
Data Program	\$478,619.52	\$119,654.88				
MAP-21 NHTSA 405 TOTAL	\$478,619.52	\$119,654.88	\$171,905.42	\$306,714.10	\$478,619.52	\$0.00
MAP-21 NHTSA 405d Impaired Driving Mid						
Mid HVE	\$3,731,795.31	\$932,948.83				
MAP-21 NHTSA 405 TOTAL	\$3,731,795.31	\$932,948.83	\$2,816,628.49	\$915,166.82	\$3,731,795.31	\$0.00
Total NHTSA	\$31,110,797.91	\$6,917,799.70	\$28,066,718.49	\$3,238,522.83	\$31,110,797.91	\$9,507,447.71
Total FHWA	\$10,571,900.95	\$0.00	\$10,571,900.95	Administered through FHWA for FFY14	\$10,571,900.95	\$0.00
NHTSA & FHWA	\$41,682,698.86	\$6,917,799.70	\$38,638,619.44	\$3,238,522.83	\$41,682,698.86	\$9,507,447.71

State Official Authorized Signature: *Amy Kram*
 NAME: Amy Kram
 TITLE: AHISO Governor's Representative
 DATE: 6/26/2015

NHTSA NAME: _____
 TITLE: _____
 DATE: _____
 EFFECTIVE DATE: _____
 Federal Official Authorized Signature: _____

5.2 FFY 2016 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 2016 to meet the performance targets identified in the HSP.

Table 5.1 FFY 2016 Project List

Projects	Funding	Source
Bicycle and Pedestrian	\$50,000	402
AST Speeding Fatality Reduction	\$232,000	402
Bike/Pedestrian SHSP Projects	\$20,000	402
CIOT Enforcement	\$90,000	402
Communications Contractor	\$60,000	402
Fairbanks Safe Rider	\$127,900	405b
Mat-Su CPS Program	\$33,000	405b
OPUS	\$65,000	405b
Safe Kids Kenai	\$58,000	40b5
Southeast Alaska Motor Vehicle Safety	\$98,000	405b
Statewide TraCS Project	\$200,000	405c
Statewide LEL Program	\$60,000	402
Statewide DRE	\$238,550	405d
Toxicology SVCS	\$194,000	402
Fairbanks PD DUI Traffic Enforcement	\$275,000	405d
High-Visibility Enforcement DUI	\$200,000	405d
License Fee	\$75,000	405c
Anchorage DUI Unit	\$1,000,000	154/164
AIPC Safe Streets	\$300,000	402
Paid Media	\$100,000/\$100,000/\$100,000	402/405b/405d
Planning and Administration	\$2,921,000	402/405d/154/164
Scholarship Travel for Training and Workshops	\$30,000	402/405

6.0 State Certifications and Assurances

The Federal Fiscal Year 2016 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: 2016

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 Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each subgrant 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 subaward 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 website at 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 website at 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 reevaluation 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 upon personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Tammy Kramer

Signature Governor's Representative for Highway Safety

6/29/15

Date

Tammy 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: **2016**

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) 66-70 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.

Tammy Keamer

Signature Governor’s Representative for Highway Safety

6/30/15

Date

Tammy Keamer

Printed name of Governor’s Representative for Highway Safety

8.0 Section 405 Grant Application

For FFY 2016, 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.



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

Pacific Northwest-Region 10
Oregon, Montana, Washington,
Idaho and Alaska

Regional Administrator

Jackson Federal Building
915 Second Avenue, Suite 3140
Seattle, Washington 98174-1079
(206) 220-7640
(206) 220-7651 Fax

August 20, 2015

The Honorable Bill Walker
Office of the Governor
P.O. Box 110001
Juneau, AK 99811-0001

Dear Governor Walker,

We have reviewed the State of Alaska's Fiscal Year (FY) 2016 Highway Safety Plan (HSP) as received on June 30, 2015. Based on this submission, we find your State's HSP to be in compliance with the requirements of 23 CFR Part 1200 and the HSP is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Tammy Kramer.

We look forward to working with the AHSO and its partners to meet our mutual goals of reduced fatalities, injuries and crashes on Alaska's roads.

If you would like any additional information on State's HSP review please feel free to contact me at 206-220-7652.

Sincerely,

for John M. Moffat

cc: Tammy Kramer, Governor's Representative, Alaska Highway Safety Office;
Sandra Garcia-Aline, Alaska Division Administrator, FHWA;
Maggi Gunnels, Associate Administrator, NHTSA Office of Regional Operations and
Program Delivery



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

Pacific Northwest-Region 10
Oregon, Montana, Washington,
Idaho and Alaska

Jackson Federal Building
915 Second Avenue, Suite 3140
Seattle, Washington 98174-1079
(206) 220-7640
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Regional Administrator

August 20, 2015

Tammy Kramer
Governors Representative for Highway Safety
Alaska Highway Safety Office
P.O. Box 112500
Juneau, AK 99811-2500

Dear Ms. Kramer:

We have reviewed Alaska's Fiscal Year 2016 Highway Safety Plan (HSP). We have no requests for amendments to the plan you turned in on June 30, 2015. Based on your submission, we find your State's HSP to be in compliance with requirements of 23 CFR Part 1200, and the HSP is approved

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the state on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR § 1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In our review of the documents submitted, we did identify purchases that were over the cost of \$5,000; these will need additional approval at the time you are ready to move forward.

We congratulate Alaska on your accomplishments in advancing our shared safety mission, and the efforts of the personnel of the Alaska Highway Safety office in the development of the FY 2016 highway safety program are very much appreciated. However, there is always more work to do. We are all stewards of public dollars, whether NHTSA or any other Federal funds, and therefore stress to you and your staff the importance of ensuring that our safety dollars are used prudently and deliberately to advance highway safety.



VEHICLE SAFETY HOTLINE 888-327-4236



We welcome Alaska's continued efforts to reduce traffic deaths, injuries, and economic costs, and we look forward to working with the AHSO and its partners on the successful implementation of the FY 2016 plan. If we can be of assistance to you in achieving your traffic safety goals, please do not hesitate to contact us.

Sincerely,



for John M. Moffat

cc: Sandra Garcia-Aline, FHWA Division Administrator for Alaska;
Maggi Gunnels, Associate Administrator, NHTSA Office of Regional Operations and Program Delivery