

Alaska Highway Safety Plan

Federal Fiscal Year 2017

prepared for

Governor Bill Walker

under the direction of

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Transportation and Public Facilities**

prepared by

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July 1, 2016

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Acronym Guide

ACS	Alaska Court System
AHSA	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
FAST	Fixing America's Surface Transportation Act
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. HSPs 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) 2017 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 FFY 2017 HSP includes a strong focus on public outreach and strategies for conducting behavioral safety communications campaigns.

Alaska's SHSP established two task forces, the Aggressive Driving and Distracted Driving Task Forces, which are designed to support the emphasis area groups and investigate trends and contributing factors, as well as data, funding, and legislative issues. The AHSO is a member of both task forces.

The FFY 2017 HSP is composed of eight sections: 1) Planning Process, 2) Performance Plan, 3) Highway Safety Plan, 4) Performance Report, 5) Program Cost Summary, 6) Certifications and Assurances, 7) Teen Traffic Safety Program, and 8) 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 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.

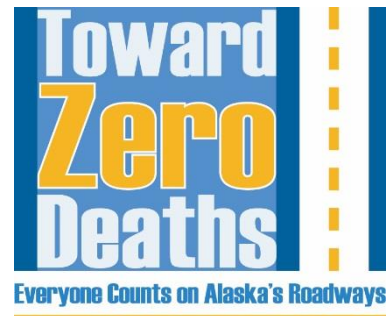
The Performance Report (Section 4.0) is a Federal requirement. This program area-level report focuses on the state's success in meeting the performance targets set for the core performance measures identified in

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 FFY 2017.

Section 6.0 includes Appendices A, B and C. Appendix A - Certifications and Assurances for Highway Safety Grants include a certification statement signed by the Governor's Representative for Highway Safety. Appendix A 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. The Section 405 application is summarized in Appendix B - Application Requirements for Section 405 and Section 1906 Grants. In FFY 2017, Alaska is applying for six Section 405 funds and will follow the Moving Ahead for Progress in the 21st Century Act (MAP-21) qualification requirements when possible, and Fixing America's Surface Transportation Act (FAST) requirements when necessary. Also in Section 6.0 is Appendix C - Assurances for Teen Traffic Safety Program, signed by the Governor's Representative for Highway Safety, identifies the elements of the peer-to-peer education and prevention strategies.

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 embraces, and actively promotes, the state's Toward Zero Deaths campaign in collaboration with its partners.



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 among 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, Impaired Driving and Occupant Protection Task Forces, community coalitions, other interested parties, and in collaboration with the state’s Strategic Highway Safety Plan (SHSP), stakeholders involved with the emphasis area teams. For the Federal Fiscal Year (FFY) 2017 HSP, the AHSO will hire 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 (61.8 percent) of Alaskans are Caucasian, 13.7 percent are American Indian/Alaska Native, 6.7 percent are Latino, 5.9 percent are Asian, 3.2 percent are Black, and the remaining 6.7 percent represent persons of multiple or 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 the Federal Highway Administration (FHWA) for 2014¹, there are almost three times as many registered trucks (569,456) as there are registered passenger vehicles (195,389) in the state. Airplanes often are the most efficient and sometimes the only way to travel between communities.

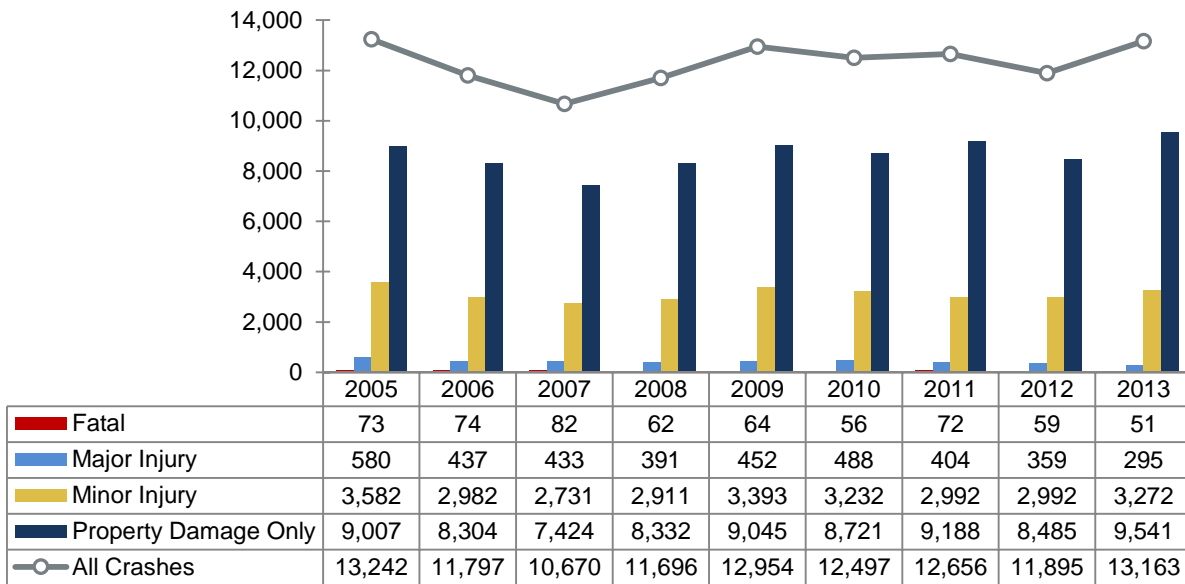
The AHSO uses two primary crash data sources to analyze and identify the state’s most significant traffic safety problems, as well as high-risk populations for traffic injuries and fatalities. The AHSO is responsible for counting and analyzing the state’s motor vehicle fatalities through the Federal Fatality Analysis Reporting System (FARS) program. In addition to the FARS database, AHSO also uses Alaska’s Spatially Integrated Roadway Information System (SIRIS) 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 12,193 reportable motor vehicle-related crashes annually. As shown in Figure 1.1, total crashes have fluctuated since 2005. Total crashes increased about six percent from 2012 to 2013. While the largest percentage of crashes in 2013 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 states. 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.

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 the 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.

¹ Highway Statistics 2014 (<https://www.fhwa.dot.gov/policyinformation/statistics/2014/mv1.cfm>).

Figure 1.1 Statewide Crashes by Severity

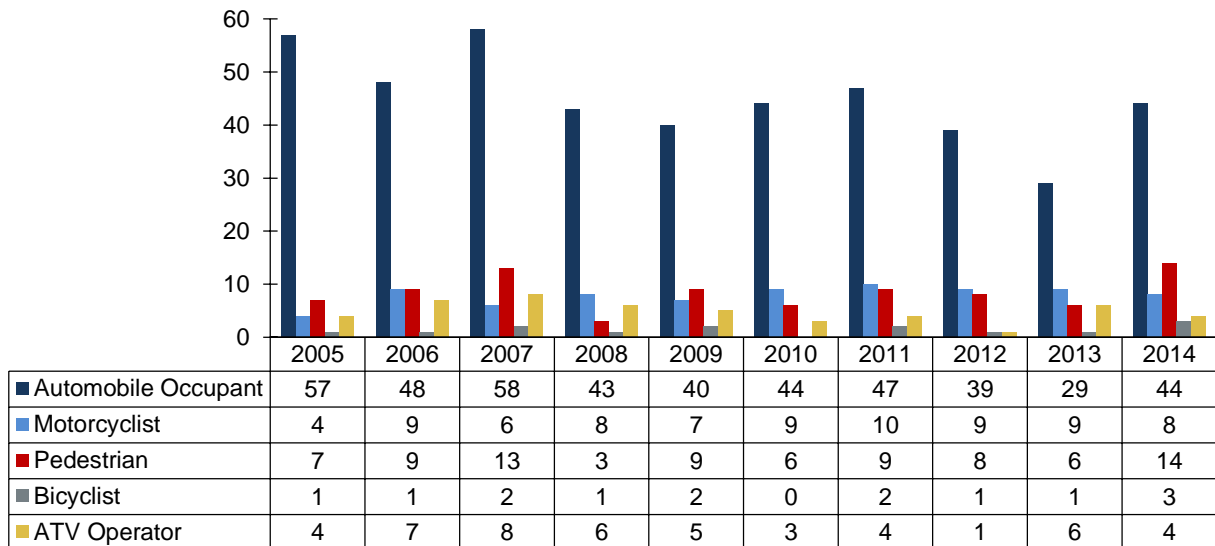


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: 2014 crashes by severity data are not available.

Between 2005 and 2014, an average of 45 automobile occupants were killed annually on the state’s roadways. Automobile occupants also accounted for the largest average annual number of people (319) who suffered major injuries in motor vehicle crashes between 2005 and 2013. An examination of data for other roadway users finds an average of eight pedestrians and eight motorcyclists were killed annually. Bicyclists and all-terrain vehicle (ATV) operators accounted for an average of one and five deaths, respectively (Figure 1.2).

Figure 1.2 Fatalities by Roadway User Group

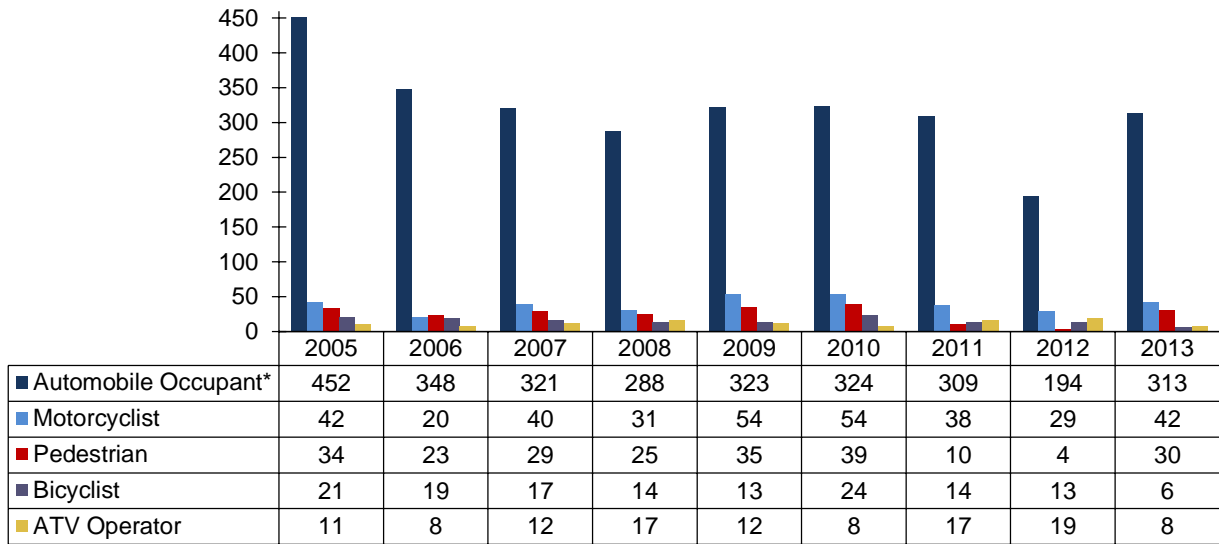


Source: FARS, 2016.

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 (16), as shown in Figure 1.3.

Figure 1.3 Major Injuries by Roadway User Group



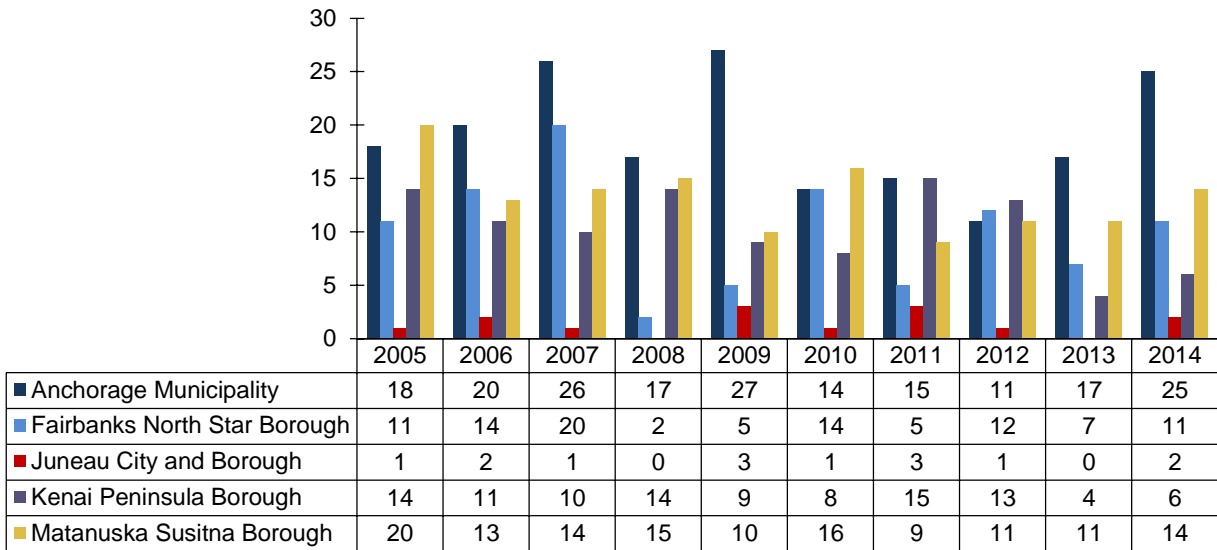
Source: Alaska Spatially Integrated Roadway Information System, 2016.

Note: Automobile occupant includes drivers and passengers of light trucks (only four tires), passenger cars, and motorhomes only. 2013 is the most recent year that data are available.

Despite these numbers, further analysis of data between 2005 and 2014 finds that fatalities among automobile occupants decreased by 23 percent, from 57 to 44. Pedestrian fatalities doubled, from seven in 2005 to 14 in 2014, while bicyclist deaths tripled from one in 2005 to three in 2014. Motorcyclist fatalities have remained at 10 or below each year between 2005 and 2014.

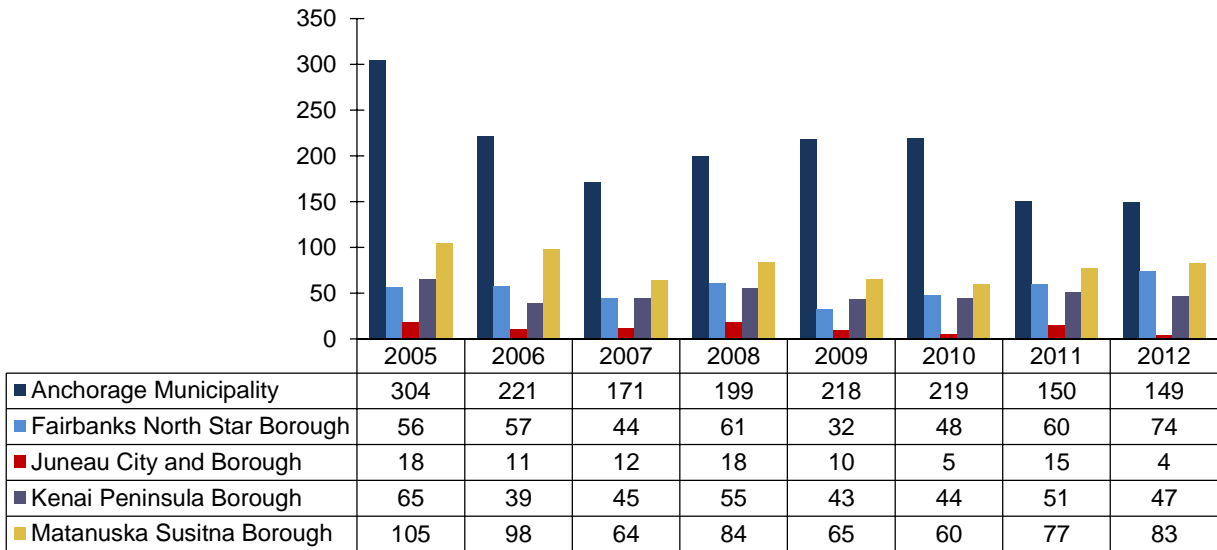
Roadway users in Alaska’s five most populous boroughs accounted annually for 81 and 88 percent, respectively, of the state’s fatalities between 2005 and 2014 and major injuries between 2005 and 2012. Anchorage, the state’s most populous borough and city, experienced the highest average number of fatalities (19) and injuries annually (204), followed by Matanuska Susitna or Mat-Su (13 fatalities, 78 major injuries), Fairbanks North Star (10 fatalities, 54 major injuries), Kenai Peninsula (10 fatalities, 49 major injuries), and Juneau (12 fatalities, 12 major injuries), as seen in Figures 1.4 and 1.5. Overall, fatalities in the five boroughs fell nine percent between 2005 and 2014, from 64 to 58, while major injuries declined 35 percent, from 548 to 357, between 2005 and 2012.

Figure 1.4 Fatalities for Five Most Populous Boroughs



Source: FARS, 2016.

Figure 1.5 Major Injuries for Five Most Populous Boroughs



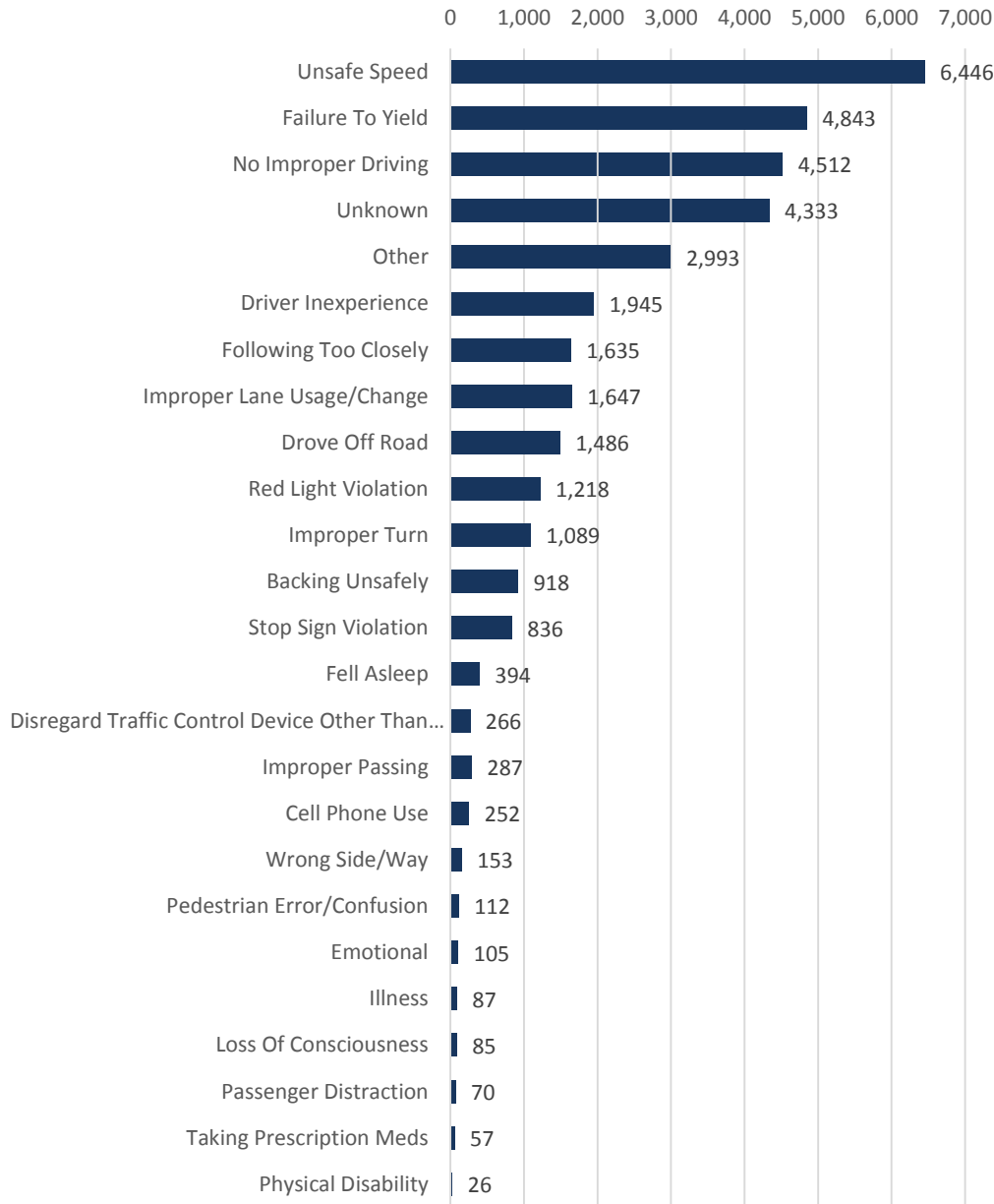
Source: Alaska Spatially Integrated Roadway Information System, 2016. 2013 and 2014 data are not available.

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 period (Figure 1.6). 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 eight 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 Spatially Integrated Roadway Information System, 2016.

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. Driver inattention data not available for analysis years.

Core Performance Measures

Table 1.1 identifies the program areas, with related core performance and behavioral measures, which will be emphasized in Alaska’s HSP in FFY 2017. These performance measures mirror the 12 outcome and one behavior performance measures developed by the 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 five-year average.

Table 1.1 Core Performance Measures for FFY 2017

Program Area	NHTSA Measure	Core Performance Measures	Measured By
Overall AHSO 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 Vehicle Miles Traveled (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 0.08 Blood Alcohol Content (BAC) or above	Number of fatalities at 0.08 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 – has on the safety of the state’s roadway users; and assessing the attitudes, beliefs, and perceptions of Alaska’s licensed drivers are 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 2015 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. Four hundred licensed drivers (41 percent male, 59 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 2015 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:

- Over nine in ten (91 percent) of Alaskan drivers said they always wore a seatbelt. This matches results from the last four years. Women, however, are more likely than men to buckle up.
- More than four out of five (82 percent) of Alaskans think that getting injured in a car accident while not wearing a seatbelt is "very likely" or "almost certain".
- Over half (51 percent) of Alaskans believe that being arrested for drinking after driving is "almost certain" or "very likely," similar to the percentages observed in 2013 and 2014.
- Despite 93 percent of Alaskan residents indicated that it is "very dangerous" to text while driving, 23 percent admitted to doing so "sometimes." This number is about the same as last year (24 percent). 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) decreased to 19 percent in 2015 compared to 20 percent in 2014 and 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; FHWA VMT data; Federal Motor Carrier Safety Administration (FMCSA) SAFETYNET; National Emergency Medical Service Information System (NEMSIS); Centers for Disease Control (CDC) Web-based Injury Statistics Query and Reporting System (WISQARS); U.S. Census data;

NHTSA assessments, research reports, and Traffic Safety Facts; other state HSPs and Annual Evaluation Reports; Alaska state agency reports; and local and state organization reports (e.g., Mother Against Drunk Driving (MADD), Alaska School Activities Association, Forget Me Not Mission).

Table 1.2 below lists the data sources used to develop the HSP.

Table 1.2 Data Sources

Federal	Alaska	Other
<ul style="list-style-type: none"> • FARS • STSI FHWA VMT Data • Occupant Protection Use Survey • U.S. Census Data • FMCSA SAFETYNET • CDC WISQARS • NHTSA Assessments, Management Review, and MAP-21 Guidance • NHTSA HSP Approval Letter 	<ul style="list-style-type: none"> • Crash and Injury • Licensing • Vehicle • Citation • Court System • Treatment • Trauma Registry • Strategic Highway Safety Plan • State Legislation and Policy • Telephone and Observational Surveys • State Agency Reports • Stakeholder Reports • Population 	<ul style="list-style-type: none"> • Publications and Studies (e.g., Countermeasures that Work) • Other State Highway Safety Plans and Annual Evaluation Reports

1.3 Performance Measure and Target-Setting Process

The highway safety performance targets contained in Alaska’s 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 3.7 percent annual reduction in the number of fatalities, a 3.6 percent average annual reduction in major injuries, and a 4.0 percent average annual reduction in the number of fatalities per 100 million miles traveled. 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. New Federal regulations require the baseline average for both the HSP and SHSP to be five years, instead of three years; therefore, the HSP three-year average of 2006 to 2008 will be changed to a five-year average of 2006 to 2010. The SHSP baseline average will be changed to a five-year average during the 2017 update process. 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 2017 HSP addresses two of the key emphasis areas outlined in the 2013 SHSP: 1) Driver Behavior (novice and impaired drivers); and 2) 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 that 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. The AHSO is working to reestablish a network of Law Enforcement Liaisons (LEL) in FFY 2017 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 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
<ul style="list-style-type: none">• 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
<ul style="list-style-type: none">• 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
<ul style="list-style-type: none">• 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 posted a PowerPoint in April 2016 that addressed the critical points of applying for a grant and made the information available to interested stakeholders, which 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. Grantees were required to sign a form indicating that they had reviewed the PowerPoint and contacted the AHSO with any questions prior to submitting a grant application.

The PowerPoint presented the fatal and serious injury trends (overall and by crash type and roadway user). Although many of Alaska's stakeholders are actively engaged in the SHSP, the plan's priorities and implementation process were provided. 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. Potential applicants were encouraged to review the SHSP and submit grant application(s) that addressed the SHSP emphasis area strategies.

New federal requirements, recent changes to the grant funding programs, and the associated performance measures that include quantifiable, evidence-based annual performance targets also were addressed, as were 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 that address a state's most serious traffic safety problems followed. Potential grantees 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.

The grant application process and the criterion used to review, score, and approve funding, include the following:

- 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 that 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 2016 received \$151,929. The funds will be used for new designated corridor signs along with media and education. The AHSO identifies projects to fund, however, the funds are state money and therefore are not provided as a grant.

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. As stated earlier, new federal regulations require the baseline average for both the HSP and SHSP to be five years instead of three years, therefore the HSP 3-year average of 2006-2008 will be changed to a 5-year average of 2006-2010. 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 FFY 2017 HSP addresses two of the key emphasis areas outlined in the 2013 SHSP – Driver Behavior and Special Users. Alaska's FFY 2017 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 the Department of Transportation and Public Facilities (DOT&PF), the Alaska Injury Prevention Center, and others.

1.6 New Legislation

Alcohol Law Reforms

On April 22, 2016, the Alaska State Legislature passed Senate Bill (SB) 165, which is a broader effort to overhaul the state's alcohol laws. The Bill rewrites penalties for minor alcohol consumption by clarifying that minors are allowed to play and work on golf courses that serve alcoholic beverages; establishing the offenses of Minor on Licensed Premises and Minors in Possession or Consuming to be violations and not criminal offenses; and providing that such violations may not be published on CourtView, nor be cause for a driver's license cancellation or revocation. SB 165 also encourages alcohol education or treatment upon conviction of minor consuming and possession offenses, and matches background check requirements for cannabis license applicants (similar to those required by alcohol licensees).

SB 165 also restructures the state Alcohol Beverage Control (ABC) Board member composition by making one of the five board seats a designated public safety seat.

Under SB 165, these violations will come with a \$500 fine that can be reduced through alcohol education courses or Youth Court.

Texting Law Revision

On June 19, 2016, Senate Bill (SB) 123, which reduces the texting-while-driving penalty in cases that do not involve physical injury or death to another person, was signed into law. Under the previous law, texting while driving was a Class A misdemeanor, but few police and few prosecutors were willing to charge and prosecute offenders because of the time necessary to do so. Under SB 123, texting while driving will result in a citation punishable by a \$500 fine, with no threat of jail time.

The bill keeps intact the stiff penalties for injuries or deaths caused by car crashes linked to texting. If a texting-related crash results in injury, the violation escalates to a felony, the maximum fine is \$50,000 and the maximum prison sentence is five years. Serious injury crashes carry a maximum \$100,000 fine, while the maximum fine for a fatality resulting from a texting-related crash is \$250,000 and 20 years in prison.

The bill goes into effect on July 1, 2016.

CPS Good Samaritan Law

In April 2016, the Alaska Legislature passed House Bill (HB) 308, promoting child passenger safety by providing protections to certified technicians who install and evaluate safety seats. The Bill limits civil liability of certified technicians and is meant to provide assurance that trained technicians can go about their civic service without the threat of a lawsuit.

Sitka Handheld Cell Use Ban

The Sitka Assembly approved an ordinance that prohibits drivers from using their cellphones while driving; and outlaws texting, talking, watching videos, and using global positioning system (GPS) while driving, but includes a hands-free exemption. An initial draft of the ordinance included an exemption for taxis, buses, and delivery vehicles, but the exception was removed for those drivers. The ordinance goes into effect on May 26, 2016. The Sitka Police Department plans to give out warnings and tickets that carry \$25 fines.

2.0 Highway Safety Performance Plan

2.1 Statewide Performance Trends and Problem Identification

In Alaska, fatalities resulting from motor vehicle crashes increased from 51 in 2013 to 73 in 2014. Details on Alaska’s highway safety trends between 2006 and 2015 are provided in Table 2.1. The state’s progress on the performance measures shown in Figure 2.1 through Figure 2.12. The 2006-2010 five-year average is considered as the baseline for all performance measures illustrated in the tables and figures of this section. Fatality data are complete through 2014 and major injury data are complete through 2013. Previous years’ data have been revised where necessary.

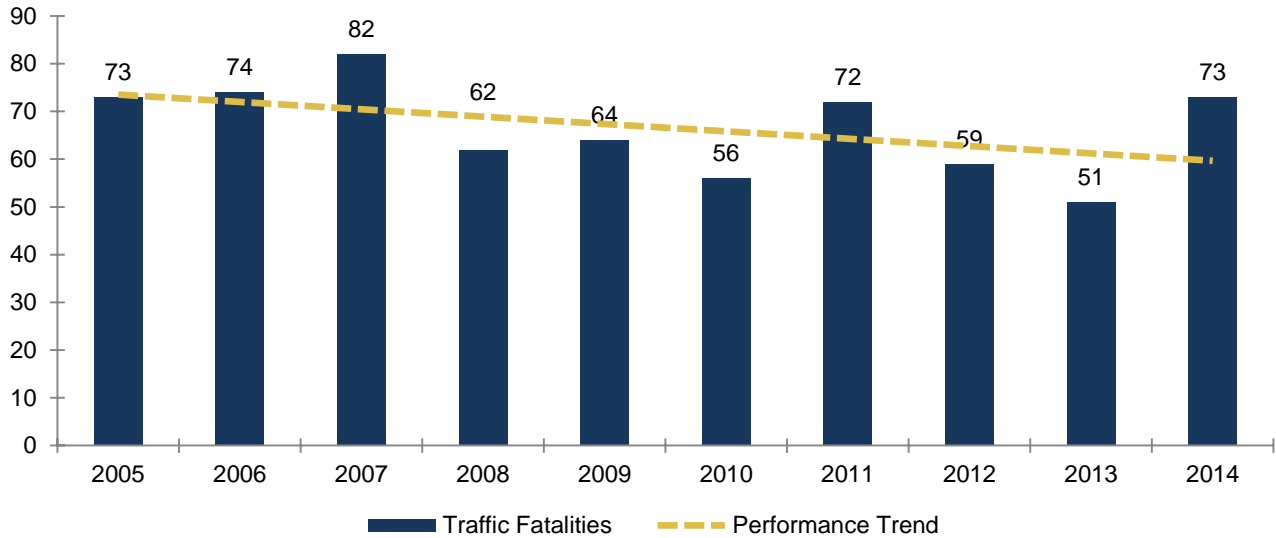
Table 2.1 Alaska Traffic Safety Trends
2006 to 2015

Core Performance Measure	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2013-2014 Percent Change	Average Annual Change
Outcome Measures												
C-1 Traffic Fatalities	74	82	62	64	56	72	59	51	73	NA	43%	-0.1
C-2 Serious Traffic Injuries	437	433	391	452	488	404	359	341	NA	NA	-5%	-13.7
C-3 Fatalities/VMT	1.49	1.59	1.27	1.30	1.17	1.57	1.23	1.05	1.50	NA	43%	0.0
C-4 Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions	17	28	23	12	14	26	19	12	21	NA	75%	0.5
C-5 Alcohol-Impaired Fatalities (involving driver or a motorcycle operator with a 0.08 BAC or greater)	19	25	21	22	16	21	15	16	22	NA	38%	0.4
C-6 Speeding-Related Fatalities	30	35	35	29	25	26	14	22	18	NA	-18%	-1.5
C-7 Motorcyclist Fatalities	9	6	8	7	9	10	9	9	8	NA	-11%	-0.1
C-8 Unhelmeted Motorcyclist Fatalities	2	1	2	2	6	1	5	2	3	NA	50%	0.1
C-9 Drivers Age 20 or Younger Involved in Fatal Crashes	17	21	17	10	7	10	7	8	11	NA	38%	-0.8
C-10 Pedestrian Fatalities	9	13	3	9	6	9	8	6	14	NA	133%	0.6
C-11 Bicycle Fatalities	1	2	1	2	0	2	1	1	3	NA	200%	0.3
Behavior Measure												
B-1 Observed Seat Belt Use (Front Seat Passenger Vehicle Occupants)	83%	82%	85%	86%	87%	89%	88%	86%	88%	89%	1%	0.7%

Source: NHTSA FARS, 2016.

In 2014, 73 roadway users died on the state’s roadways (Figure 2.1). This compares with the 51 fatalities and 341 major injuries experienced in 2013, and the 59 fatalities and 359 major injuries in 2012.

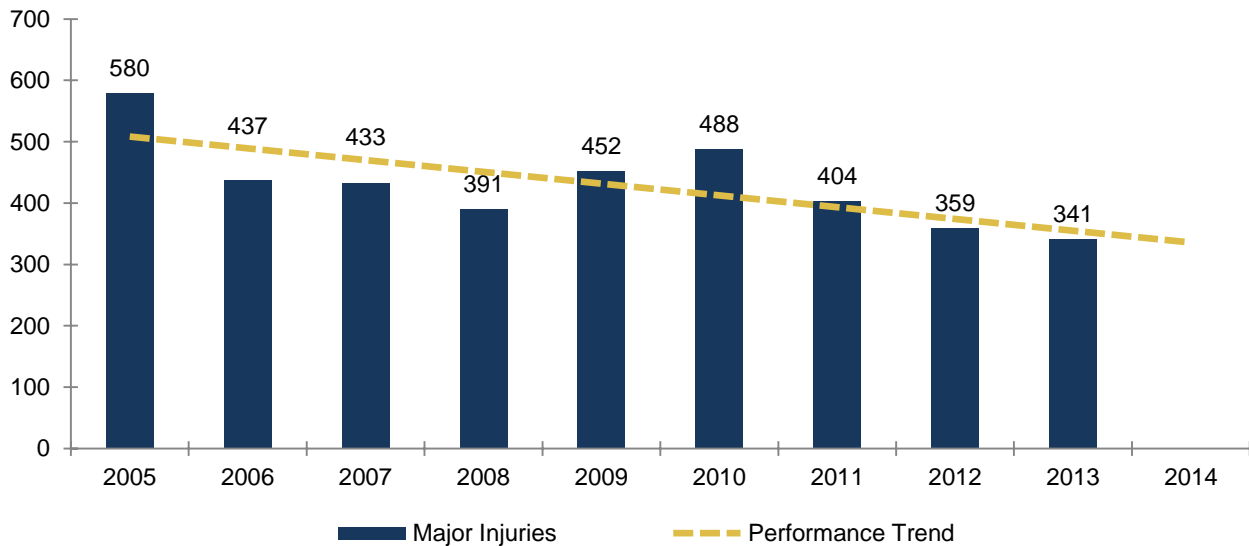
Figure 2.1 Statewide Fatalities



Source: FARS, 2016.

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 (341) in 2013 (Figure 2.2).

Figure 2.2 Statewide Major Injuries

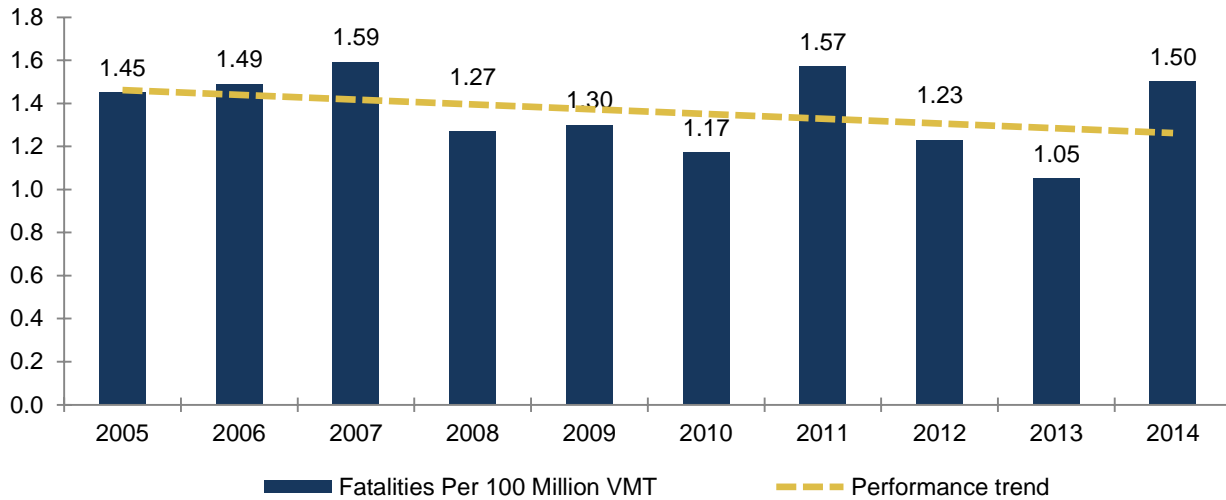


Source: Alaska Spatially Integrated Roadway Information System, 2016.

Note: 2014 data are not available.

Having less than 100 fatalities a year on Alaska roadways means any change in fatality numbers from one year to the next can create volatility in the trend lines, such as MVMT. Alaska has been making gains and losses in its statewide motor vehicle fatality rate (Figure 2.3). The rate per 100 million vehicle miles traveled fell over 27 percent from 1.45 in 2005 to 1.05 in 2013. However, Alaska experienced a sharp 43 percent increase from 1.05 in 2013 to 1.50 in 2014.

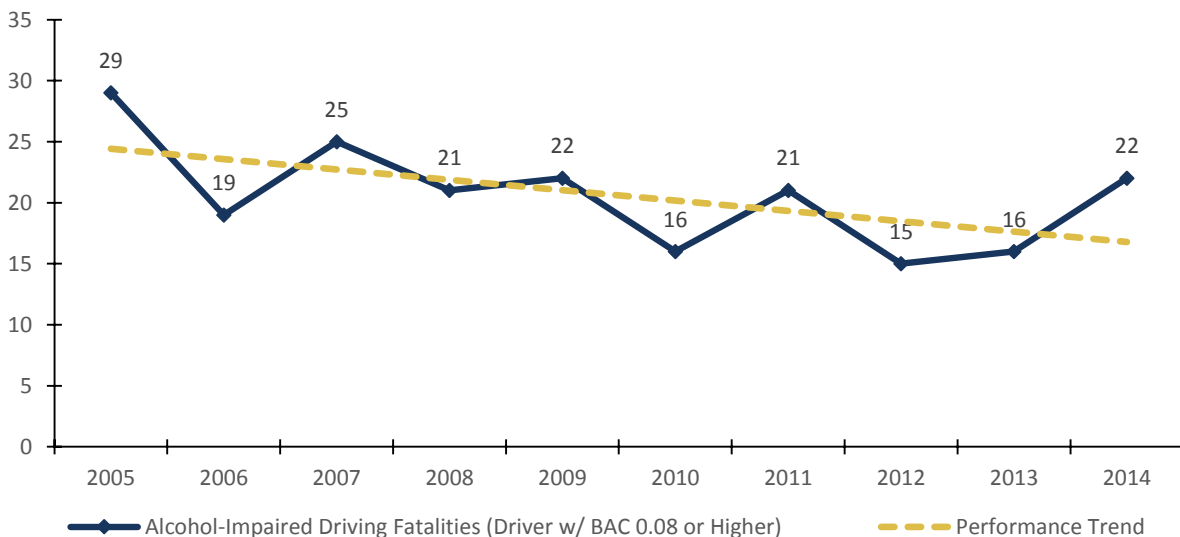
Figure 2.3 Statewide Fatality Rate per 100 MVMT



Source: Alaska Highway Safety Office and FARS, 2016.

Fatalities involving drivers or motorcycle operators with a BAC greater than 0.08 increased 38 percent between 2013 and 2014, as shown in Figure 2.4.

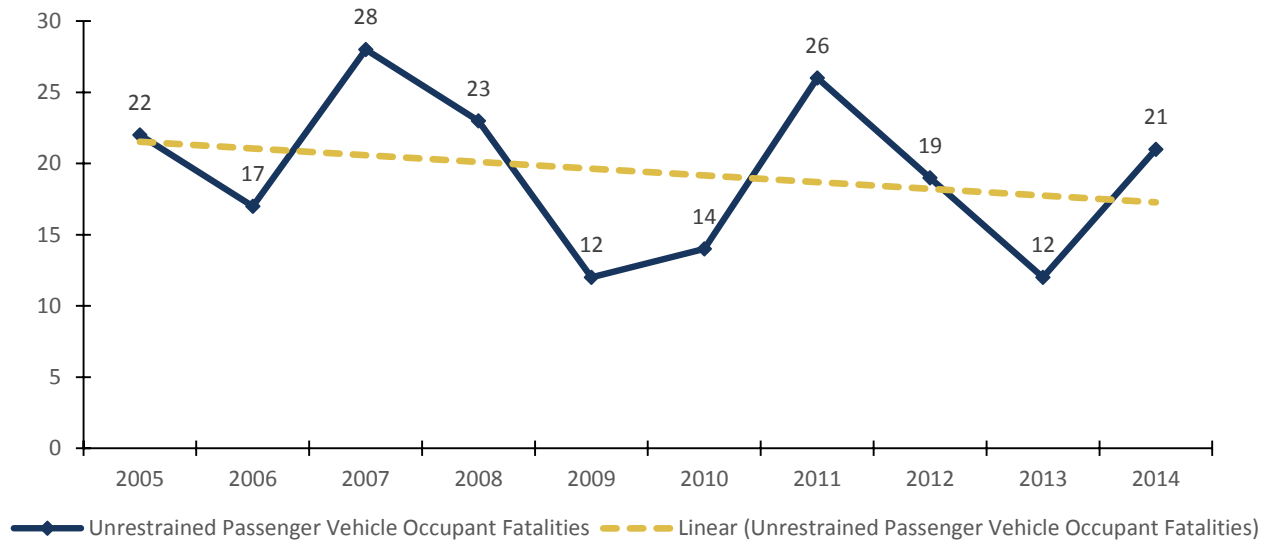
Figure 2.4 Fatalities Involving Driver or Motorcycle Operator with Greater Than 0.08 BAC



Source: Alaska Highway Safety Office and FARS, 2016.

In addition, unrestrained passenger vehicle occupant fatalities increased 75 percent between 2013 and 2014 (Figure 2.5).

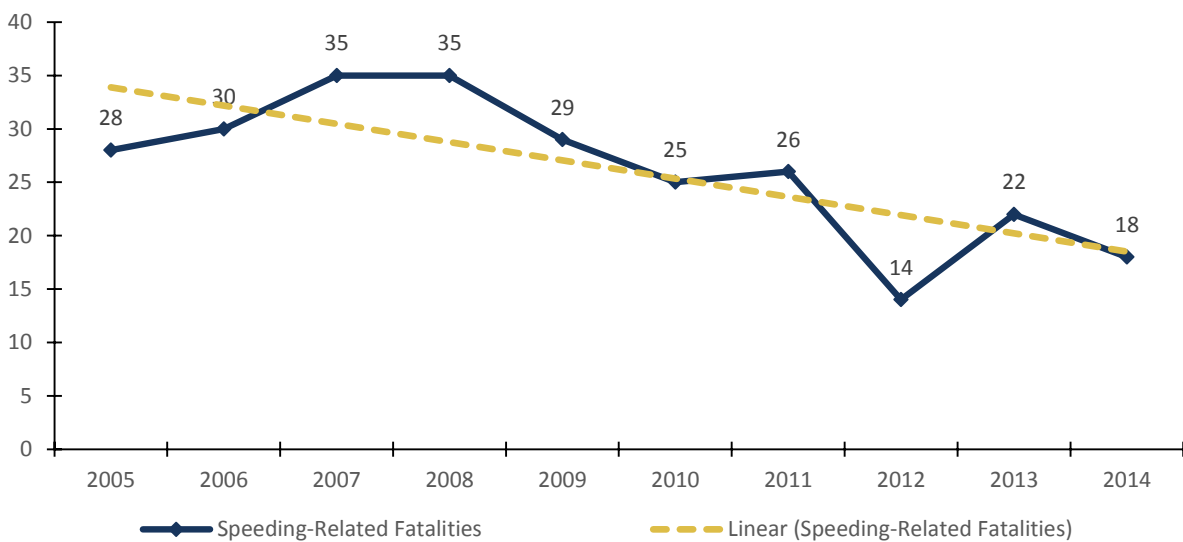
Figure 2.5 Unrestrained Passenger Vehicle Occupant Fatalities



Source: Alaska Highway Safety Office and FARS, 2016.

After reaching a low of 14 in 2012, speeding-related fatalities increased by 57 percent to 22 in 2013, but then decreased by 18 percent to 18 in 2014 (Figure 2.6).

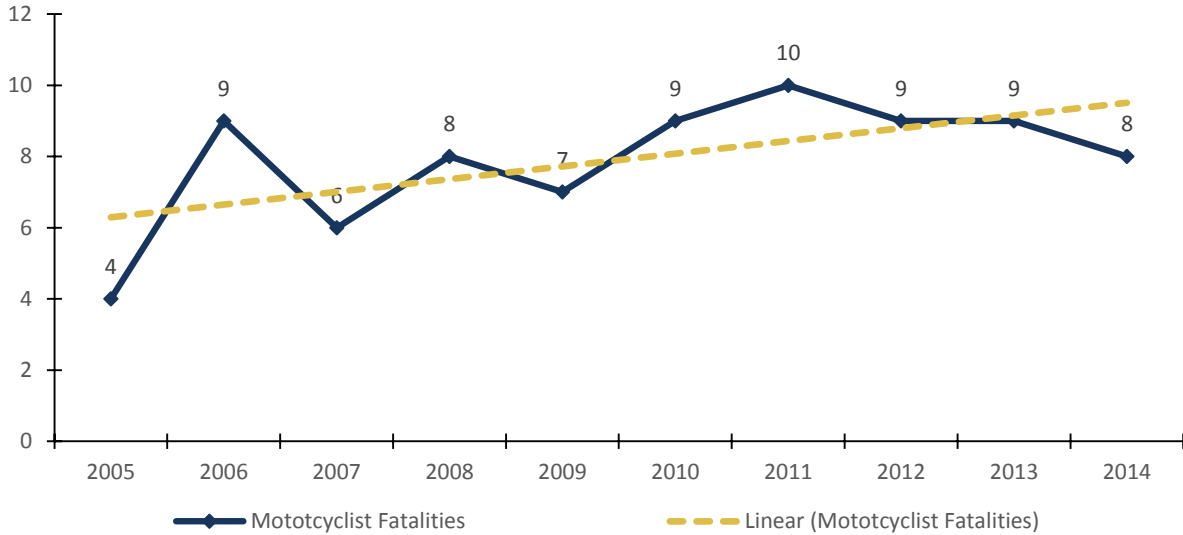
Figure 2.6 Speeding-Related Fatalities



Source: Alaska Highway Safety Office and FARS, 2016.

After holding steady at nine for a couple of years, motorcycle fatalities decreased to 8 (or 11 percent) in 2014, as shown in Figure 2.7.

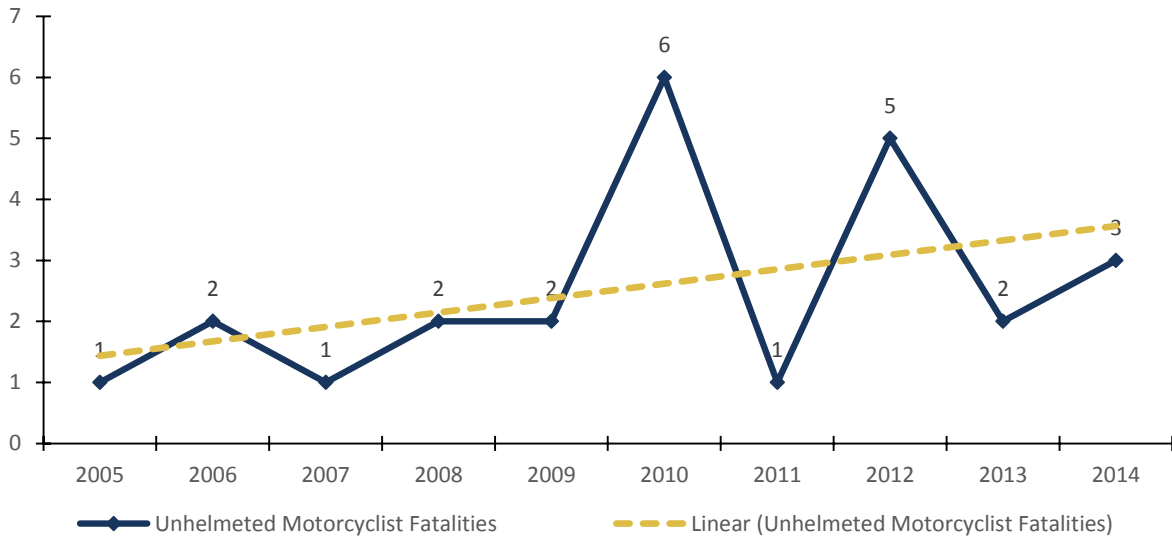
Figure 2.7 Motorcycle Fatalities



Source: Alaska Highway Safety Office and FARS, 2016.

Unhelmeted motorcycle fatalities, however, increased by 50 percent between 2013 and 2014 (Figure 2.8).

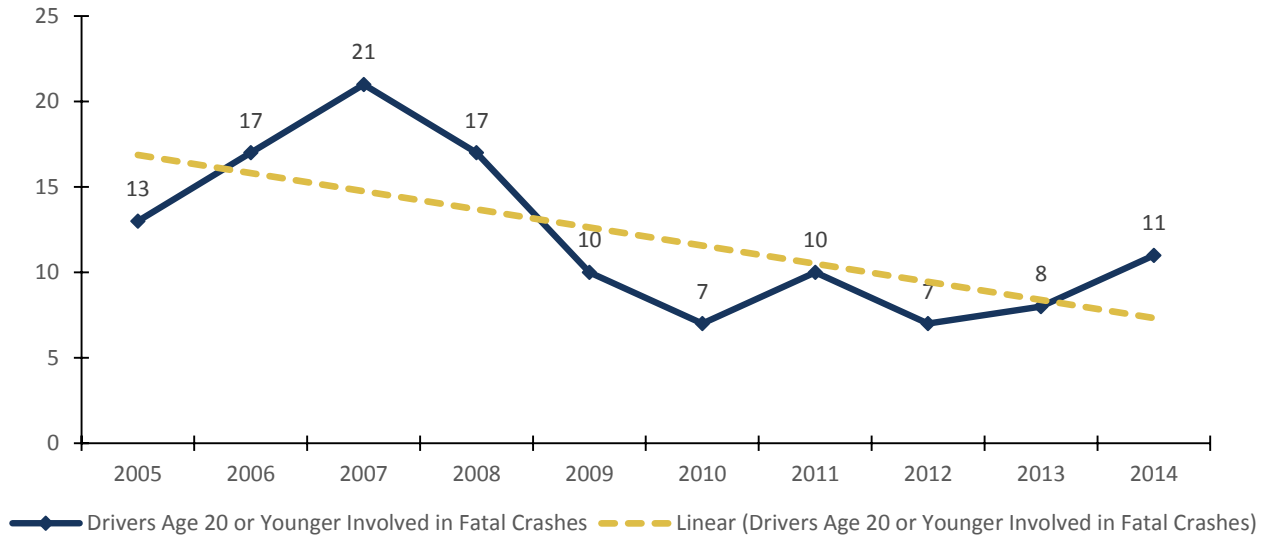
Figure 2.8 Unhelmeted Motorcycle Fatalities



Source: Alaska Highway Safety Office and FARS, 2016.

The number of drivers age 20 or younger involved in fatal crashes increased by 38 percent between 2013 and 2014, as shown in Figure 2.9.

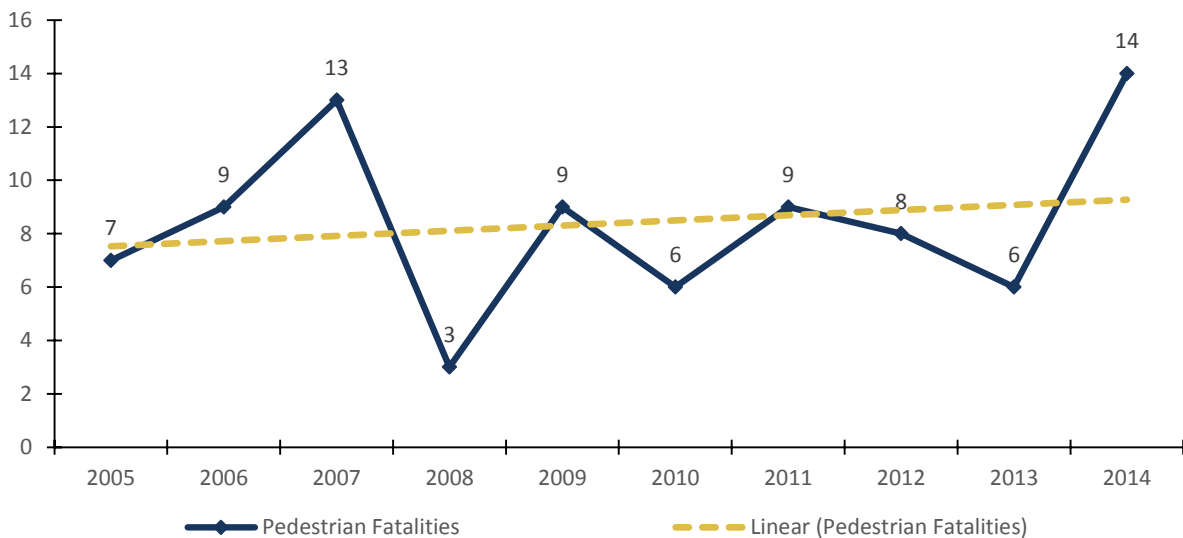
Figure 2.9 Drivers Age 20 or Younger Involved in Fatal Crashes



Source: Alaska Highway Safety Office and FARS, 2016.

Unfortunately, Alaska experienced a huge 133 percent increase in pedestrian fatalities between 2013 and 2014. As illustrated in Figure 2.10, this has been the maximum number of fatalities recorded since 2005.

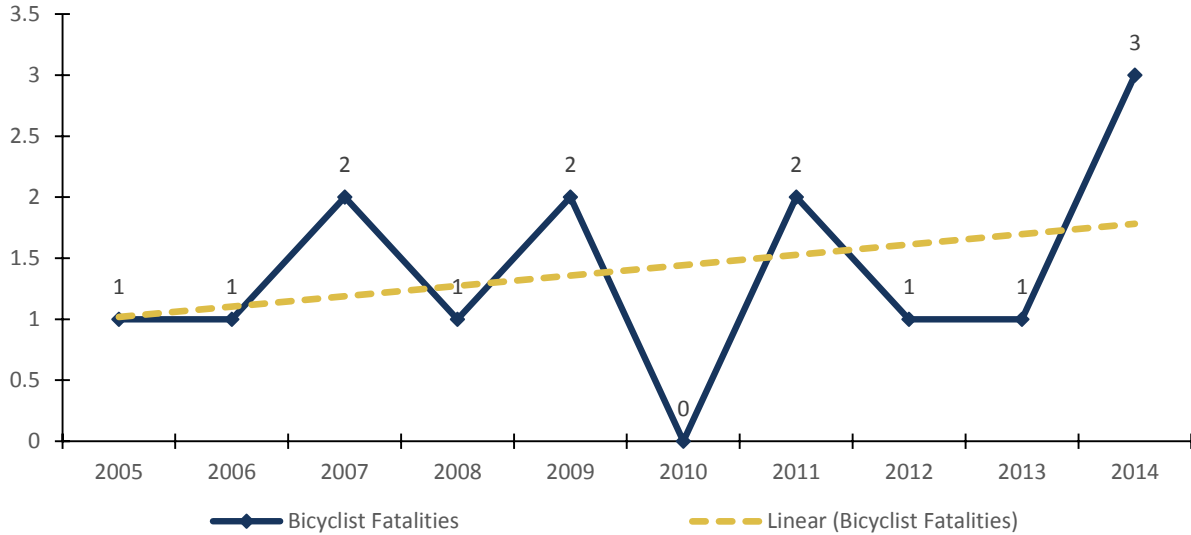
Figure 2.10 Pedestrian Fatalities



Source: Alaska Highway Safety Office and FARS, 2016.

After holding steady at one from 2012 to 2013, bicyclist fatalities tripled in 2014, as shown in Figure 2.11. Three is the maximum number of bicyclist fatalities reported since 2005.

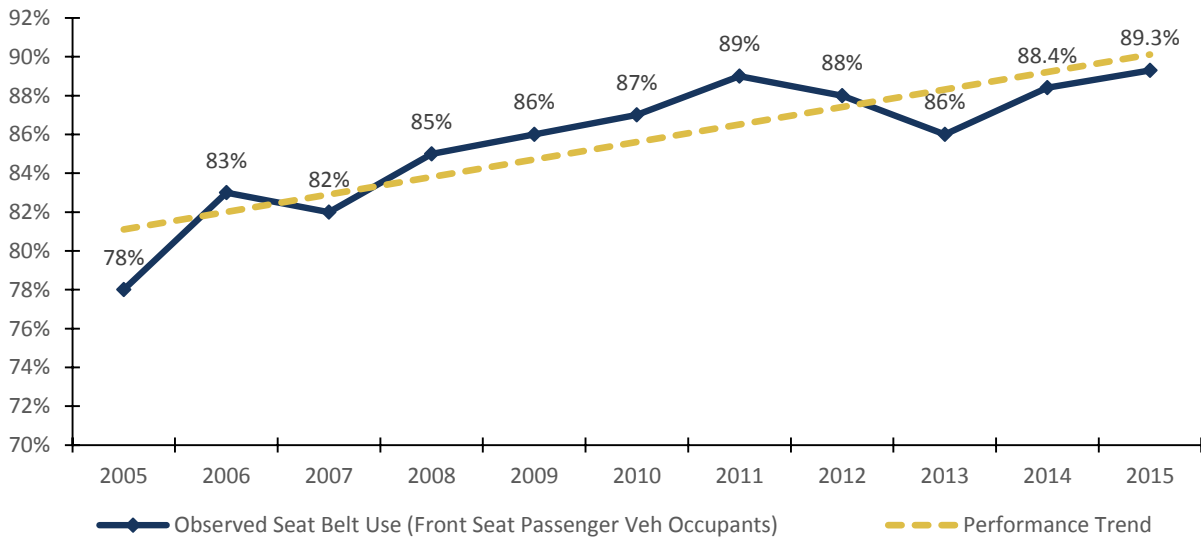
Figure 2.11 Bicyclist Fatalities



Source: Alaska Highway Safety Office and FARS, 2016.

After observing a three-percentage point decrease in observed belt use for front seat passenger vehicle occupants between 2011 and 2013, Alaska saw a 3.3 percentage point increase between 2013 and 2015, bringing the observed belt usage rate to 89.3 percent (illustrated in Figure 2.12).

Figure 2.12 Observed Belt Use for Passenger Vehicles



Source: Alaska Highway Safety Office, 2016.

2.2 Highway Safety Performance Targets for FFY 2017

During the problem identification process, particular emphasis is given to assessing changes in severity over a 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 2017 HSP aligns with Alaska's SHSP interim goal to reduce fatalities, major injuries, and fatalities per 100 million vehicle miles traveled by half by 2030, based on the 2006-2010 five-year averages of each of these measures. 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. The SHSP will change to a five-year moving average in the 2017 update to meet new Federal requirements.

Table 2.2 on the following page identifies the program areas, performance targets, and measures that are the focus of AHSO HSP efforts for FFY 2017. 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.

Table 2.2 FFY 2017 Performance Targets and Measures

	CORE OUTCOME MEASURES		2010	2011	2012	2013	2014
C-1	Traffic Fatalities (FARS)	Annual	56	72	59	51	73
		5-Year Moving Average	68	67	63	60	62
	Reduce total fatalities by 11 percent from 62 (2010-2014 average) to 55 by 2017						
C-2	Serious Injuries in Traffic Crashes (State Crash File)	Annual	488	404	359	341	N/A
		5-Year Moving Average	440	434	419	409	N/A
	Reduce serious traffic injuries by 14 percent from 409 (2009-2013 average) to 353 by 2017						
C-3	Fatalities/VMT (FARS/FHWA)	Annual	1.17	1.57	1.23	1.05	1.50
		5-Year Moving Average	1.36	1.38	1.31	1.26	1.30
	Rural Fatalities/VMT	Annual	1.50	2.12	1.70	1.42	2.08
	Urban Fatalities/VMT	Annual	0.89	1.07	0.80	0.71	1.09
	Reduce fatalities/VMT by 12 percent from 1.30 (2010-2014 average) to 1.15 by 2017						
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	14	26	19	12	21
		5-Year Moving Average	19	21	19	17	18
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 11 percent from 18 (2010-2014) to 16 by 2017						
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	16	21	15	16	22
		5-Year Moving Average	21	21	19	18	18
	Reduce alcohol impaired driving fatalities 11 percent from 18 (2010-2014 average) to 16 by 2017						
C-6	Speeding-Related Fatalities (FARS)	Annual	25	26	14	22	18
		5-Year Moving Average	31	30	26	23	21

	Reduce speeding-related fatalities by 5 percent from 21 (2010-2014 average) to 20 by 2017						
	CORE OUTCOME MEASURES (continued)	2010	2011	2012	2013	2014	
C-7	Motorcyclist Fatalities (FARS)	Annual	9	10	9	9	8
		5-Year Moving Average	8	8	9	9	9
	Reduce motorcyclist fatalities by 11 percent from 9 (2010-2014 average) to 8 by 2017						
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	6	1	5	2	3
		5-Year Moving Average	2.6	2.4	3.2	3.2	3.4
	Reduce unhelmeted motorcyclist fatalities 18 percent from 3.4 (2010-2014 average) to 2.8 by 2017						
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	7	10	7	8	11
		5-Year Moving Average	14	13	10	8	9
	Reduce drivers age 20 and younger involved in fatal crashes by 11 percent from 9 (2010-2014) to 8 by 2017						
C-10	Pedestrian Fatalities (FARS)	Annual	6	9	8	6	14
		5-Year Moving Average	8	8	7	8	9
	Reduce pedestrian fatalities by 11 percent from 9 (2010-2014 average) to 8 by 2017						
C-11	Bicyclist Fatalities (FARS)	Annual	0	2	1	1	3
		5-Year Moving Average	1	1	1	1	1
	Reduce bicyclist fatalities 100 percent from 1 (2010-2014 average) to 0 by 2017						
	CORE BEHAVIOR MEASURE		2011	2012	2013	2014	2015
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	89%	88%	86%	88.4%	89.3%
		Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1.7 percentage points from 89.3 percent in 2015 to 91 percent in 2017					

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.

The rationale for each 2017 performance target is as follows:

- **Overall Fatalities.** Based on historical FARS data, the number of fatalities has fluctuated over the last five years, and overall has had a slight upward trend. Thus, a five-year average trend line was chosen as the most practical justification for determining the 2017 target based on trends and current countermeasure programs enacted to address the overall fatalities. It is reasonable to set the target in 2017 based on a conservative 3.7 percent annual reduction.
- **Five-year Moving Average.** As explained above, the fluctuation in fatalities justifies the use of a conservative 3.7 percentage reduction of the five-year moving average.
- **Major Injuries.** Based on historical data, despite an increase in 2010, the number of serious injuries over the last five years has trended downward overall. A five-year trend line was chosen as the most practical justification for determining the 2017 target based on trends and current countermeasure programs enacted to address the overall injuries. A 2017 target based on the 3.6 percent reduction provides consistency with other performance targets, and provides an aggressive target to combat the rising number of major injuries.

- **Fatality Rate.** The fatality rate based on 100 MVMT in Alaska has fluctuated over the last five years, and has trended slightly upward. A five-year trend line was chosen as the most practical justification for determining the 2017 target based on trends and current countermeasure programs enacted to address the overall fatality rate. A 4.0 percent average annual reduction rate was chosen to get Alaska back on track with reducing the fatality rate by half by 2030, based on the 2006-2010 five-year base.
- **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 2017 target based on trends and current countermeasure programs enacted to address unrestrained fatalities. A 4.1 percent average annual reduction rate was chosen to get Alaska back on track with reducing the unrestrained fatalities by half by 2030, based on the 2006-2010 five-year base.
- **Impaired Driving Fatalities.** The number of fatalities involving an impaired driver has decreased by an average of three percent annually since 2005, therefore utilizing a 3.4 average annual percent reduction target of 16 fatalities by 2017 is reasonable.
- **Speeding.** Speeding-related fatalities have not exceeded 35 since 2007 and 2008, and the average number of fatalities per year between 2010 and 2014 was 21. Based on historical data, the linear trend line shows that the speeding-related fatalities are trending downward, and since 2010, speeding-related fatalities have declined by an average of 6.4 percent annually. 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 20 by 2017 appears to be attainable based on recent performance. To achieve this 2017 target, Alaska has to reduce speeding-related fatalities by just 1.9% annually.
- **Motorcycles.** The 2010-2014 five-year average of motorcyclist fatalities is nine, therefore a target of no more than eight fatalities in 2017 is reasonable.
- **Unhelmeted Motorcyclists.** With low numbers to begin with, it becomes increasingly difficult to account for fluctuations from one year to the next. Because of this, a five-year trend line was chosen as the most practical justification for determining the 2017 target. The 2010-2014 five-year average of unhelmeted motorcyclist fatalities is approximately three (3.4), therefore a target of no more than three (2.8) fatalities in 2017 is reasonable to stay on track with reducing fatalities by half by 2030, based on the 2006-2010 five-year base.
- **Novice Drivers.** After an average of 14 fatalities per year between 2006 and 2010, the number of drivers 20 or under involved in fatal crashes averaged nine per year between 2010 and 2014, therefore a goal of eight in 2017 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 2010 and 2014, current trends should allow Alaska to meet its target of not exceeding eight fatalities by 2017 and keep Alaska on pace with the interim goal of reducing fatalities to four by 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. For example in 2014, bicycle fatalities spiked up to three from one. Early indications in reviewing those fatalities in 2014 point towards

texting and impairment as contributing factors. Because of the AHSO's work in several other program areas which may affect bicyclist safety, we believe this is a program area where sustained zero fatalities is achievable.

- **Seat Belt Use.** Seat belt use has significantly increased in Alaska over the past several years rising from under 78 percent in 2005 to 89.3 percent in 2015. A goal of 91 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 not to wear their seat belt.

3.0 Highway Safety Strategies and Projects for FFY 2017

3.1 Overview

Based on data analysis, behavioral survey findings, and discussions with key partners and stakeholder groups, Alaska's FFY 2017 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 young drivers) and special users (pedestrians, bicyclists, and motorcycles). Additionally, the FFY 2017 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 continues to monitor the effects of the law on traffic safety and follows the impact of similar legislation in other states. A program planner from the Colorado highway safety office made a presentation to Alaska law enforcement in 2014 on the multipronged approach his office is taking to address the traffic safety ramifications of legalized marijuana.

Alaska bans all motorists from texting while driving. The state's new texting while driving law, which becomes effective July 1, 2016, reduces the texting-while-driving penalty in cases that do not involve physical injury or death to another person. Under the previous law, texting while driving was a Class A misdemeanor with a maximum penalty of a \$10,000 fine and one-year prison sentence for a first offense. Under the new law, texting while driving will result in a citation punishable by a \$500 fine, with no threat of jail time. The new law does not change the penalties if a texting-related crash results in injury – the violation escalates to a felony, the maximum fine is \$50,000 and the maximum prison sentence is five years. Serious injury crashes carry a maximum \$100,000 fine, while the maximum fine for a fatality resulting from a texting-related crash is \$250,000 and 20 years in prison.

It is important to note that, while distracted driving is not included in the program areas detailed below, AHSO and its partner agencies 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 in Delaware and California, as well as texting-specific pilots in Massachusetts and Connecticut.

The AHSO is also aware of the issue of unsecured loads that were raised in the FAST act. These concerns and dangers of unsecured loads will be discussed with our law enforcement grantees and program management staff. The AHSO will also look into any data and research that may be available regarding unsecured loads that is specific to the state of Alaska.

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*, Eight Edition, 2015, as a reference to aid in the

selection of effective, evidence-based countermeasure strategies for the FFY 2017 HSP program areas. Evidence of effectiveness citations 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 2015 edition of CTW can be viewed in its entirety on the NHTSA web site at: http://www.nhtsa.gov/staticfiles/nti/pdf/812202-Countermeasures_ThatWork8th.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 three components discussed below.

Data-Driven Problem Identification

The statewide problem identification process used in the development of the 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 also must 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, which 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, also is required.

The Data Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high-crash locations also are 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. Multijurisdictional enforcement efforts are encouraged and supported by the AHSO.

Continuous Monitoring

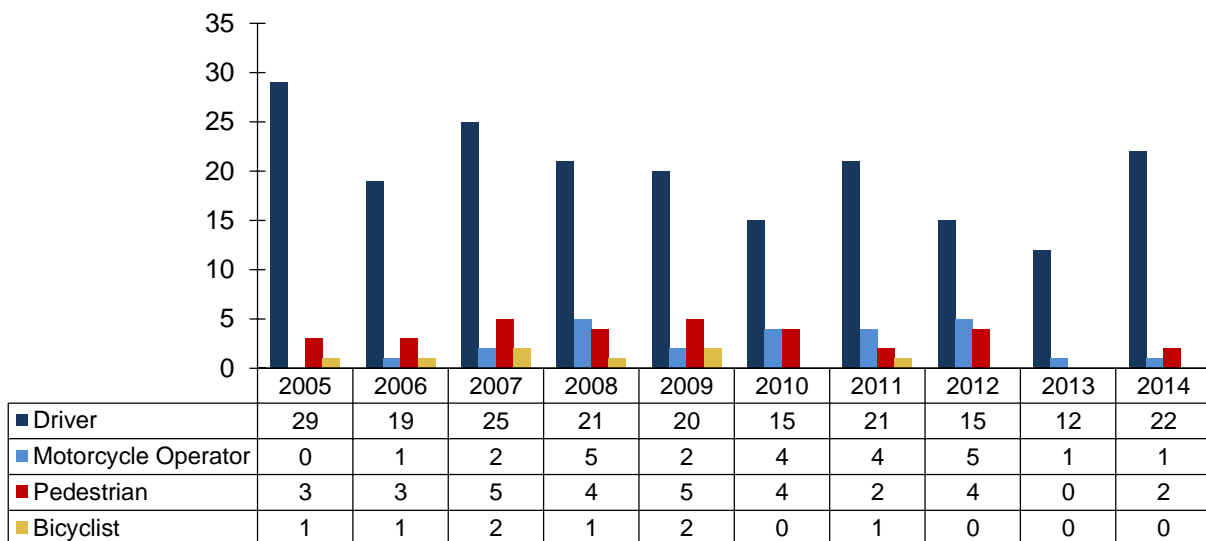
Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. To ensure these law enforcement projects remain nimble with the ability to adjust to any situation, various tracking mechanisms are utilized to enable program managers and law 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

Between 2005 and 2014, 31 percent of traffic fatalities were related to impaired driving. Alcohol’s role in fatal crashes declined to 30 percent in 2014 after peaking at 40 percent in 2005. Between 2005 and 2014, an average of 21 lives were lost annually on Alaska’s roadways due to alcohol impairment. While impaired drivers with BACs greater than .08 accounted for 81 percent of these fatalities, pedestrians (32), motorcyclists (25), and bicyclists (8) also died on the state’s roadways because of alcohol impairment (Figure 3.1). Alaska however, is 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

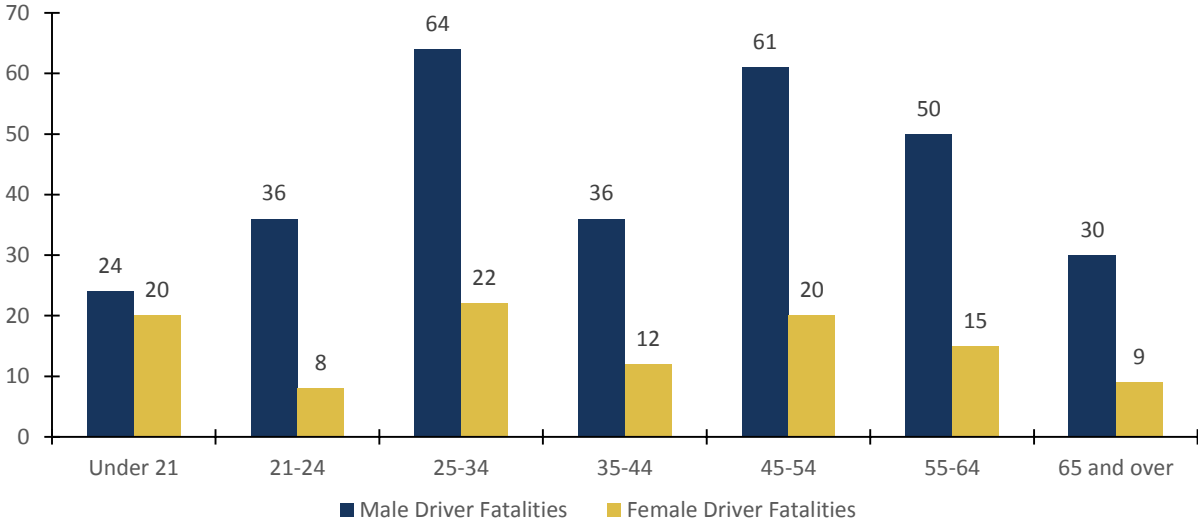


Source: FARS, 2016.

Impaired driving fatalities were greatest among 25- to 34-year-olds (86 fatalities), and lowest among those 65 and older (39) between 2005 and 2014, as seen in Figure 3.2. Overall, male drivers were 2.8 times more likely

to be involved in an impaired driving fatality than females. Among drivers younger than 21, males experienced 18 percent more fatalities than females. On the other hand, male drivers 55 to 64 years of age were involved in 3.3 times more impaired driving fatalities than their female counterparts were.

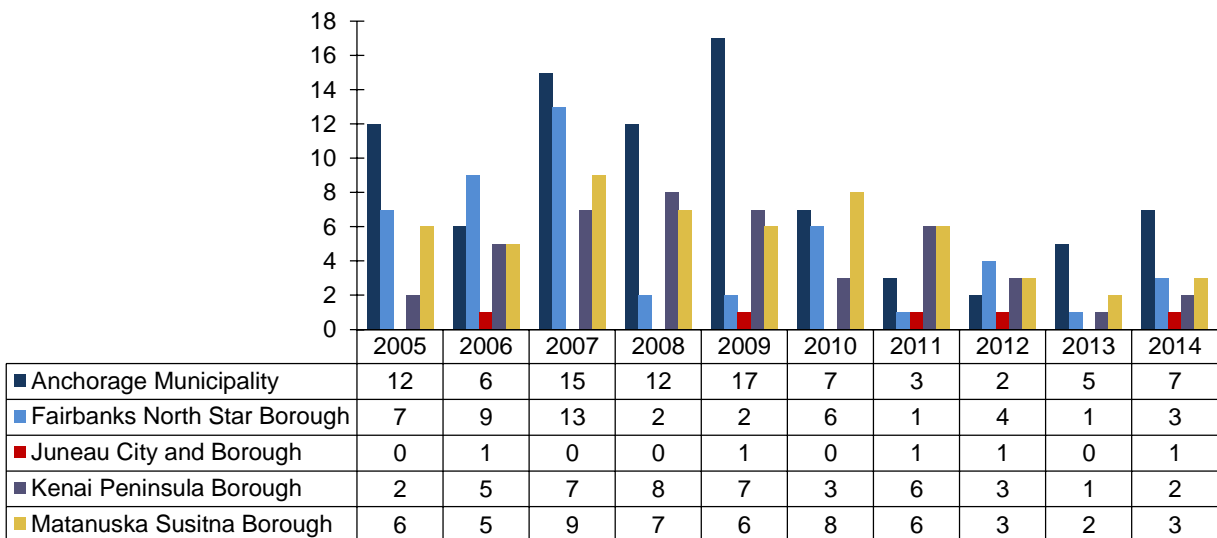
Figure 3.2 Impaired Driving Fatalities by Driver Gender and Age Group



Source: FARS, 2016 (2005-2014 data).

Between 2005 and 2014, 238 impaired driving-related fatalities occurred in the state’s five most populous boroughs. Anchorage accounted for (86) of these fatalities followed by Mat-Su (55), Fairbanks (48), Kenai (44), and Juneau (5), as seen in Figure 3.3. Overall, the five most populous boroughs saw impaired driving fatalities increase between 2013 and 2014.

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



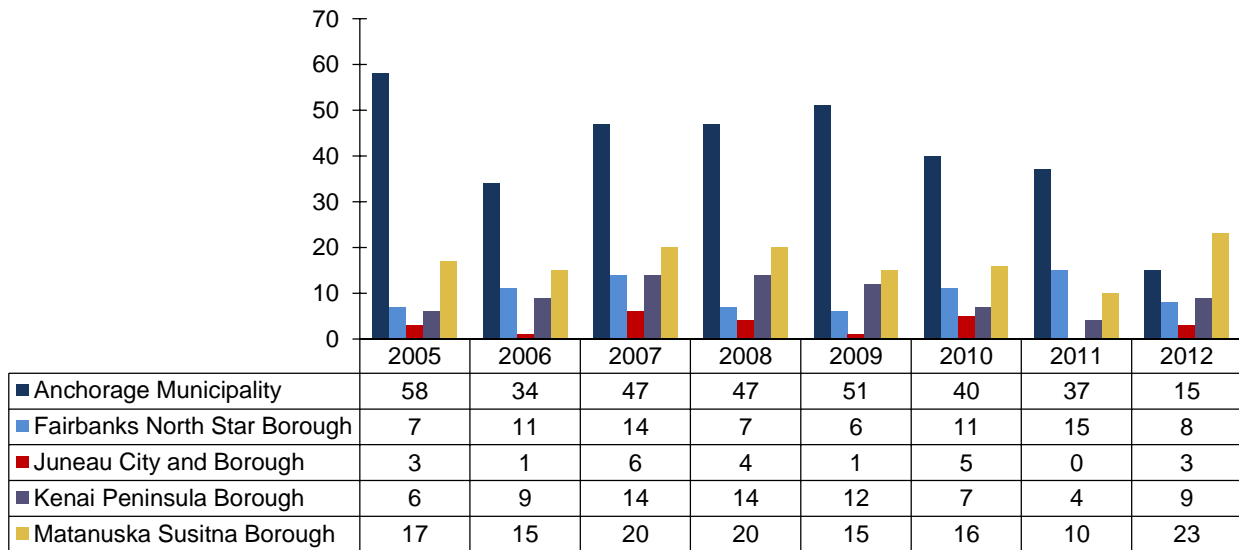
Source: FARS, 2016.

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 were.

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 5 percent since 2005.

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



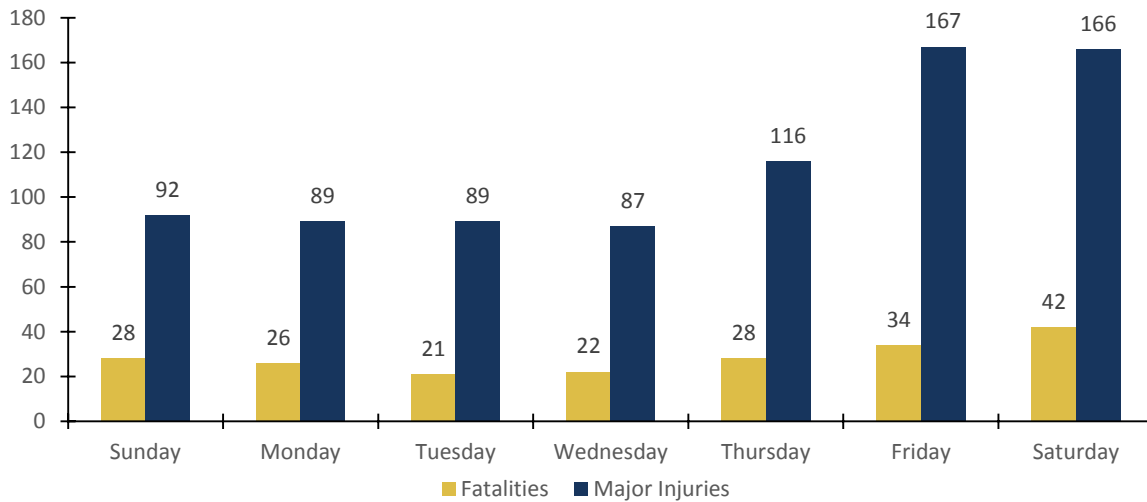
Source: Alaska Spatially Integrated Roadway Information System, 2016.

Note: 2013 and 2014 data are not available.

Between 2005 and 2014, 38 percent of impaired driving-related fatalities occurred on Fridays or Saturdays, with Saturday (42) recording the greatest number of deaths, followed by Friday (34). 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

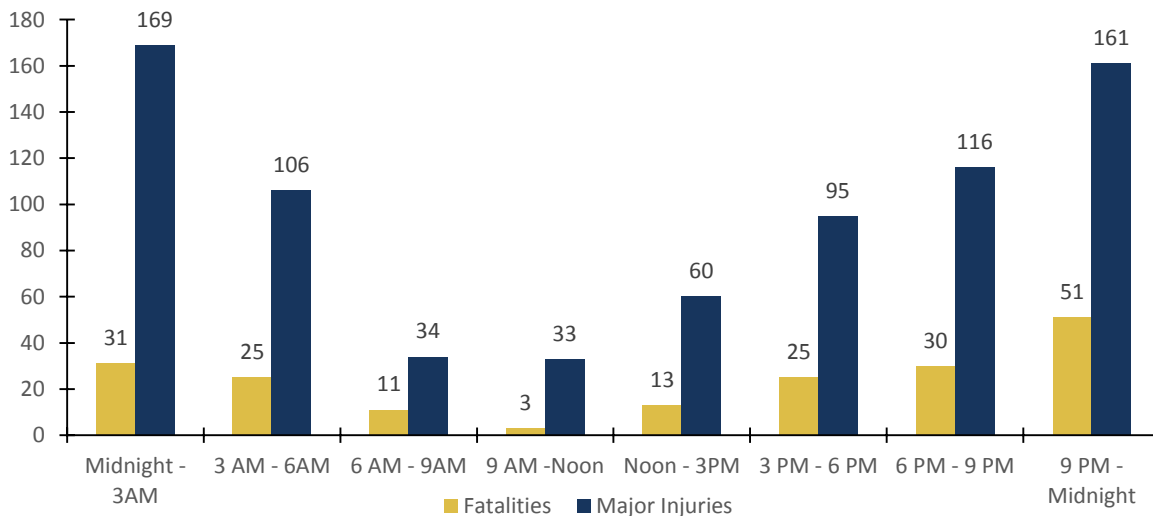


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Major injury data are 2005 to 2012; fatality data are 2005 to 2014.

Meanwhile, impaired driving-related fatalities and major injuries occurred most frequently between the hours of 6:00 p.m. and 6:00 a.m. (Figure 3.6).

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



Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Major injury data are 2005 to 2012; fatality data are 2005 to 2014. Twelve fatalities that occurred in 2005-2014 were recorded as at unknown times, but these are not included in Figure 3.6.

Impairment caused by drugs also is affecting safety on Alaska's roadways. Of the 364 fatalities that occurred between 2008 and 2014, one-third (119) were attributed to drugged driving. According to the Alaska Department of Public Safety, 141 drug-related Driving Under the Influence (DUI) violations were documented in 2011 and 143 in 2012. In 2016, 37 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 0.08 BAC or above by 11 percent from 18 (2010 to 2014 average) to 16 by 2017.

Strategies

Recognizing the significant impact impaired driving has on roadway safety, the AHSO 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*, Eighth Edition, 2015. 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. AHSO will provide funding for high-visibility enforcement using saturation patrols (checkpoints are not permitted under Alaska law). Alaska will continue to participate in the national impaired driving mobilization, Drive Sober or Get Pulled Over, in summer, during holiday periods, and during specialized state events, such as Saturation Patrol for the Solstice and the Crab Fest. 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 collaborate 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 because of drinking and driving.

The AHSO has worked to create a full-time LEL coordinator position; however, with no eligible candidates available to fill this position, the AHSO plans to utilize the services of the Region 10 LEL to provide direction to and 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. The AHSO will again search for eligible TSRP candidates in 2017 and add a TSRP project later in the year. Similarly, the AHSO continues to search for a Judicial Outreach Liaison (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 is also committed to working with its law enforcement partners to ensure 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 January 12, 2016 to review progress on the action steps (AS) in the plan. Following are the plan's strategies and actions steps in the 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 that 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 2017.

Alaska's data show the five most populated boroughs also have the largest impaired driving problems. The FFY 2017 Highway Safety Plan includes DUI Enforcement projects in Anchorage and Fairbanks that 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 percent 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, which will be supported with state funds, will consist of six officers and one supervisor, along with the procurement of seven new fully equipped vehicles for the DUI team. The Fairbanks project will continue to support a two-officer DUI Unit to interdict impaired drivers in their city.

Programs and Projects

Target: 1

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

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: \$60,000 Section 402

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

Target: 1

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 5 ARIDE courses, and 2 DITEP courses).

Budget: \$328,000 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, 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 Washington State Forensic Laboratory Services Bureau to analyze evidence collected from drug impaired driving offenses and provide expert witness testimony in criminal prosecution.

Budget: \$184,000 Section 402

Evidence of Effectiveness: N/A

Target: 1

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: \$276,000 Section 405d

Evidence of Effectiveness: CTW, Chapter 1, Section 2

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 that would benefit Alaska's mission and support the activities of the HSP.

Budget: \$25,000 Section 402

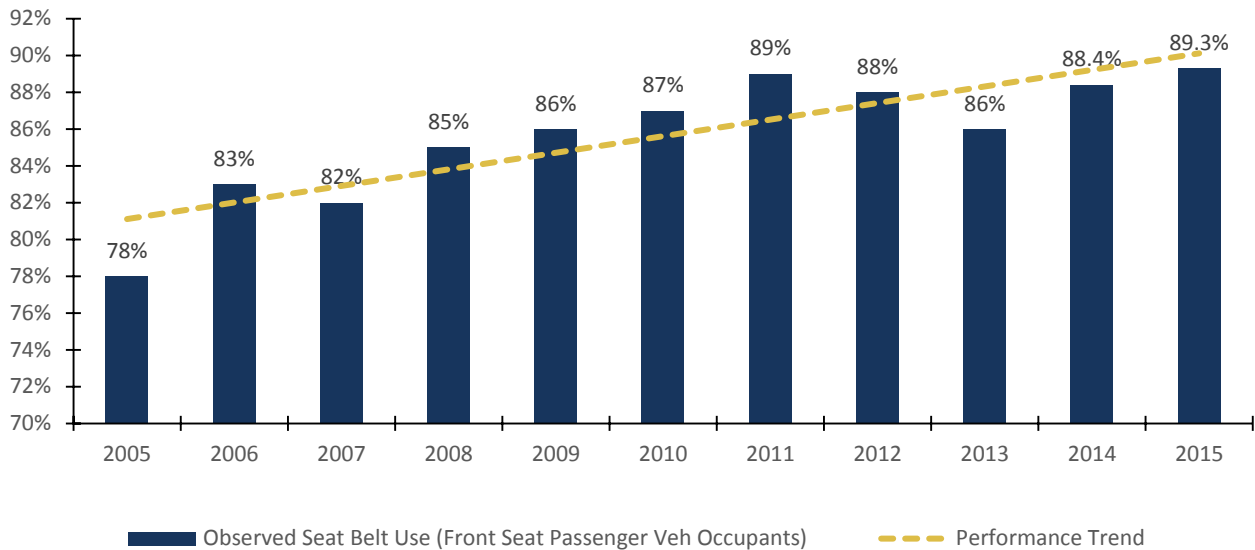
Evidence of Effectiveness: N/A

3.4 Occupant Protection

Overview

Alaska's front seat belt usage rate has increased from 78 percent in 2005 to 89.3 percent in 2015, an all-time high observed usage rate. Figure 3.7 illustrates the rising trend in the observed seat belt use rate of front seat outboard occupants from 2005 to 2015. 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



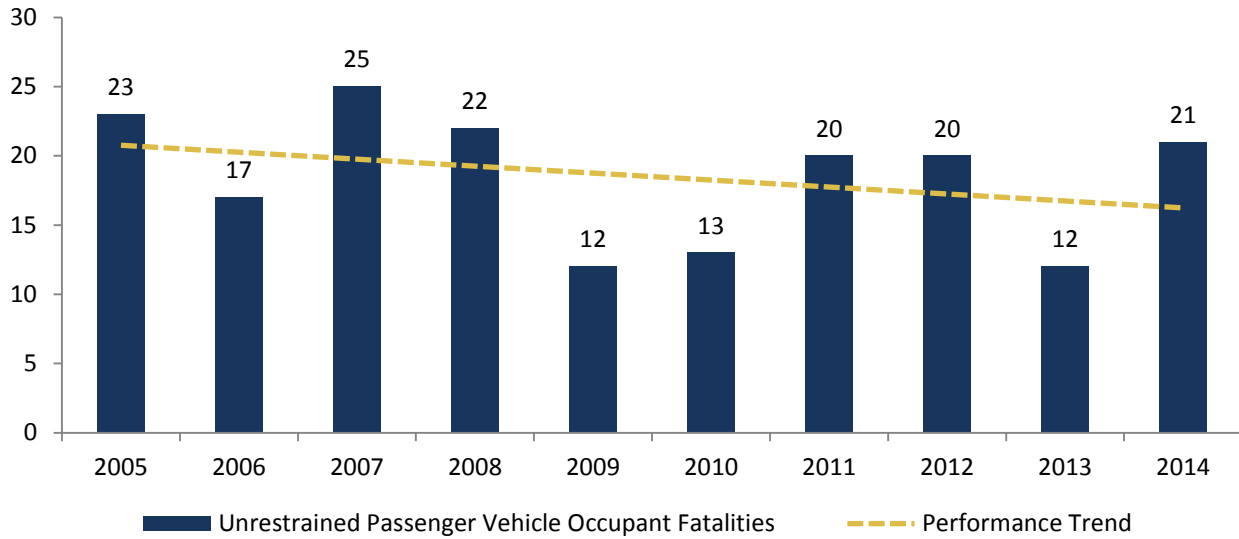
Source: Alaska Highway Safety Office, 2016.

Deeper analysis of the 2015 data finds that usage rates by vehicle type vary. SUV occupants have the highest belt usage rate at 91.1 percent, followed by car drivers and their passengers (91 percent), and van (89.5 percent) and truck (84.9 percent) occupants. Usage of restraints by truck occupants has increased. Truck occupants buckled up at 84.1 percent in 2014 and 83.7 percent in 2013. Belt use in the five most populous boroughs currently stands at 91 percent for Anchorage, 92 percent for Fairbanks, 90 percent for Juneau, 83 percent for Kenai, and 83 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 the fact that more than four out of five Alaskans (82 percent) think that being injured in a car accident while not wearing a seatbelt is very likely or almost certain, 29 percent or 21 of the motor vehicle occupants killed in crashes in 2014 were unrestrained. An analysis of crashes between 2005 and 2014 finds that 194, or 29 percent, of the 666 killed in crashes were unrestrained (Figure 3.8).

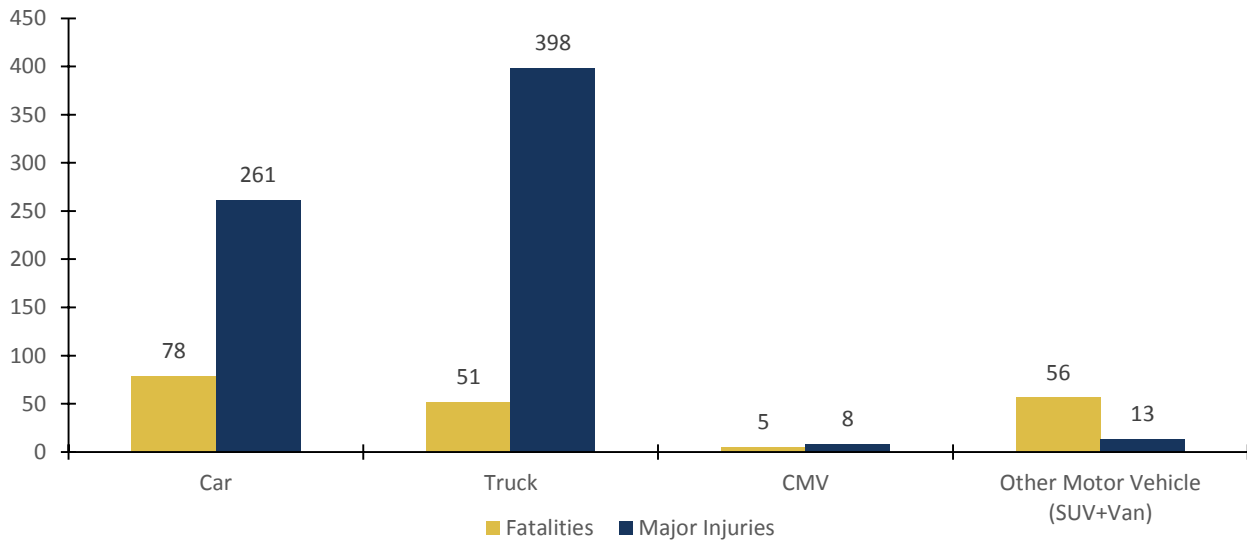
Figure 3.8 Unrestrained Passenger Vehicle Occupant Fatalities



Source: FARS, 2016.

Unrestrained fatalities were highest among passenger cars and light trucks, accounting for 78 and 51 fatalities between 2005 and 2014. Unrestrained major injuries were highest among these same vehicles types with passenger car and light truck 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

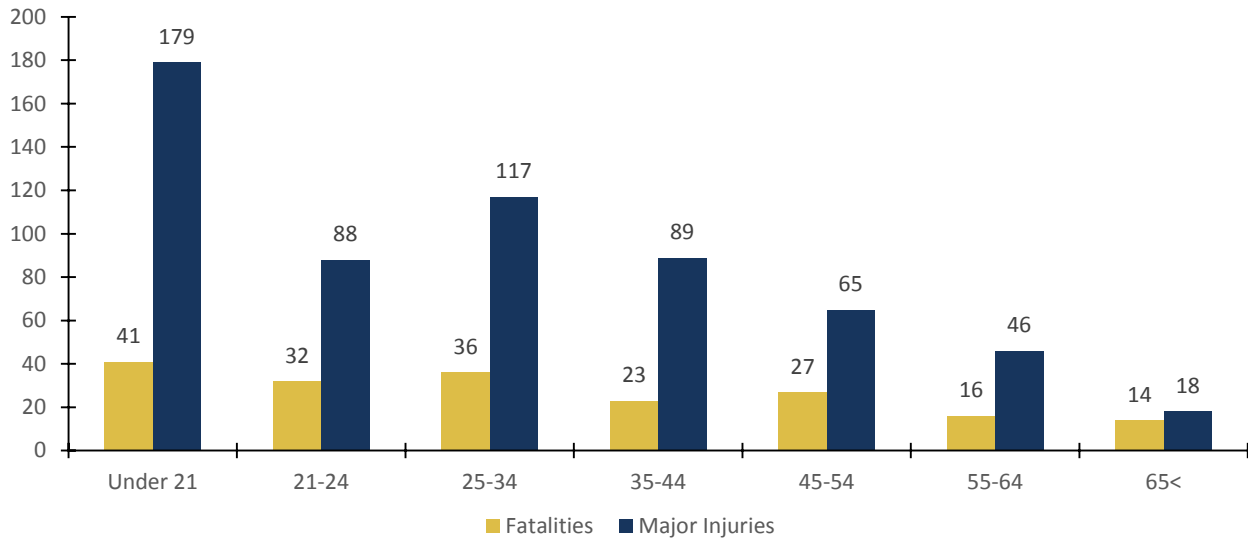


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are for 2005-2014, 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 (39 percent) of all of unrestrained fatalities between 2005 and 2014, as seen in Figure 3.10. This same age group accounted for nearly one-half (44 percent) of all unrestrained major injuries, with 267 motor vehicle occupants under the age of 25 sustaining major injuries between 2005 and 2012 because of not wearing a seat belt.

Figure 3.10 Unrestrained Fatalities and Major Injuries by Age Group



Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014, major injury data are 2005 to 2012.

Performance Targets

1. Reduce unrestrained fatalities by 11 percent from 18 (2010 to 2014 average) to 16 by 2017.
2. Increase observed belt use from 89 percent 2015 observed rate to 91 percent or above by 2017.

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 goal is to attain at least a 90 percent rate by September 30, 2016, and 91 percent by September 30, 2017.

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 multiyear plan is reviewed by the task force 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. Following are the strategies and action steps identified in the 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 that 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 that allows passengers to ride on the floorboards 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 2017, each law enforcement partner will be encouraged to arrange at least one seat belt enforcement activity in each of their areas each month. 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 to remind 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 assist motorists with improperly or unrestrained children.

- Participation in the CIOT Mobilization in May. Alaska's CIOT enforcement campaign will run from May 22 to June 4, 2017. 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.

Once established, the LEL 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.carseatsak.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.carseatsak.org/>.

AHSO will continue to collaborate 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. According to NHTSA research, teens and young adults (21 to 29), 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 the statewide Occupant Protection Use Survey (OPUS) 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 has met quarterly since being established in 2013. The OPTF met January 12, 2016 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 2017.

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: \$75,000 Section 405b

Evidence of Effectiveness: N/A

Target: 1 and 2

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: \$250,000 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: \$55,000 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: \$79,000 Section 405b

Evidence of Effectiveness: CTW, Chapter 2, Sections 6.2 and 7.2

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 7.2

Target: 1

Project Title: Statewide CPS Coordinator and Co-Coordinator

Description: This project will fund the position (salary or labor hours and expenses) of the statewide CPS Coordinator and Co-Coordinator who will function as an extension of the AHSO. The Coordinators serve as the point of contact for the CPS community and activities in the state. They maintain the CPS databases (e.g., technician, instructor, training, and child restraint inspection station); schedule training and monitor recertification and distribution of technicians and instructors; publicize a calendar of statewide training, activities, and injury prevention programs; collect and analyze car seat check data; and ensure the CPS content on the AHSO website is accurate and up-to-date. They also help plan and implement a statewide event to support the National CPS Awareness Week and collaborate with the AHSO and law enforcement to ensure technicians are invited to participate in enforcement mobilizations such as Click It Or Ticket.

Budget: \$80,000 Section 405b

Evidence of Effectiveness: N/A

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 that would benefit Alaska's mission and support the activities of the HSP.

Budget: \$15,000 Section 405b

Evidence of Effectiveness: N/A

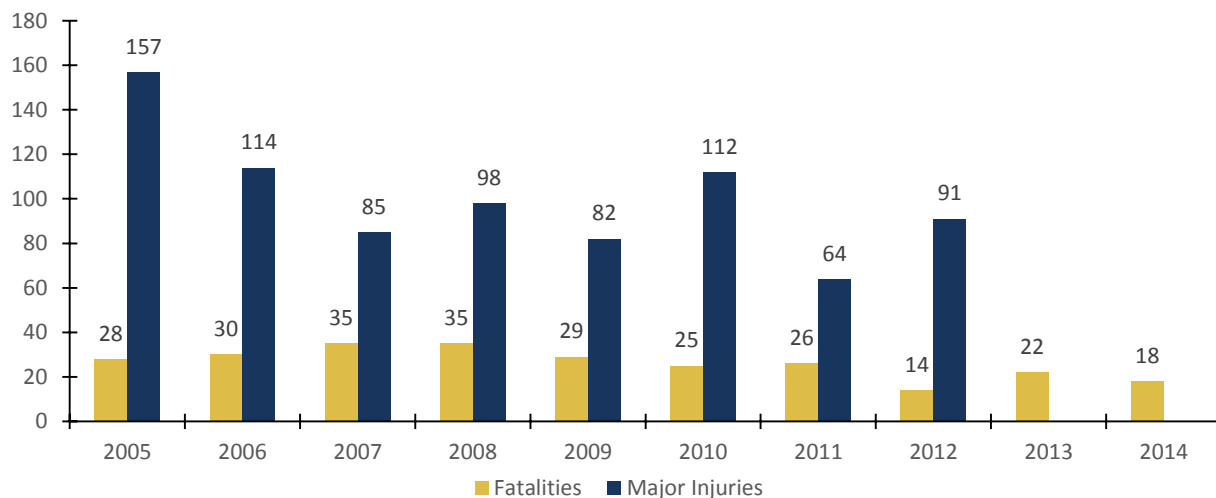
3.5 Speeding

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 26 speeding-related fatalities each year between 2005 and 2014, and 100 major injuries annually between 2005 and 2012. Both fatalities and injuries have declined since 2005 – fatalities by 36 percent, and major injuries by 42 percent (Figure 3.11).

Figure 3.11 Speeding-Related Fatalities and Major Injuries

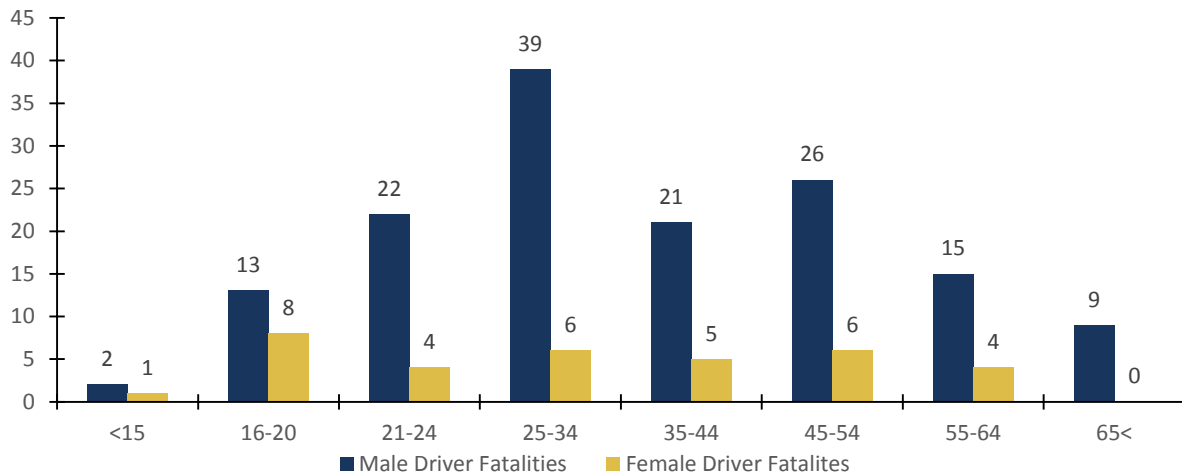


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury data are 2005 to 2012.

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 22 percent of all speed-related fatal crashes between 2005 and 2014 (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

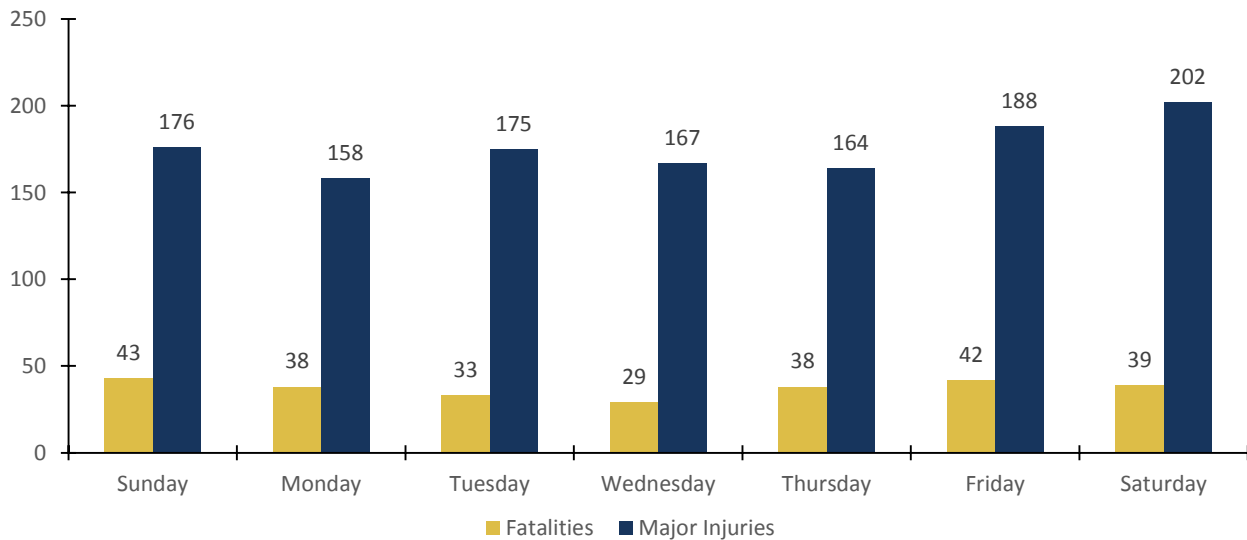


Source: FARS, 2016 (2005-2014 data).

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 (202), while most fatalities were on Sundays (43), as shown in Figure 3.13.

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

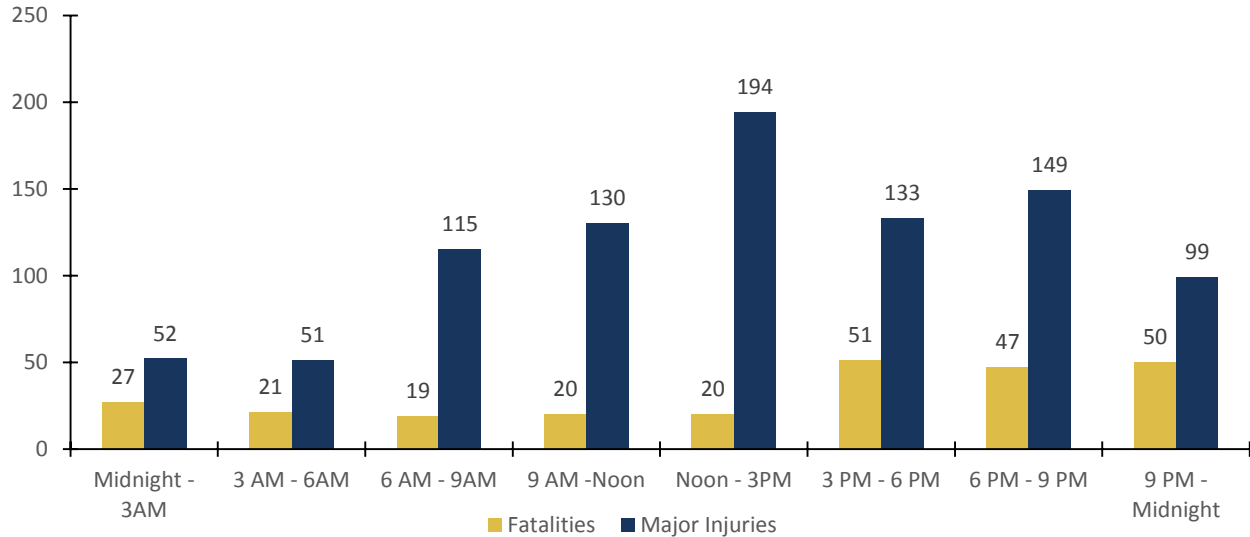


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury data are 2005 to 2012.

Between 2005 and 2014, speeding-related fatalities (57 percent) occurred most frequently between 3 p.m. and midnight, while major injuries (60 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

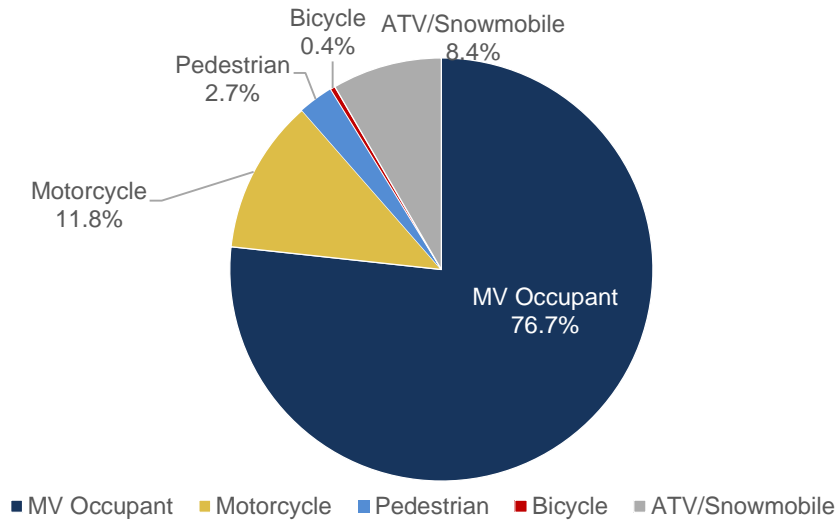


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury data are 2005 to 2012. Seven fatalities that occurred in 2005-2014 were recorded as unknown times, but these are not included in Figure 3.14.

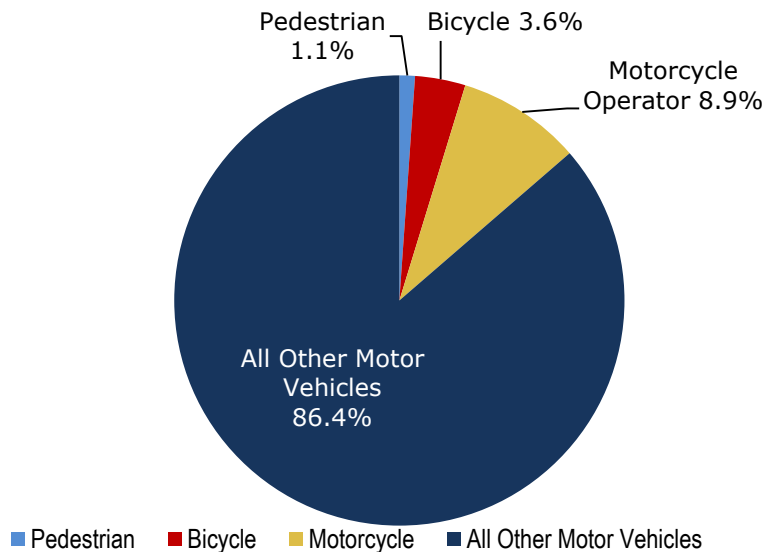
As Figure 3.15, shows, from 2005 to 2014, speeding fatalities among vulnerable road users were greatest for motorcyclists (12 percent) and pedestrians (2.7 percent). Motorcyclists also represented the greatest share of speeding-related major injuries (Figure 3.16) sustained by vulnerable road user groups at 8.9 percent, followed by bicyclists (3.6 percent) and pedestrians (1.1 percent) from 2005-2012. 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, 2016 (2005-2014 data).

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



Source: Alaska Highway Analysis System, 2016 (2005-2012 data).

Performance Target

1. Reduce speeding-related fatalities by 5 percent from 21 (2010 to 2014 average) to 20 by 2017.

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 in identified problem

areas and in Alaska's 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, and the use of radars by law enforcement and mobile radar display units 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

Project Title: AST Speeding Fatality Reduction Effort

Description: The Alaska State Troopers will conduct 3,000 hours of overtime on data-driven high-visibility enforcement operations to address specific problem areas, times, and events with a high incidence of speeding and aggressive driving behavior.

Budget: \$252,000 Section 402

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

3.6 Motorcycle Safety

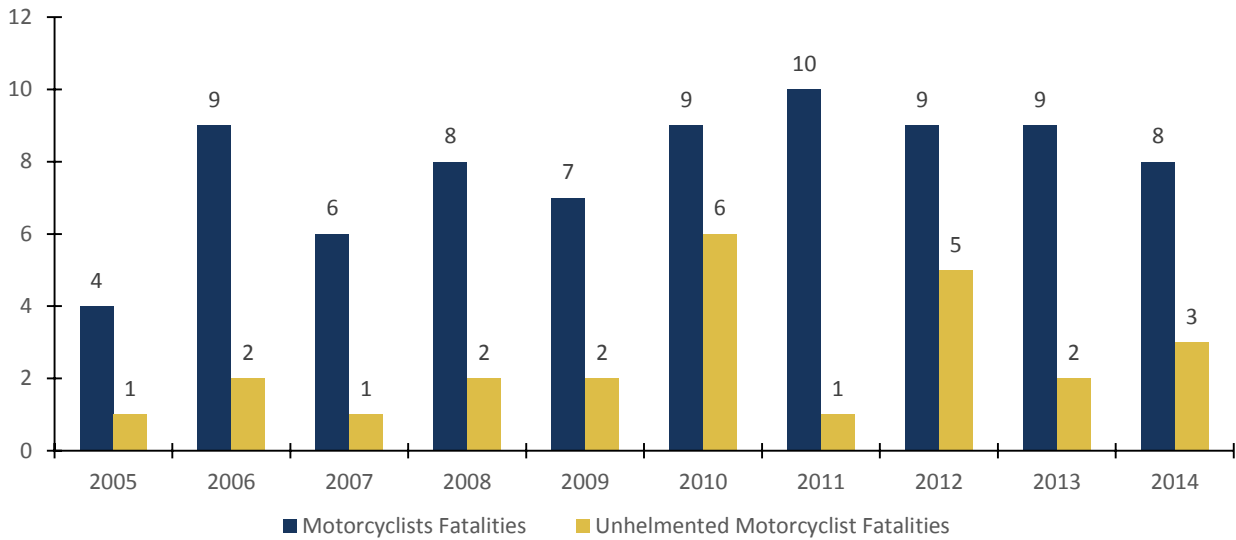
Overview

In 2014, Alaska recorded 32,082 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 actions such as failure to yield, speeding, improper lane change, following too closely and accounts for one-third of 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 2014, 79 motorcyclists – about 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, 25 (32 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).

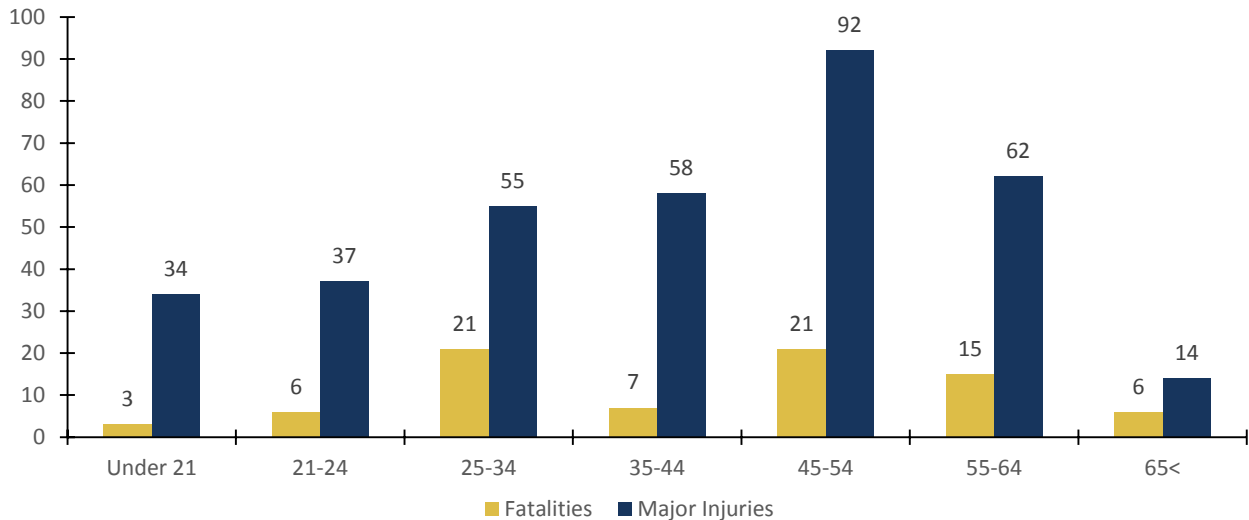
Figure 3.17 Motorcyclist Fatalities



Source: Alaska Highway Safety Office and FARS, 2016.

Motorcyclists over 35 years of age are more likely to be involved in crashes resulting in major injuries (64 percent), with riders over 45 accounting for nearly one-half (48 percent) of those injuries. The 25 to 35 and 45 to 54 age groups accounted for more fatalities than any other age groups, as shown in Figure 3.18.

Figure 3.18 Motorcyclist Fatalities and Major Injuries by Age Group



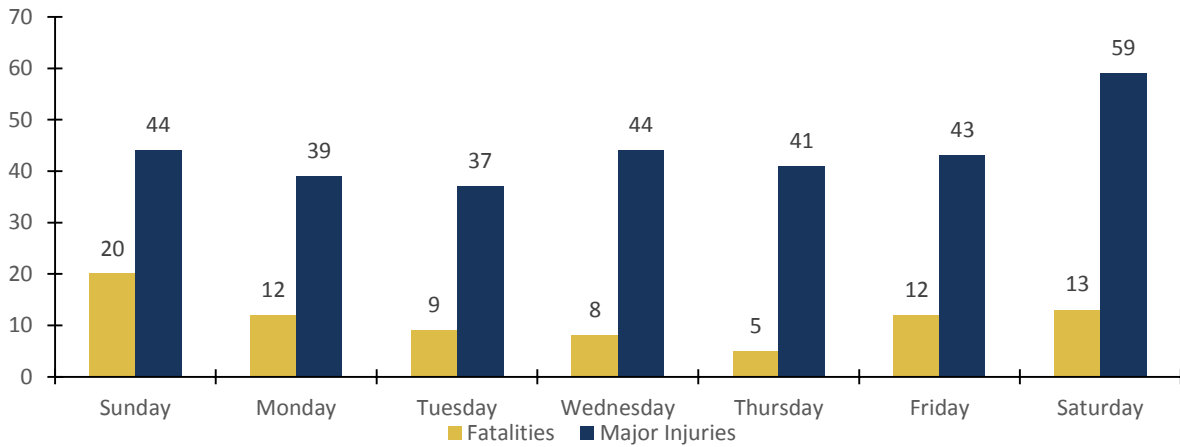
Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury data are 2005 to 2012.

Motorcyclist fatalities and major injuries are most prevalent on weekends, as 35 percent of fatalities and major injuries from 2005 to 2014 occurred on either Saturday or Sunday. Nearly one-half (42 percent) of fatalities occur during these two days. Motorcycle fatalities occurring on Sunday (20 or 25 percent) are higher than

Saturday (13 or 17 percent), prompting the need for outreach addressing not only riding for recreation, but for utility (e.g., commuting to work, school) as well (Figure 3.19).

Figure 3.19 Motorcyclist Fatalities and Major Injuries by Day of Week

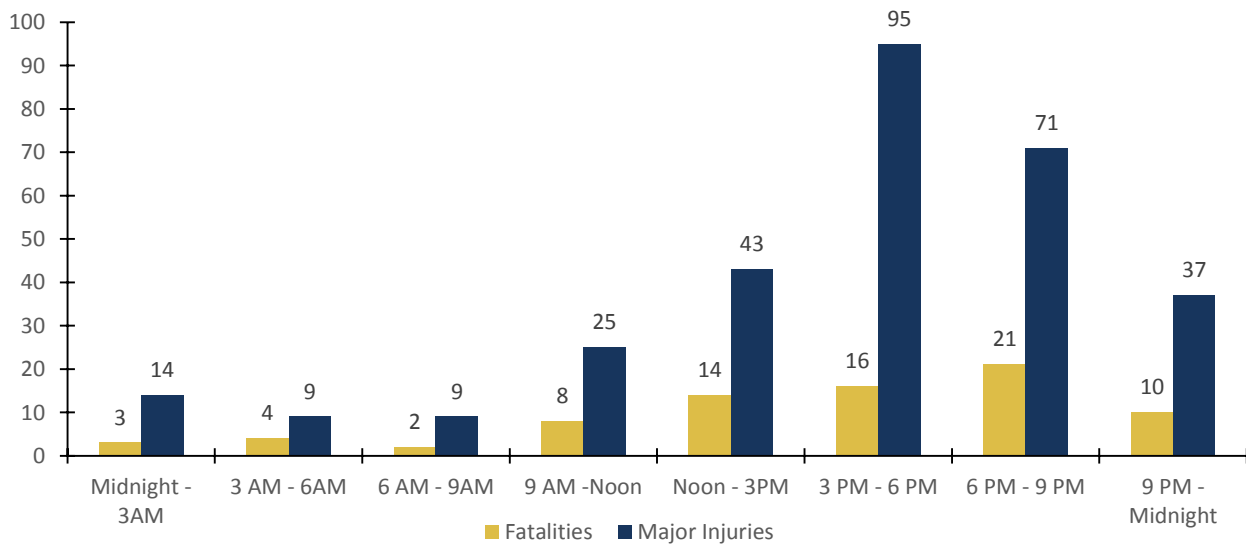


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury data are 2005 to 2012.

More motorcyclists (27 percent) are killed between 6 p.m. and 9 p.m. than any other 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 times.

Figure 3.20 Motorcyclist Fatalities and Major Injuries by Time of Day



Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury data are 2005 to 2012. One 2014 fatality that occurred in 2014 was recorded as at unknown time and is not included in Figure 3.14.

Performance Targets

1. Reduce motorcyclist fatalities by 11 percent from nine (2010 to 2014 average) to eight by 2017.
2. Reduce unhelmeted motorcyclist fatalities by 18 percent from 3.4 (2010 to 2014 average) to 2.8 by 2017.

Strategies

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

Motorcyclists are identified as a secondary target audience for the paid media buys that 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 that are popular with 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 FFY 2017 will also prove beneficial in addressing impaired motorcyclists.

Programs and Projects

Program costs to support motorcyclist safety include \$15,000 in Section 2010 funds for the paid media buys and are listed in Section 3.12 – Paid Media.

3.7 Pedestrian and Bicycle Safety

Overview

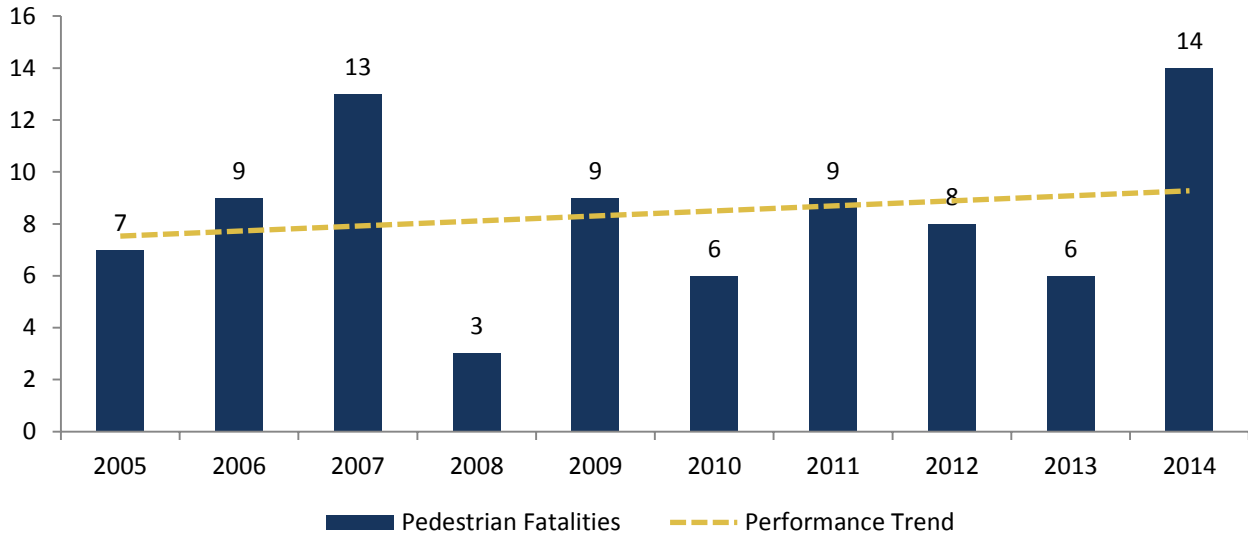
Pedestrians and bicyclists, like motorcyclists, are more vulnerable than other roadway users in crashes. A review of reported pedestrian crashes in Alaska between 2005 and 2012 found that a causation factor was either unknown or involved no improper driving in 35 percent of the crashes. Of the reported 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. Pedestrian crashes decreased between 2004 and 2007, and again between 2010 and 2011, but have 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 for pedestrian fatalities has been volatile since 2005, as shown in Figure 3.21. The fewest fatalities occurred in 2008 (three fatalities), but spikes in 2007 and 2014 (13 fatalities and 14 fatalities, respectively)

affirm the need for continued vigilance in addressing pedestrian safety. Unfortunately, pedestrian fatalities more than doubled in the past FARS year, going from six fatalities in 2013 to 14 fatalities in 2014.

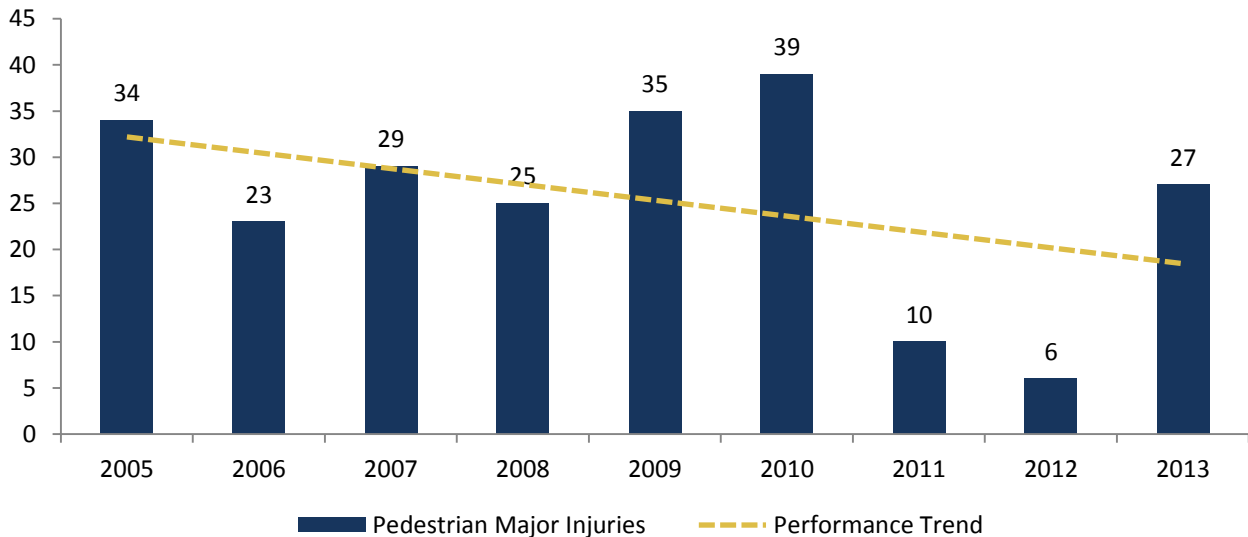
Figure 3.21 Pedestrian Fatalities by Year



Source: FARS, 2016.

Major injuries involving pedestrians has been inconsistent in recent years with a peak of 39 in 2010 and a low of six in 2012 as shown in Figure 3.22. While the general trend has been downward, with major injuries declining by 88 percent between 2005 and 2012, major injuries rose nearly fivefold (4.5) from six in 2012 to 27 in 2013.

Figure 3.22 Pedestrian Major Injuries by Year

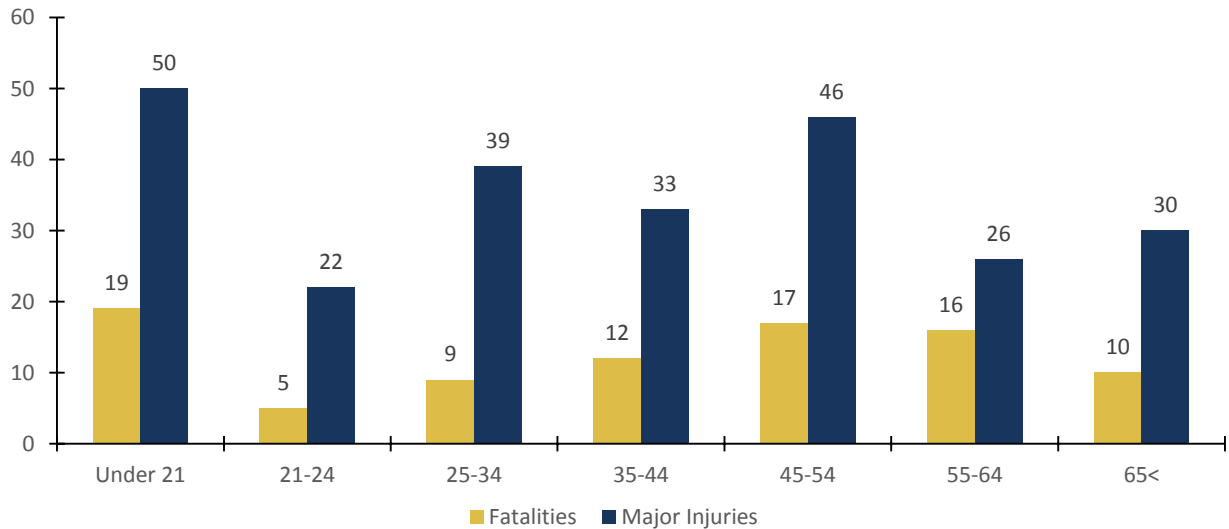


Source: Alaska Spatially Integrated Roadway Information System, 2016.

Note: 2014 data are not available.

Pedestrians 45 years of age and over accounted for about one-half (49 percent) of the fatalities that occurred between 2005 and 2014, as shown in Figure 3.23. The 20-year-old and under age group comprised nearly one-quarter (22 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

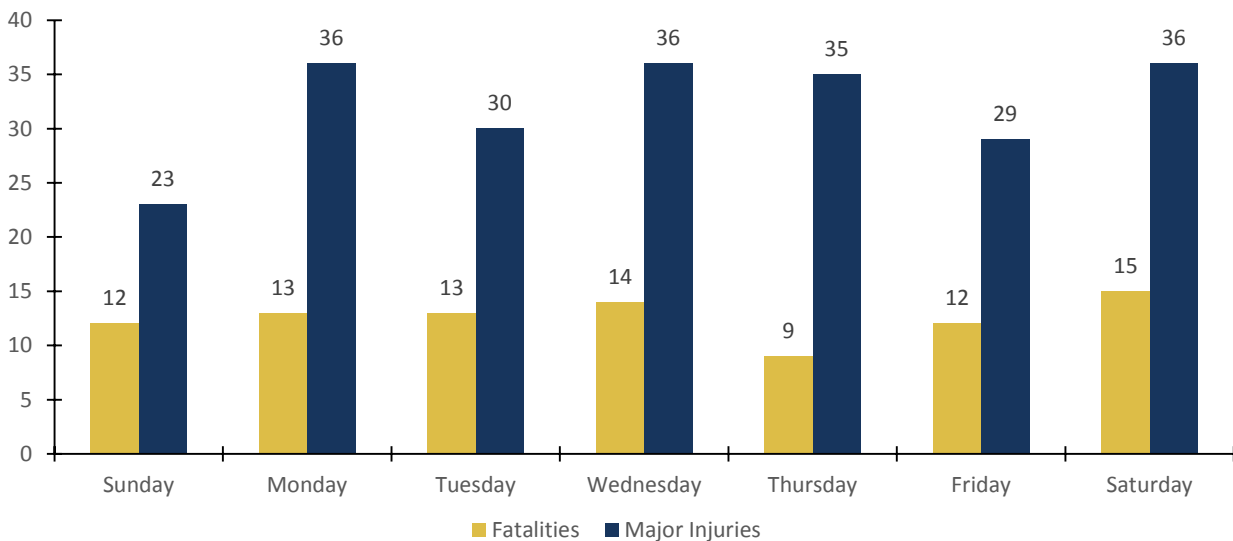


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury data are 2005 to 2013.

From 2005 to 2014, pedestrian fatalities were highest on Saturday (15), followed by Wednesday (14). Major injuries peaked at 36 on Monday, Wednesday and Saturday, as shown in Figure 3.24.

Figure 3.24 Pedestrian Fatalities and Major Injuries by Day of Week

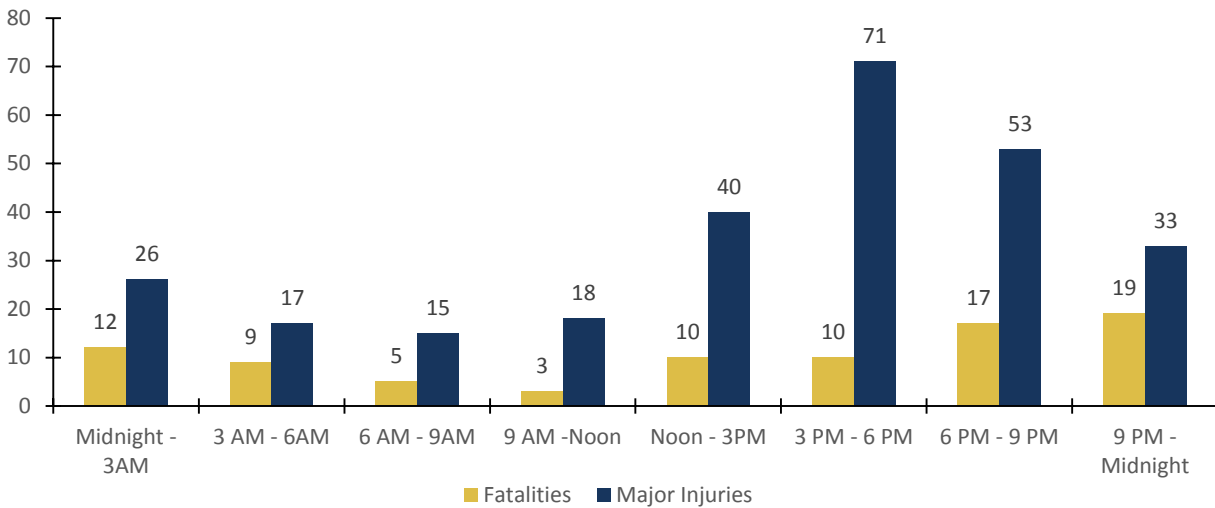


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury data are 2005 to 2013.

From 2006 to 2014, the time of day with the greatest number of pedestrian fatalities was 6 p.m. to midnight, with 36 deaths occurring during this time. Pedestrian major injuries were highest from 3 p.m. to 9 p.m. (124), as shown in Figure 3.25.

Figure 3.25 Pedestrian Fatalities and Major Injuries by Time of Day

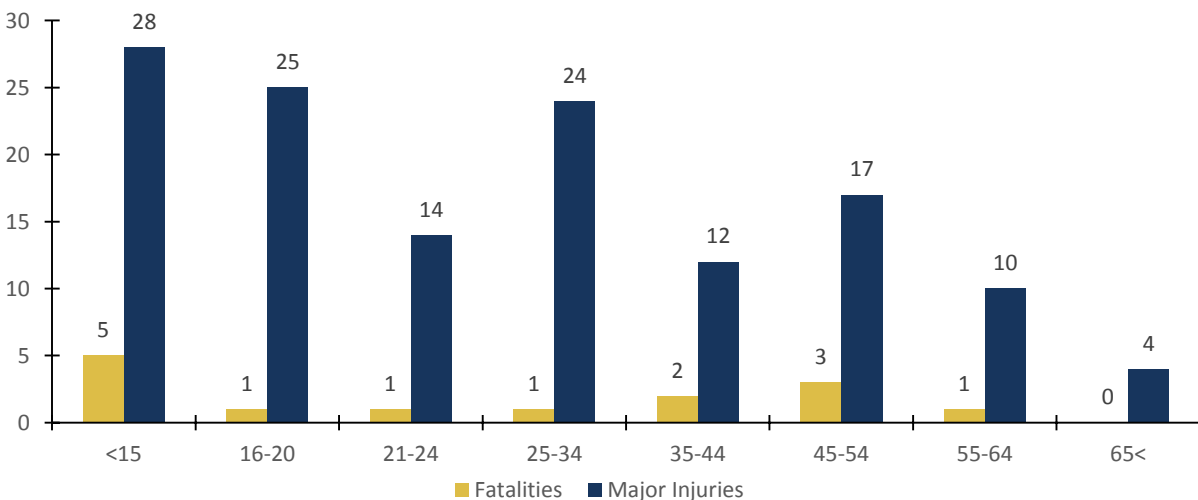


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury data are 2006 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 2014, nearly one-half (43 percent) of all bicycle fatalities involved this age group (Figure 3.26). Cyclists under 21 years of age also accounted for 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

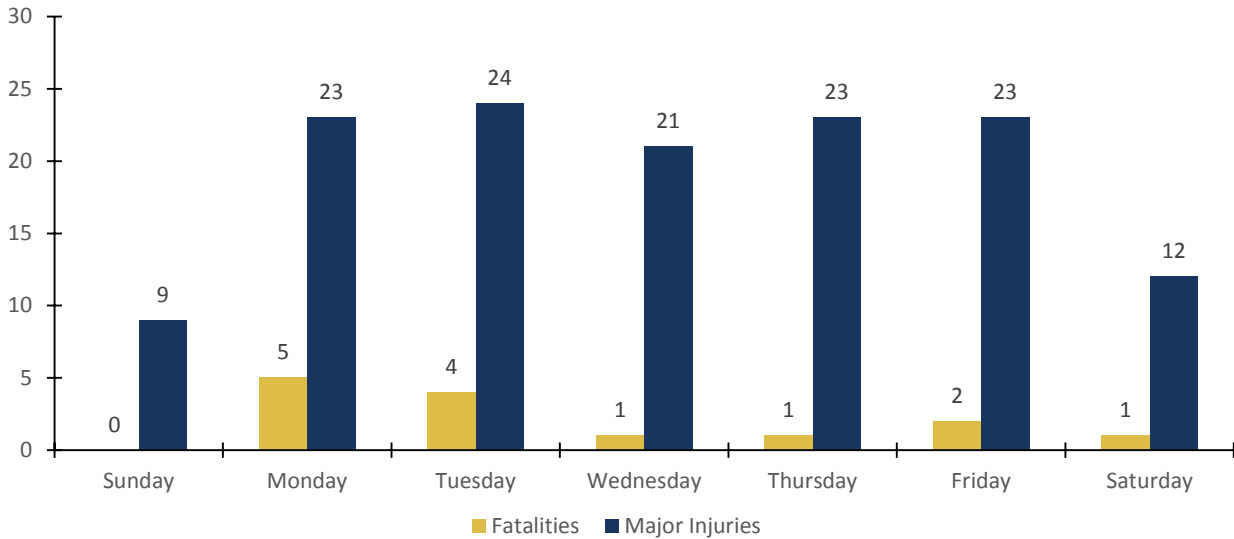


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury data are 2005 to 2013.

When bicyclists ride also influences 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

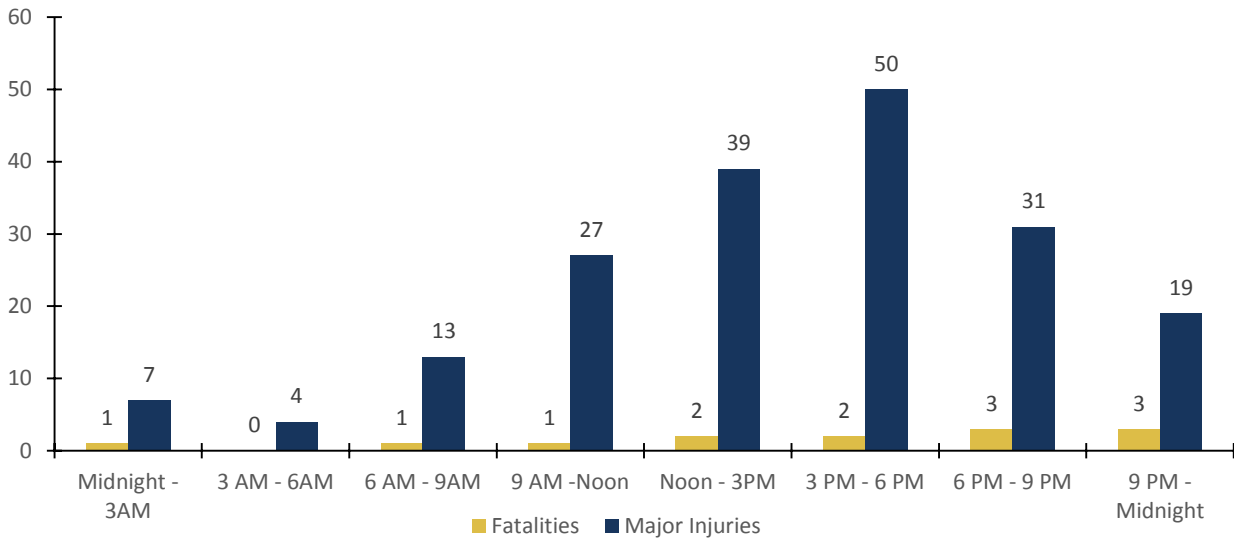


Source: Alaska Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury 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 (71 percent) were killed between noon and midnight, with the greatest number of fatalities occurring between 6 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 over one-quarter (26 percent) 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 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 Spatially Integrated Roadway Information System and FARS, 2016.

Note: Fatality data are 2005 to 2014. Major injury data are 2005 to 2013.

Performance Targets

1. Reduce pedestrian fatalities by 11 percent from nine (2010 to 2014 average) to eight by 2017.
2. Reduce bicyclist fatalities by 100 percent from one (2010 to 2014 average) to zero by 2017.

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 2017 to address pedestrian and bicycle crashes. The first project will help stakeholders in Alaska identify the specific at-risk populations that 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 and 2

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 that 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: \$120,000 Section 402

Evidence of Effectiveness: CTW, Chapter 9, Section 3

Target: 1 and 2

Project Title: Bicycle/Pedestrian SHSP Projects

Description: The AHSO will fund projects that 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

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 does not 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, with parental consent, may 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.

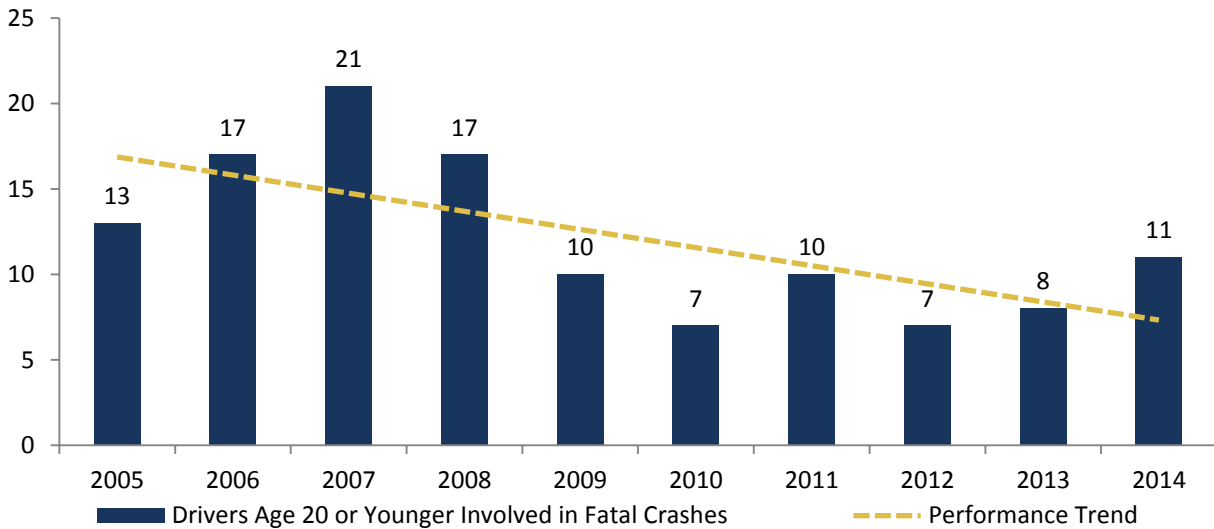
It is important to note that no other state has as many rural communities separated from connecting road systems to the extent that Alaska does. For that reason, the State's Division of Motor Vehicles (DMV) issues an "off-highway" license that allows an individual, including teens, to drive in specific 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 2014, drivers under 21 years of age were involved in 24,647, or 17 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 2014, 121 novice drivers were involved in fatal crashes in Alaska. Teen crashes have generally been declining over the past eight years, with the most significant gains occurring between 2007 and 2012. The number of drivers under age 21 involved in fatal crashes fell 48 percent from a peak of 21 in 2007 to 11 in 2014, as shown in Figure 3.29.

Figure 3.29 Drivers Under 21 Involved in Fatal Crashes



Source: FARS, 2016.

Positive gains also are being made in teen driver crashes involving major injury. Between 2005 and 2010, the number of drivers under 21 years of age involved in major injury crashes declined 37 percent from 179 in 2005 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 because 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 2014, 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 2014, fewer male drivers under 21 (15) died because 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 11 percent from 9 (2010 to 2014 average) to 8 by 2017.

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 91 percent; the highest observed use at one high school was 94 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 from the most current 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: \$350,000 Section 402

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

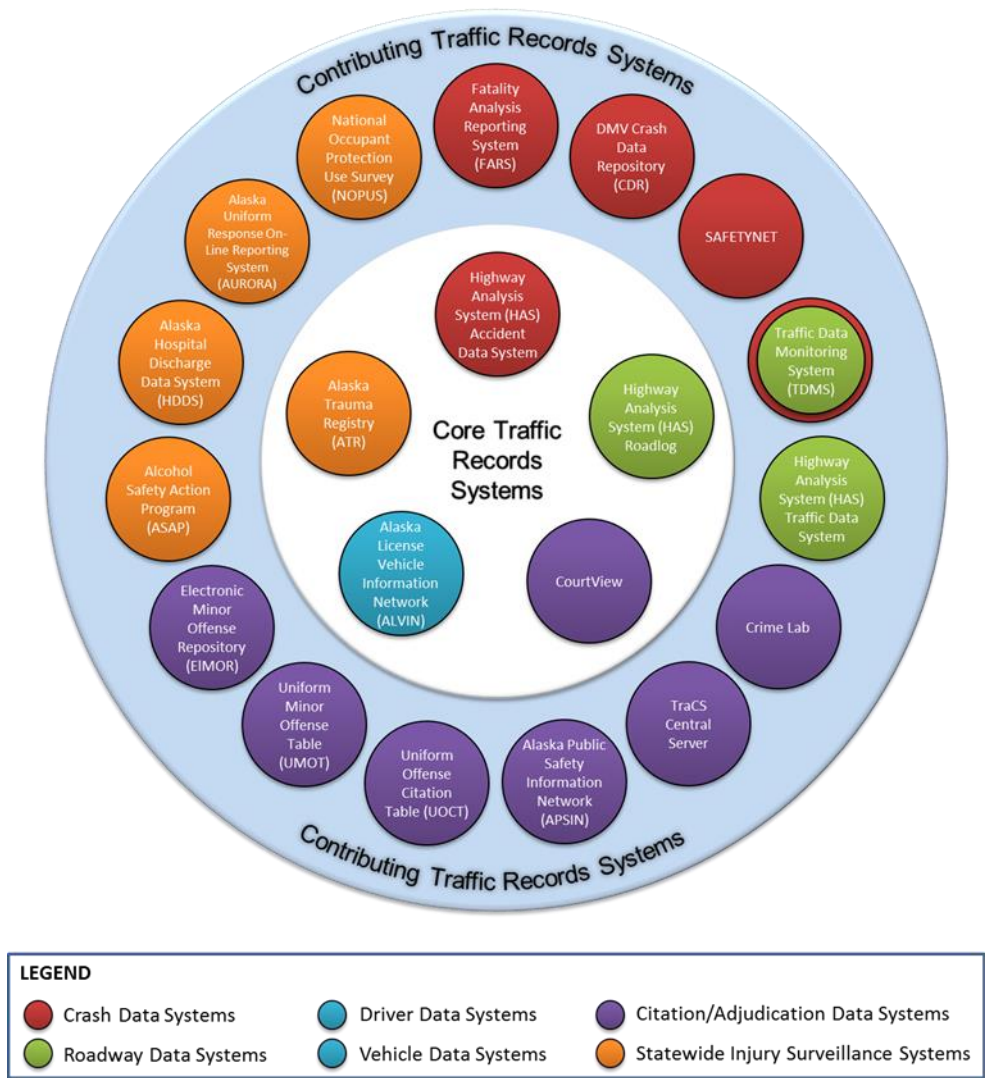
3.9 Traffic Records

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 that improve the quality of the state’s traffic records. At the time of the drafting of this HSP the AHSO was in the middle of a new assessment being conducted.

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



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 (data from 1978 to 2012);
 - The Spatially Integrated Roadway Information System (SIRIS – new in 2015); 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 provides 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 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.

Alaska will revisit establishment of an executive level traffic safety oversight committee in 2017. 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) comprising 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 2017 HSP, include:

- 2.3 – Improve the timeliness of the Citation/Adjudication Data System;
- 3.1 – Improve the accuracy of Crash Records Data System records;

- 3.4 – Improve the accuracy of the Citation/ Adjudication Data System data;
- 4.1 – Improve the completeness of the Crash Records Data System data;
- 4.3 - Improve the completeness of the Citation/Adjudication Data System data;
- 5.2 – Improve the uniformity of the Citation/Adjudication Data System; and
- 6.1 – Develop a Data Integration Master Plan.

Activity toward the plan’s performance targets is ongoing. Information about the ATRCC and the Alaska Traffic Records Strategic Plan is available on-line at: http://www.dot.state.ak.us/stwdplng/hwysafety/assets/pdf/2014/ATRCC_FFY15_TR_Strategic_Plan_FINAL_012414.pdf.

Strategies

In 2017, the AHSO will provide funding for two projects that support the Traffic Records Strategic Plan. Funding will be provided to complete the work of the Alaska Court System (ACS) to ensure all data captured on the commercial vehicle enforcement citations are submitted to the ACS electronically. The AHSO also provide funding to the Juneau Police Department to purchase laptops for approximately one-half of their officers to enable the electronic submission of citations and 12-200 crash reports. Both projects also support the mission of the ATRCC.

In addition, the ATRCC will begin development of a Data Integration Master Plan. Tasks include identifying and prioritizing data integration opportunities for the state, identifying stakeholders and custodians for proposed linked datasets, and identifying key date fields that should exist to facilitate linking traffic records information. When the traffic records assessment is completed in the summer of 2016 it is anticipated the ATRCC will learn, through the assessment process and recommendations, about state and national standards, best practices, and technologies that can support seamless, secure, and efficient linkage of traffic records data between traffic records data systems that will support their development of the Data Integration Master Plan.

Programs and Projects

Target: 2.3, 3.1 3.4, 4.1, 4.3, and 5.2

Project Title: ACS Electronic Citation Data Collection, Sharing and Integrations Improvements

Description: AHSO will provide funding to complete the work of the Alaska Court System (ACS) to ensure all data captured on the citation is submitted to the ACS electronically. The grant will fund the programming, integration software and training to allow the electronic filing of commercial vehicle offenses and data regarding out-of-state commercial driver licenses. Electronic filing of commercial vehicle enforcement citations will improve the accuracy and completeness of citation date through the validation process.

Budget: \$84,000 Section 405c

Evidence of Effectiveness: Supports the Traffic Records Strategic Plan

Target: 2.3, 3.1, 3.4, 4.3, and 5.2

Project Title: Juneau Police Department – Toughbooks for TraCS

Description: The AHSO will provide funding to the Juneau Police Department to purchase Toughbook laptops, software licenses and associated hardware for approximately one-half of their officers (the department is funding the purchase of the remaining laptops) to enable more accurate and timely submission of citations and crash reports via TraCS.

Budget: \$138,000 Section 405c

Evidence of Effectiveness: Supports the Traffic Records Strategic Plan

Target: 4.1

Project Title: Crash Data Entry Services

Description: The AHSO will contract with a vendor to provide crash data entry services. The vendor will enter motor vehicle crash data from the driver (12-209) and law enforcement (12-200) forms into the Department of Transportation and Public Facilities' crash data entry system.

Budget: \$60,000 Section 408

Evidence of Effectiveness: N/A

Target: 2.3, 3.1, 3.4, 4.3, and 5.2

Project Title: Traffic and Criminal Software (TraCS) Licensing Fee

Description: The AHSO will continue to support the TraCS through payment of the license fee that enables state and local law enforcement to submit crash reports and citations electronically through the TraCS program.

Budget: \$100,000 Section 408

Evidence of Effectiveness: Supports the Traffic Records Strategic Plan

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 that would benefit Alaska's mission and support the activities of the HSP.

Budget: \$30,000 Section 405c

Evidence of Effectiveness: Supports the Traffic Records Strategic Plan

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 2018 Highway Safety Performance Plan.
2. Deliver the FFY 2016 Annual Report by December 31, 2016.
3. Deliver the Federal Fiscal Year 2018 Highway Safety Plan by July 1, 2017.

Strategies

1. Administer the statewide traffic safety program:
 - a. Implement the FFY 2017 HSP and develop future initiatives;
 - b. Provide sound fiscal management for traffic safety programs;
 - c. Continue coordination of the HSP with the SHSP and other state plans through collaboration with other Federal, state, and local agencies; and
 - d. 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: \$591,988.00 Section 402; \$1,746,085.00, Section 154; \$386,069.00, Section 164

Project Title: Alaska Highway Safety Summit

Description: The AHSO will host a two-day Highway Safety Summit in 2017. The purpose of the conference is to gather highway safety professionals and stakeholders from around the state to discuss what is being done to address highway safety issues, update the state's safety community on best practices and new initiatives, and discuss future plans. Expenses related to hosting the conference include speaker costs, meeting space, and travel assistance for select attendees.

Budget: \$150,000.00 Section 402

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 FFY 2017 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 with all users;
- 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 FFY 2017 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 AHSO will increase funding over 2016 levels for the plan for 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: \$150,000/\$100,000/\$200,000/\$15,000; 402/405b/405d/2010

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 2017 HSP.

Table 4.1 Progress on FFY 2017 Performance Targets

Performance Measures	Actual								Targets			
	2007	2008	2009	2010	2011	2012	2013	2014	2014	2015	2016	2017
Fatalities (Actual)	82	62	64	56	72	59	51	73	49	60	58	55
Five-Year Average of Fatalities	76	73	69	68	67	63	60	62	58	60	58	55
Serious Injuries (all crashes)	433	391	452	488	404	359	341	NA	337	380	366	353
Fatality Rate/100 Million VMT	1.59	1.27	1.30	1.17	1.57	1.23	1.05	1.5	1.02	1.25	1.20	1.15
Unrestrained Passenger Vehicle Occupant Fatalities	28	23	12	14	26	19	12	21	12	18	17	16
Fatalities Involving with \geq .08 BAC	25	21	22	16	21	15	16	22	15	17	17	16
Speeding-Related Fatalities	35	35	29	25	26	14	22	18	21	21	20	20
Motorcyclist Fatalities	6	8	7	9	10	9	9	8	9	9	8	8
Unhelmeted Motorcyclist Fatalities	1	2	2	6	1	5	2	3	2	3.2	3.0	2.8
Drivers age 20 or Younger Involved in Fatal Crashes	21	17	10	7	10	7	8	11	8	9	8	8
Pedestrian Fatalities	13	3	9	6	9	8	6	14	6	8	8	7
Bicyclist Fatalities	2	1	2	0	2	1	1	3	1	0	0	0
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%	88.4%	89.3%	90%	91%
Seat Belt Citations ^a			4,100	1,726	1,526	547	508	612				
Impaired Driving Arrests ^a			1,896	1,474	1,330	783	250	80				
Speeding Citations ^a			3,376	1,985	2,067	1,089	712	438				

Note: 2014 serious injury data are not available. Serious Injuries are classified as major injuries in Alaska.

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

Lessons Learned

When comparing the targets against the actual FARS numbers for 2014, Alaska exceeded the targets set for speeding-related fatalities and drivers age 20 or younger involved in a fatal crash. For the behavioral target of observed seat belt use rate, Alaska has exceeded that target not only in 2014 but also in 2015, which has led to an all-time high observed usage rate of 89.3 percent. Increasing seat belt use among motorists is one of the most effective tools to reduce fatalities and the AHSO remains committed to continuing this trend with our countermeasure strategies.

The priority areas detailed in the FFY 2017 and past HSPs align with NHTSA's priorities. Data supports that these problem areas are consistent throughout Alaska so we will continue to address them statewide through a multi-pronged approach of enforcement and education. Alaska has consistently set high targets in all priority areas in an effort to move Towards Zero Deaths that is outlined and planned for in our SHSP, which our HSP plays a strong part in achieving. Given Alaska's rise or missing of the planned target for fatalities, serious injuries, fatalities VMT, unrestrained occupant fatalities, impaired driving fatalities, motorcyclist fatalities, bicyclist fatalities, and pedestrian fatalities AHSO will work with our program partners to conduct and review programs in their area to develop strategies that will reduce serious injuries and fatalities. In addition, in FFY 2017 the AHSO plans to enhance the awareness and education of our citizens through a more robust communication and media effort to address fatalities and injuries on our roadways.

5.0 Special Projects

In FFY 2017, the AHSO will fund the startup of a new 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. State funds will support six fulltime officers, supervisory and administrative support staff, specially marked and fully equipped vehicles, and officer training.

6.0 Cost Summary

6.1 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			Federal Share to Local
			Previous Balance	Increase/ (Decrease)	Current Balance	
SAFETEA-LU NHTSA 402						
Planning & Administration	\$367,364.34	\$107,143.98				
Alcohol	\$3,828,987.54	\$380,078.68				
Emergency Medical Services						
Motorcycle Safety						
Occupant Protection						
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	\$8,518,509.41	\$0.00				
Paid Media		\$0.00				
FFY11 BHP MR Review		\$4,817,616.00				
TEA-21 NHTSA 154 Total	\$15,082,211.27	\$0.00				
TEA-21 NHTSA 164						
Planning & Administration	\$300,501.79	\$0.00				
Alcohol	\$1,532,470.33	\$0.00				
Paid Media		\$0.00				
FFY11 BHP MR Review		\$2,657,084.00				
TEA-21 NHTSA 164 Total	\$4,490,056.12	\$0.00				
FHWA 164 HE						
Hazard Elimination	\$10,571,900.95	\$0.00		Administered through FHWA for FFY14		
FHWA 164 Total	\$10,571,900.95	\$0.00				
MAP-21 NHTSA 405b OP Low						
Low HVE	\$573,648.18	\$143,412.05				
Low Training						
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:
NAME: Sammy Kramer
TITLE: AHSO Governor's Representative
DATE: 6/26/2015

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

HS Form 217

6.2 FFY 2017 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 2017 to meet the performance targets identified in the HSP.

Table 6.1 FFY 2017 Project List

Projects	Funding	Source
Bicycle and Pedestrian	\$120,000.00	402
AST Speeding Fatality Reduction	\$252,000.00	402
Bike/Pedestrian SHSP Projects	\$20,000.00	402
CIOT Enforcement	\$250,000.00	402
Communications Contractor	\$60,000.00	402
Educational/Safety Media Buys	\$150,000.00	402
Highway Safety Summit	\$150,000.00	402
Scholarships Travel for Training & Workshops	\$25,000.00	402
Statewide LEL Program	\$60,000.00	402
Telephone Survey	\$30,000.00	402
AIPC	\$350,000.00	402
Toxicology Services	\$184,000.00	402
Planning and Administration	\$591,988.00	402
Educational/Safety Media Buys	15,000.00	2010
Fairbanks Safe Rider	\$79,000.00	405b
Mat-Su CPS Program	\$33,000.00	405b
Safe Kids Kenai	\$55,000.00	405b
OPUS	\$75,000.00	405b
Educational/Safety Media Buys	\$100,000.00	405b
Scholarships Travel for Training & Workshops	\$15,000.00	405b
Statewide CPS Coordinator & Co-Coordinator	\$80,000.00	405b
High-Visibility Enforcement DUI	\$600,000.00	405d
Fairbanks PD DUI Traffic Enforcement	\$276,000.00	405d
Statewide DRE	\$328,000.00	405d
Educational/Safety Media buys	\$200,000.00	405d
Scholarships Travel for Training & Workshops	\$100,000.00	405d
Crash Data Entry Services	\$60,000.00	408

License Fee	\$100,000.00	405c
ACS – Commercial Vehicle Citation Integration	\$84,000.00	405c
JPD – TraCs Equipment	\$138,000.00	405c
Scholarship Travel for Training & Workshops	\$30,000.00	405c
<hr/>		
Planning and Administration	\$1,746,085.00	154
<hr/>		
Planning and Administration	\$386,069.00	164

7.0 State Certifications and Assurances

7.1 Appendix A to Part 1300 – Certification and Assurances for Highway Safety Grants

Appendix A to Part 1300 – Certification and assurances for highway safety grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, pub. L. 114-94) begins on the next page.

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State 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.]

State: Alaska

Fiscal Year: 2017

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o 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).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(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.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

**CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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 or may pursue suspension or debarment.
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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. 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 NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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 and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

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 re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for 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))

3. 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))
4. At least 40 percent 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 political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. 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))
6. 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))
7. 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 as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
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, except for the Secretary of Interior on behalf of Indian tribes;
 - 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))

8. 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))
9. 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))

The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Tammy Kramer
Signature Governor's Representative for Highway Safety

6/24/16
Date

Tammy Kramer

Printed name of Governor's Representative for Highway Safety

7.2 Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

For FFY 2017, 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);
- Part 3 – Impaired Driving Countermeasures (23 CFR 1200.23);
- Part 4 – Distracted Driving (23 CFR 1200.24);
- Part 5 – Motorcyclist Safety (23 CFR 1200.25); and
- Part 6 – State Graduated Driver Licensing Laws (23 CFR 1200.26).

The 405 application, which is signed by Alaska’s Governor’s Representative for Highway Safety and includes the completed sections of the Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 grants begins on the next page.

**APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS**

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Alaska

Fiscal Year: 2017

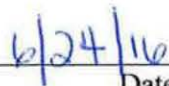
In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety



Date

Tammy Kramer

Printed name of Governor's Representative for Highway Safety

7.3 Appendix C to Part 1200 – Assurances for 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: **2017**

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).

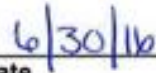
In my capacity as the Governor’s Representative for Highway Safety, I have verified that:

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) 62-65, as required under 23 U.S.C. 402(m); the statewide efforts described in the pages identified above include peer-to-peer education and prevention strategies the State will use in schools and communities that are designed to:

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



Signature Governor’s Representative for Highway Safety



Date



Printed name of Governor’s Representative for Highway Safety