

FFY 2012

ALASKA
HIGHWAY SAFETY PERFORMANCE
PLAN



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MISSION STATEMENT

It is the primary mission of the Alaska Highway Safety Office to enhance the health and well being of the people of Alaska through a program to save lives and prevent injuries on Alaska's highways.

EXECUTIVE SUMMARY

On behalf of the Alaska Highway Safety Office, I am pleased to present our state's *2012 Highway Safety Performance Plan*. I believe that, with the help of fellow highway safety advocates throughout the state, we will achieve Alaska's Strategic Traffic Safety Plan goal ***to reduce the number of fatalities and major injuries by half by 2030.***

The document consists of four principal parts- *the Performance Plan, the Highway Safety Plan, a Certification Statement and a Program Cost Summary.*

The *Performance Plan* describes the 402 program and the Alaska Highway Safety Office. It also contains a list of objective and measurable highway safety goals, within the National Priority Program Areas and other program areas, based on highway safety problems identified by Alaska. Each goal is accompanied by at least one performance measure that enables us to track progress, from a specific baseline, toward meeting the goal (e.g., a goal to "increase safety belt use from XX percent in 1911 to YY percent in 2011," using a performance measure of "percent of restrained occupants in front outboard seating positions in passenger motor vehicles"). The goals of the Alaska Strategic Traffic Safety Plan is reflected in the AHSO performance goals.

The Performance Plan also includes a brief description of the processes used to identify Alaska's highway safety problems, define our highway safety goals and performance measures and develop projects and activities to address Alaska's problems and achieve our goals. We also list the leading participants in the processes such as highway safety committees, community and constituent groups, discuss the strategies for project or activity selection and list the information and data sources consulted.

The *Highway Safety Plan* describes the projects and activities Alaska plans to implement to reach the goals identified in the Performance Plan. The Highway Safety Plan describes one year of Section 402 program activities. These projects will be in the Alaska Strategic Traffic Safety Plan.

A *Certification Statement*, signed by the Governor's Representative for Highway Safety, provides assurances that Alaska will comply with applicable laws and regulations, financial and programmatic requirements, and in accordance with § 1200.11 of this part, the special funding conditions of the Section 402 program.

A *Program Cost Summary* reflects Alaska's proposed allocations of funds (including carry-forward funds) by program area, based on the goals identified in the Performance Plan and the projects and activities identified in the Highway Safety Plan. The funding level is an estimate of available funding for the upcoming fiscal year.

Cindy Cashen
Administrator
Alaska Highway Safety Office

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PERFORMANCE PLAN

Description of the 402 Program and the Alaska Highway Safety

Section 402 Highway Safety Funds

Highway Safety Funds are used to support State and community programs to reduce deaths and injuries on the highways. Section 402(b) sets forth the minimum requirements with which each State's highway safety program must comply

Section 402(b) sets forth the minimum requirements with which each State's highway safety program must comply. For example, the Secretary may not approve a program unless it provides that the Governor of the State is responsible for its administration through a State highway safety agency which has adequate powers and is suitably equipped and organized to carry out the program to the satisfaction of the Secretary. Additionally, the program must authorize political subdivisions of the State to carry out local highway safety programs and provide a certain minimum level of funding for these local programs each fiscal year. The enforcement of these and other continuing requirements is entrusted to the Secretary and, by delegation, to the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) (the agencies).

When it was originally enacted in 1966, the Highway Safety Act required the agencies to establish uniform standards for State highway safety programs to assist States and local communities in implementing their highway safety programs. Eighteen such standards were established and, until 1976, the Section 402 program was directed principally toward achieving State and local compliance with these standards. Over time, State highway safety programs matured and, in 1976, the Highway Safety Act was amended to provide for more flexible implementation of the program. States were no longer required to comply with every uniform standard or with each element of every uniform standard. As a result, the standards became more like guidelines for use by the States, and management of the program shifted from enforcing standards to using the standards as a framework for problem identification, countermeasure development, and program evaluation. In 1987, Section 402 of the Highway Safety Act was amended, formally changing the standards to guidelines.

State and Community Highway Safety Grant Program

Highway Safety Funds are used to support State and community programs to reduce deaths and injuries on the highways. In each State, funds are administered by the Governor's Representative for Highway Safety. Pedestrian Safety has been identified as a National Priority Area and is therefore eligible for Section 402 funds. Section 402 funds can be used for a variety of safety initiatives including conducting data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Since the 402 Program is jointly administered by NHTSA and FHWA, Highway Safety Funds can also be used for some limited safety-related engineering projects.

The Alaska Highway Safety Office

The Alaska Highway Safety Office coordinates highway safety programming focused on public outreach and education, enforcement, promotion of new safety technology, integration of public health strategies, collaboration with safety and private sector organizations and cooperation with state and local governments. AHSO administers federal funding to appropriate projects through a grant awarding process.

The AHSO staff works with partners in communities to develop strong projects with the message of Highway Safety for all Alaskans. We are also responsible for providing technical assistance to grantees and ensuring compliance with federal program regulations and guidelines. The AHSO staff works closely with other on the Strategic Traffic Safety Plan.

The AHSO is also responsible for counting and analyzing the State's motor vehicle fatalities through the Federal Fatality Analysis Reporting System (FARS) program.

State Legislation

The Alaska State Legislature passed HB 262, "An Act establishing the month of May as Motorcycle and Motor Scooter Awareness Month", which was sponsored by Representative Wes Kelly and signed into law by Governor Parnell on May 1, 2010 at the annual Bike Blessing in Anchorage: Section 1. AS 44.12 is amended by adding a new section to article 2 to read: Sec. 44.12.115. *Motorcycle and Motor Scooter Awareness Month*. The month of May each year is established as Motorcycle and Motor Scooter Awareness Month. Motorcycle and Motor Scooter Awareness Month may be observed by schools, community groups, and other public and private agencies and individuals with appropriate activities that increase the public's awareness of the presence of motorcycles and motor scooters on roads and highways in the state and that remind motor vehicle drivers to be aware of the presence of motorcycles and motor scooters when driving.

Challenges

As in the previous three years, last spring several *Distracted Driving* bills died in committee and therefore must be reintroduced next year, in the first year of the two-year legislative session. To address the lack of distracted driving policy, a task force was formed during the update of the Strategic Traffic Safety Plan with the intention of reporting to the soon-to-be-formed **Governor's Road Safety Advisory Commission (GRSAC)**. The Governor's Road Safety Advisory Commission will provide a sustained commitment from elected officials, public agencies, local governments, private sector organizations, citizens, and visitors. It will establish a strong institutional structure and linkage among safety stakeholders. The purpose of GRSAC is to provide leadership, support, coordination, and accountability for implementation of the Strategic Traffic Safety Plan, identify and resolve challenges and opportunities, and communicate safety issues to the broader community.

Alaska lacks a legal definition of *aggressive driving*, but data indicates the need for one, so a task force was created to look into a statute that provides a legal description and the ability to provide enforcement. The Department of Public Safety is leading the Task Force, which will also report to the Governor's Road Safety Advisory Commission.

Identify Problems

The purpose of the HSPP problem identification and assessment process is to:

- UNDERSTAND THE SCOPE OF ALASKA'S TRAFFIC CRASH PROBLEM AND CAUSATION FACTORS
- DEVELOP EFFECTIVE COUNTERMEASURES TO REDUCE OR ELIMINATE THE PROBLEMS
- DESIGN EVALUATION MECHANISMS TO MEASURE CHANGES IN PROBLEM SEVERITY
- MANAGE INFLUENCING FACTORS BY USING STATISTICAL CRASH DATA TO HIGHLIGHT A PARTICULAR PROBLEM IN ORDER TO OBTAIN THE NECESSARY SUPPORT FOR INSTITUTING AN EFFECTIVE COUNTERMEASURE

The problem identification process used by the AHSO includes analysis of traffic safety data from established statewide sources. The process is completed by the Research Analyst by the end of the calendar year annually and provided to the AHSO staff for review.

The HSPP development process consists of a number of stages:

- Problem identification
- Planning to select and prioritize goals, objectives and performance measures
- Collaboration with traffic safety related partners to identify strategies
- Development of funding priorities
- Issuance of Requests for Proposal (RFP)
- Review, negotiation and approval of grant agreements
- Implementation

The Highway Safety Plan is developed through discussions and meetings coordinated by the AHSO, with inter-agency groups, State and local government agencies including law enforcement, planners' engineers, emergency response teams, health and social service agencies, DMV, community coalitions and others to develop the annual HSPP. The initial planning meetings are attended by AHSO staff only. These initial internal meetings allow for the review of previous year comments on prior activities (by Federal, State and local partners), the assignment of staff to assist with the drafting of the HSPP program areas, the development of an initial budget and the production of rough drafts for each program area.

Once an initial draft is produced, the HSPP development meetings may be expanded to include other AHSO traffic safety partners for solicitation of comments and input on potential strategies. Regional NHTSA and Divisional Federal Highway Administration (FHWA) representatives provide input and make recommendations as well.

AHSO also considers a number of factors in determining project priorities and areas of emphasis. These factors are:

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

Other influences can be Federal and State legislative bodies, community-based organizations, local and national interest groups, State and local traffic safety related non-profit organizations and local governments. Projects can be proposed by members of any of these organizations, directly or indirectly.

The key goal is to assure that all projects in the HSPP are data driven.

From time to time, Congress designates or earmarks Federal highway safety funds for specific purposes and uses. Projects developed in response to these earmarked funds must be data driven as well, with the earmarked funds dedicated to the areas of the State with the greatest threat to public safety.

National priority areas are established in 23 CFR Chapter II, Section 1205.3. Some of the national priority areas are also State priority areas and are included in the State's HSPP. These program areas then form the framework for providing detailed descriptions of the selected traffic safety projects.

Questions which help with Data Analysis and Program Identification:

Question	Examples
Are high crash incidence locations identified?	Specific road sections, highways, streets, and intersections
What appears to be the major crash causation?	Alcohol, other drugs, speed, other traffic violations, weather, road condition
What characteristics are over-represented or occur more frequently than would be expected in the crash picture?	Number of crashes involving 16- to 19-year-olds versus other age groups or number of alcohol crashes occurring on a particular roadway segment as compared with other segments
Are there factors that increase crash severity which are or should be addressed?	Non-use of occupant protection devices (safety belts, motorcycle helmets, etc.)

Basic 5 W's of Problem Identification:

Who (age, gender, ethnicity) is involved in crashes more than would be expected given their proportion of the overall or driving population?
What is taking place, i.e. what types of crashes, vehicles and roadways are involved?
Where are the crashes taking place (county, city, corridors) in numbers greater than would be expected given the amount of travel in those locations?
When are crashes taking place (time of day, day of week, month of year)?
Why are the crashes occurring, i.e. what are the major contributing factors (run-off-road, impaired driving due to drugs, alcohol and/or fatigue, etc.)?

Information That May Be Applied to Problem Analysis:

Causal Factors:	Crash Characteristics:	Factors Affecting Severity:
violation	time of day	occupant protection non-use
loss of control	day of week	position in vehicle
weather alcohol involvement	age of driver	Roadway elements (marking, guardrail, shoulders, surface, etc.)
roadway design	gender of driver	

The following factors may impede effective problem identification and therefore appropriate adjustments are made when necessary:

- Data access restrictions
- Inability to link automated files
- Lack of location-specific data
- Poor data quality
- Reporting threshold fluctuations (variations among jurisdictions in the minimum damage or crash severity they routinely report)
- Insufficient data
- Non-reportable crashes, near misses, bicycle crashes, etc.

Data sources:

- Fatality Analysis Reporting System (FARS)
- FHWA VMT data
- FMCSA
- National Emergency Medical Service Information System (NEMSIS)
- National Occupant Protection Use Survey (NOPUS)
- Publications and studies (i.e., Countermeasures that Work)
- State policy
- legislative policy
- Media coverage
- SHSPs
- Other States Highway Safety Plan and Annual Evaluation Reports
- NHTSA Assessments and special studies
- NHTSA HSP approval letter
- National, state and local awareness surveys
- State Data:
 - crash and injury
 - licensing
 - vehicle
 - population
 - citation
 - prosecution
 - court system
 - treatment
 - trauma registry
- Local and state organizations (MADD, Alaska School Activities Association, Forget Me Not Mission)
- CDC
- Census Data

Performance Measures

NHTSA-GHSA performance measures are used for project goals:
1. Fatalities (actual)
2. 3-Year Averages of Fatalities
3. Fatality rate per 100M VMT
4. Number of serious injuries
5. Number of fatalities involving driver or motorcycle operator with .08 or above BAC
6. Number of unrestrained passenger vehicle occupant fatalities
7. Number of speeding-related fatalities
8. Number of motorcyclist fatalities
9. Number of un-helmeted motorcyclist fatalities
10. Number of drivers age 20 or younger involved in fatal crashes
11. Number of pedestrian fatalities
12. Percent observed belt use for passenger vehicles – front seat outboard occupants
13. Number of seat belt citations issued during grant-funded enforcement activities
14. Number of impaired driving arrests made during grant-funded enforcement activities

Programs and Strategies

Using the data and information gathered through the problem identification process, AHSO selects key program areas for emphasis and coordinates the development of priority traffic safety performance goals and strategies for each program area using a documented planning process. The AHSO Performance Plan has addressed all of the NHTSA program areas:

Title
Alcohol and other drug countermeasures
Police Traffic Services
Occupant Protection
Traffic Records
Emergency Medical Services
Motorcycle Safety
Roadway Safety
Pedestrian and Bicycle Safety
Speed Control

Reduce fatal and serious injuries from motor vehicle crashes by 1/2 from 2008 to 2030

	Actual Figures								Goals				
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2020	2025	2030
Fatalities (Actual)	98	101	73	74	82	62	64	56	55	54	44	37	31
3-Year Average of Fatalities	92	96	91	83	76	73	69	61	61	60	57	55	53
Fatality Rate / 100 million VMT	1.98	2.02	1.45	1.49	1.59	1.29	1.30	1.27*	1.24	1.21	0.97	0.82	0.65
Serious Injuries (all crashes)	655	584	580	437	433	391	382*	373*	364	356	285	240	196
# of Fatalities Involving Driver or Motorcycle Operator w/ \geq .08 BAC	29	27	29	19	25	21	20	15	15	15	13	12	11
# of Unrestrained Passenger Vehicle Occupant Fatalities	30	34	22	17	31	24	12	12	12	12	12	12	12
# of Speeding-Related Fatalities	41	38	28	30	34	27	29	23	23	22	18	16	14
# of Motorcyclist Fatalities	12	8	4	9	6	8	7	9	9	9	7	5	4
# of Unhelmeted Motorcyclist Fatalities	6	5	1	2	1	2	2	6	6	6	4	2	1
# of Drivers age 20 or younger involved in fatal crashes	21	17	13	17	21	17	10	7	7	7	7	7	7
# of Pedestrian Fatalities	9	10	7	9	13	3	9	6	6	6	4	3	2
% Observed Belt Use for Passenger Vehicles - Front Seat Outboard Occupants	78.9%	76.7%	78.4%	83.2%	82.4%	84.9%	86.1%	86.8%	87.2%	87.6%	90.9%	93.0%	95.0%
# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities					8104	4145	3905	1520	1652	1817	3896	6275	10106
# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities					1369	1610	1715	1418	1560	1716	3678	5924	9541
# of Speeding Citations Issued During Grant-Funded Enforcement Activities					5002	3354	3207	1911	2102	2312	4957	7983	12856

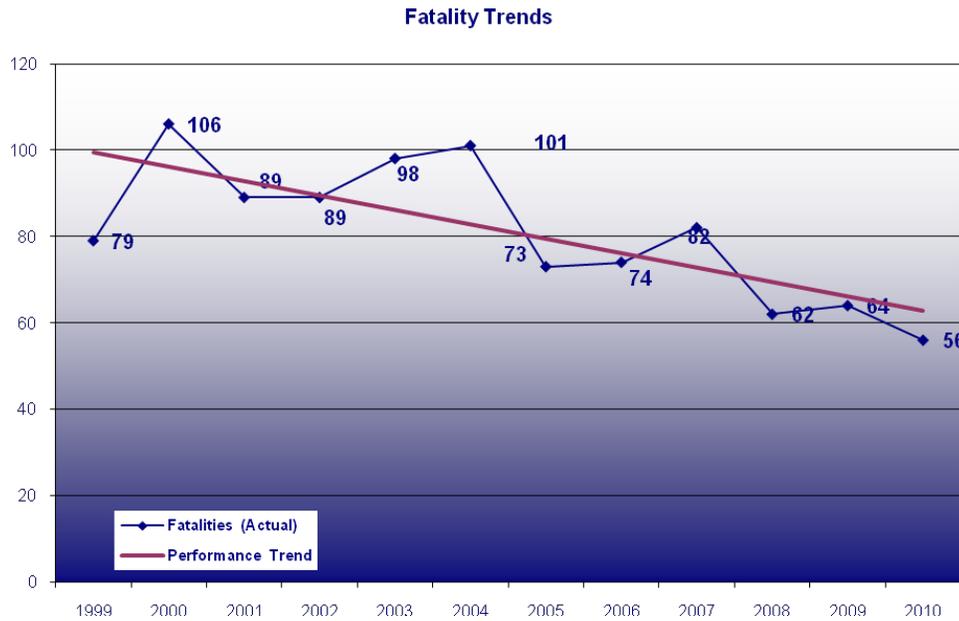
Note: * Actual 2010 Fatality Rate/100 million VMT and 2009-2010 Serious Injuries cannot be calculated at this time, therefore these figures are estimated.

Source: Alaska Highway Safety Office

Performance Goals

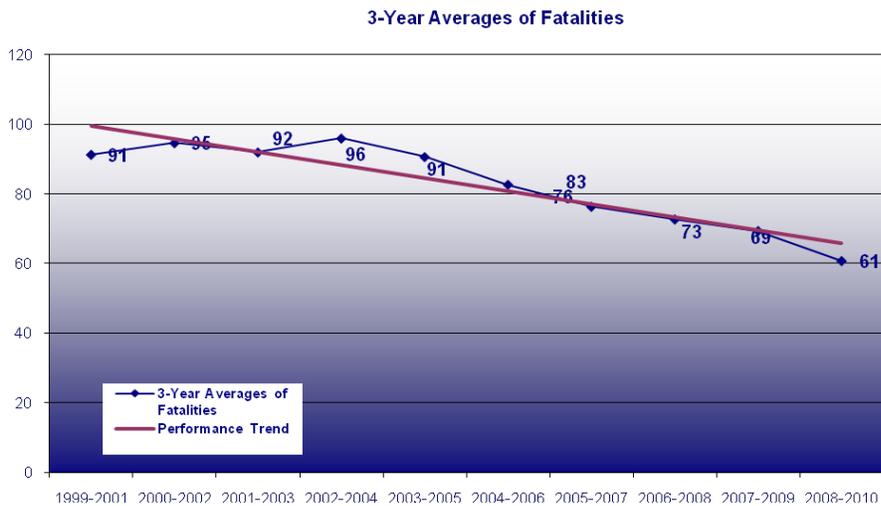
Goal: Reduce Fatalities from 62 in 2008 to 54 by 2012

Baseline: 2008 Calendar year of 62 fatalities



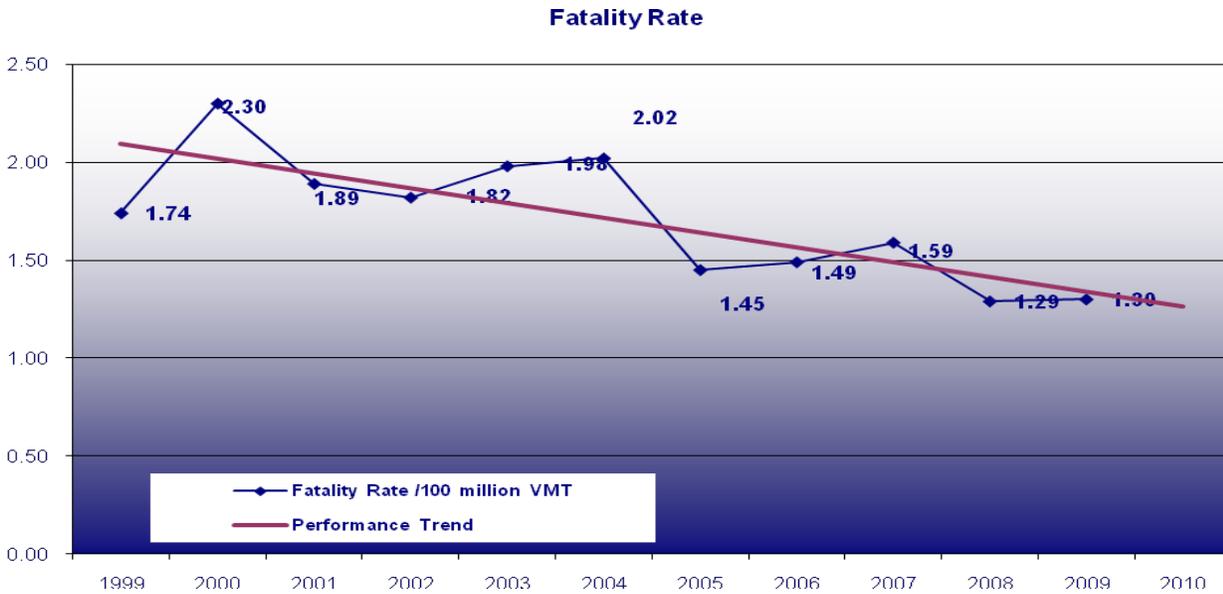
Goal: Reduce 3-Year Average Fatalities from 73 in 2006-2008 to 60 in 2010-2012

Baseline: 2006-2008 Calendar Years Average of 73 fatalities



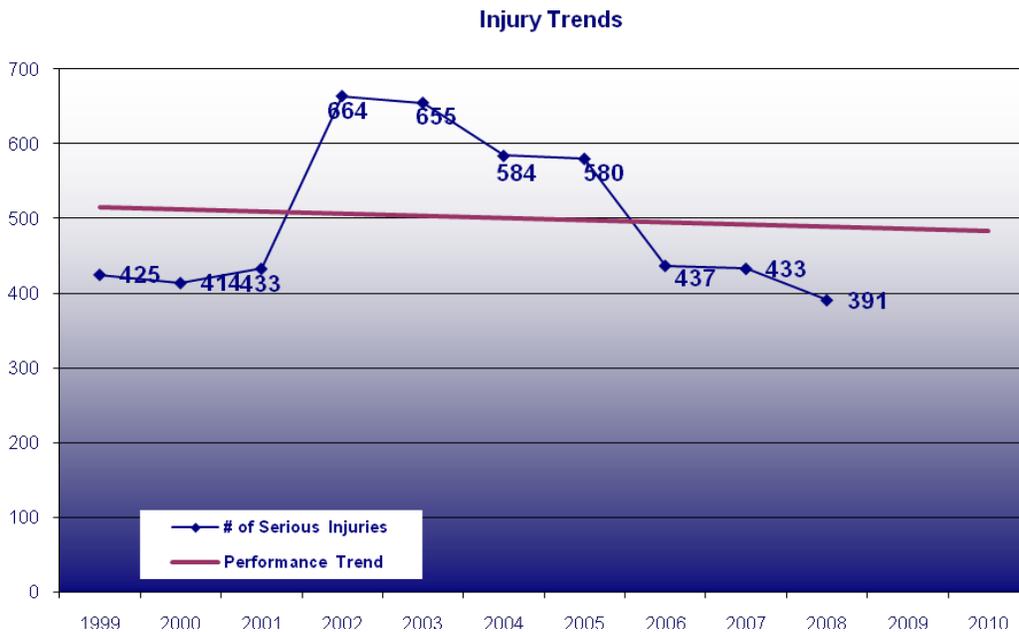
Goal: Decrease Fatality Rate per 100 Million VMT from 1.29 in 2008 to 1.21 by 2012

Baseline: 2008 Calendar year of 1.29

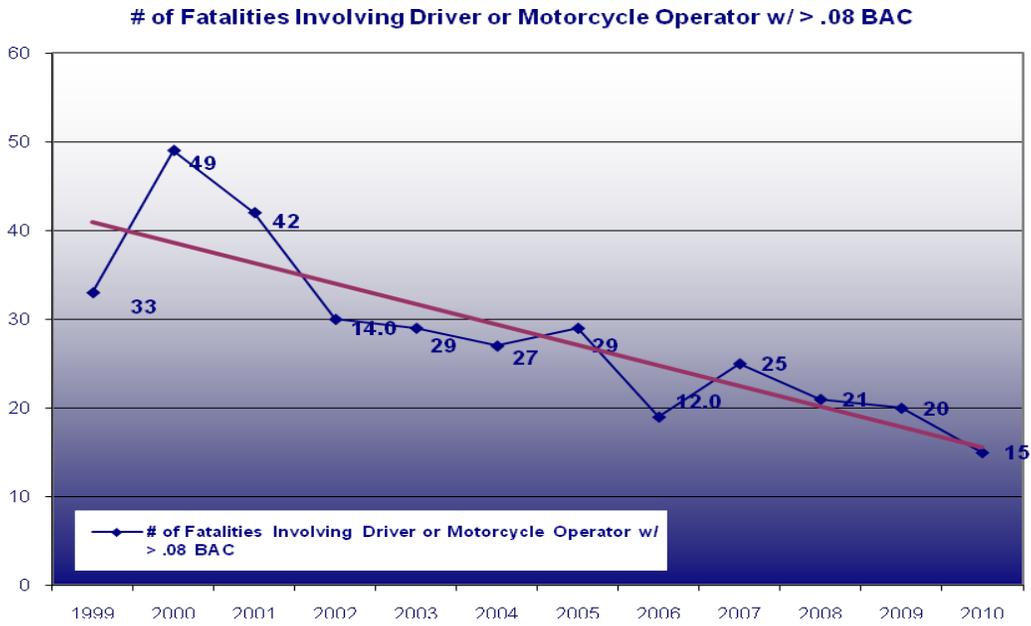


Goal: Decrease Serious Injuries from 391 in 2008 to 356 by 2012

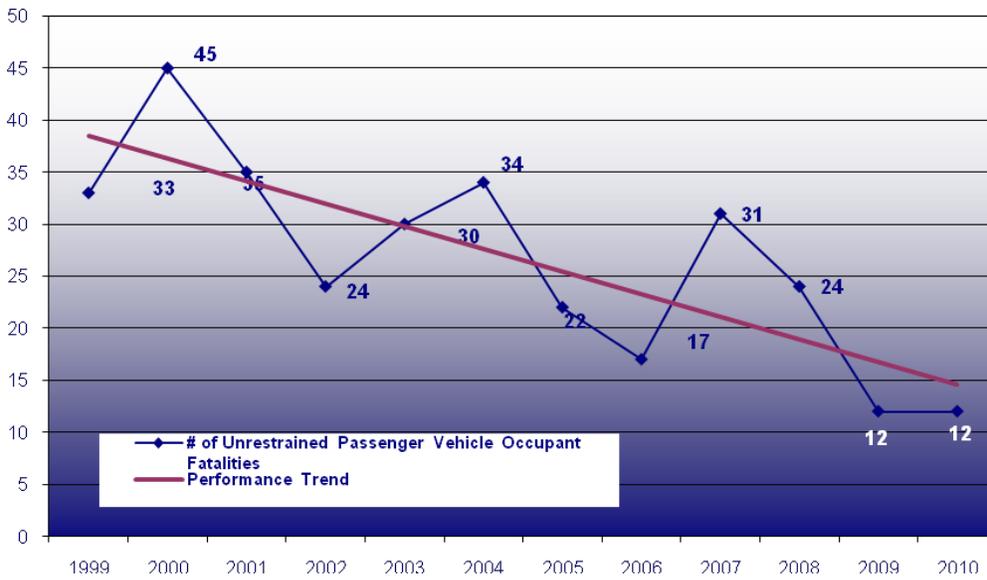
Baseline: 2008 Calendar Year of 391 Serious Injuries



Goal: Decrease Fatalities at .08 or Above from 21 in 2008 to 15 by 2012
Baseline: 2008 Calendar Year of 21 Fatalities



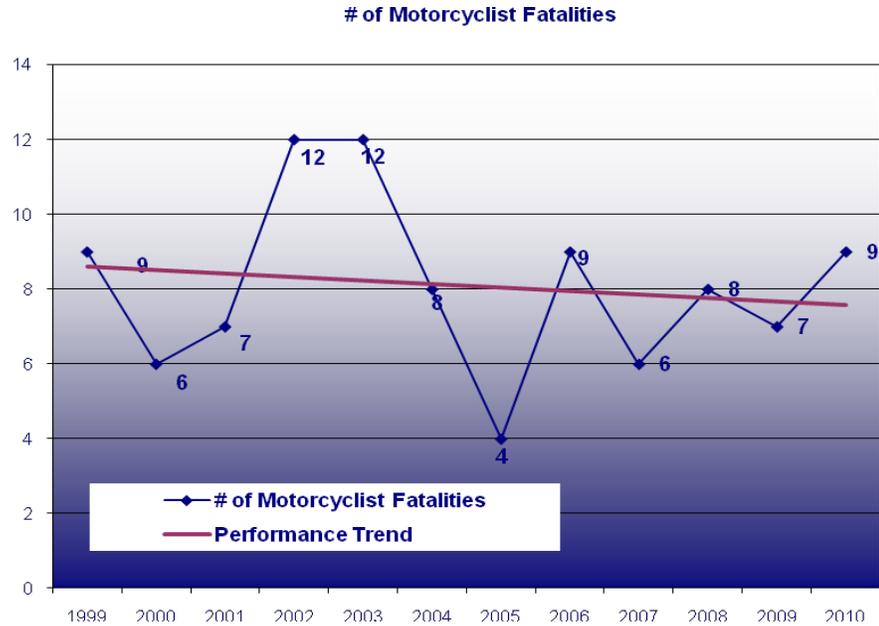
Goal: Decrease Unrestrained Fatalities from 24 in 2008 to 12 by 2012
Baseline: 2008 Calendar Year of 24 Fatalities



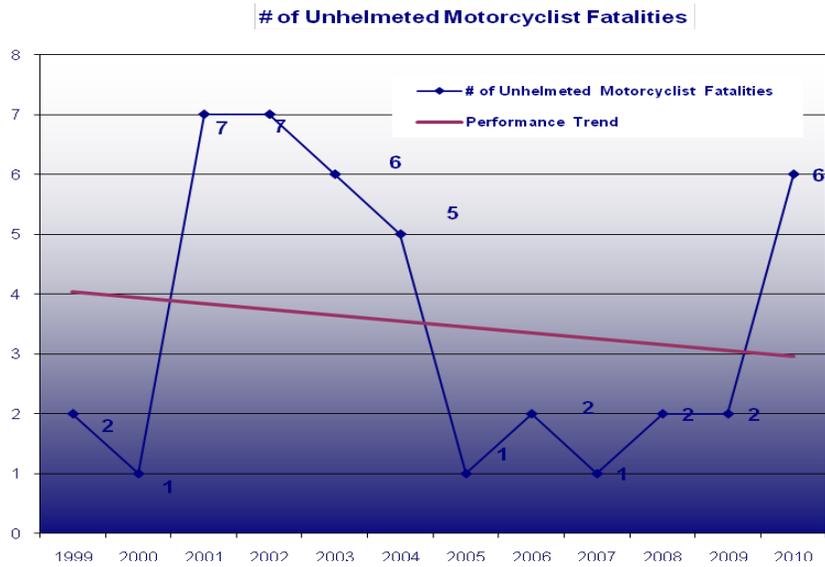
Goal: Reduce Speeding-Related Fatalities from 27 in 2008 to 22 in 2012
Baseline: 2008 Calendar Year of 27 Fatalities



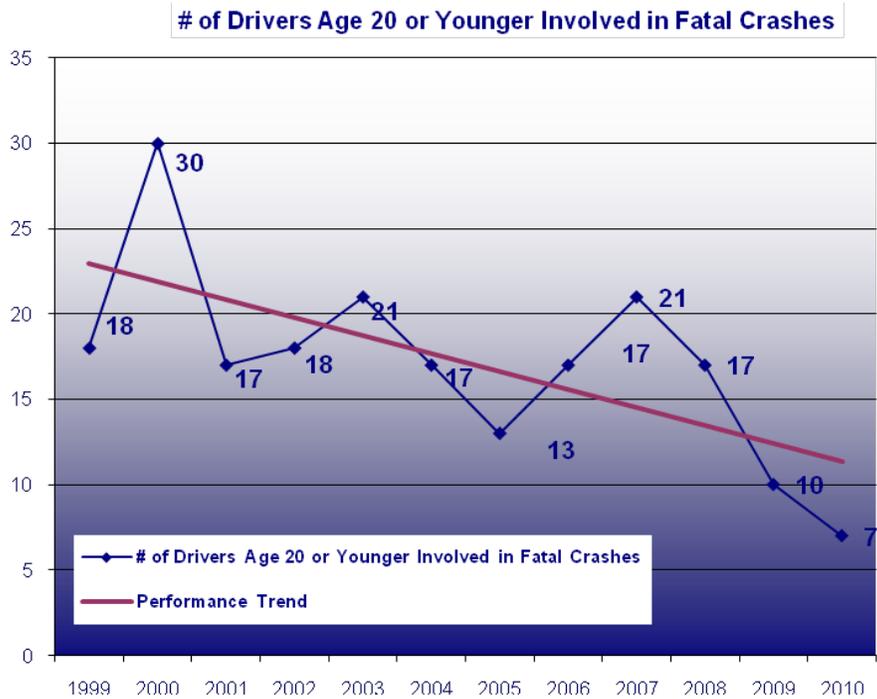
Goal: Maintain Motorcyclist Fatalities from 8 in 2008 to 9 by 2012
Baseline: 2008 Calendar Year of 8 Fatalities



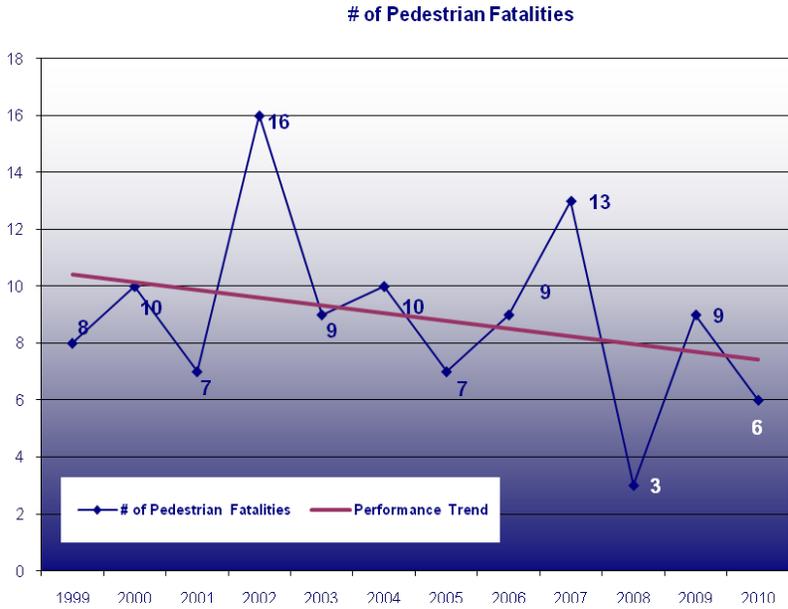
Goal: Maintain Un-helmeted Motorcyclist Fatalities at 6 by 2012
Baseline: 2008 Calendar year of 2 Fatalities



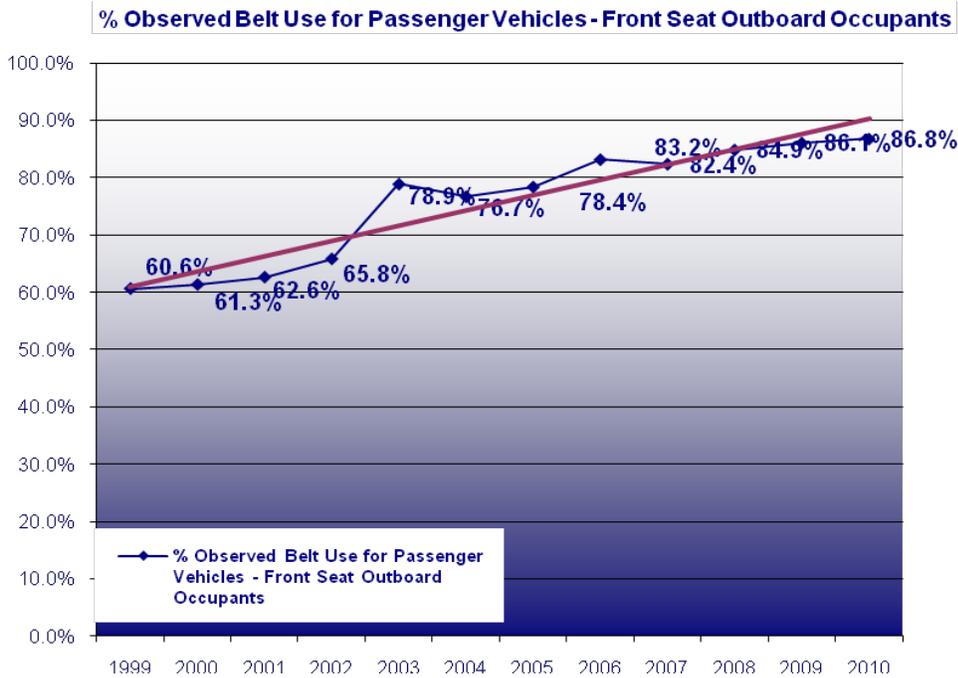
Goal: Reduce Drivers 20 or Under Involved in Fatal Crashes from 17 in 2008 to 7 by 2012
Baseline: 2008 Calendar Year of 17 Drivers



Goal: Maintain Pedestrian Fatalities at 6 by 2012
Baseline: 2008 Calendar year of 3 Fatalities

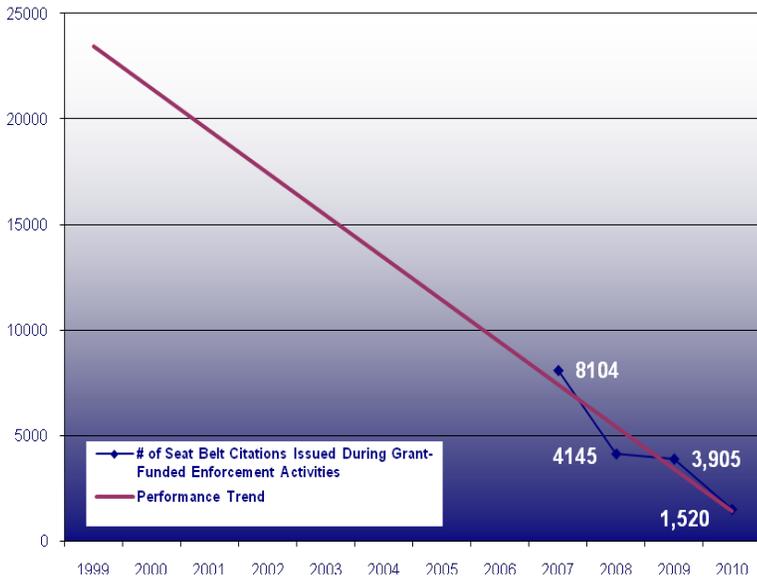


Goal: Increase Observed Belt Use from 84.9% in 2008 to 87.6% in 2012
Baseline: 2008 Calendar Year of 84.9%



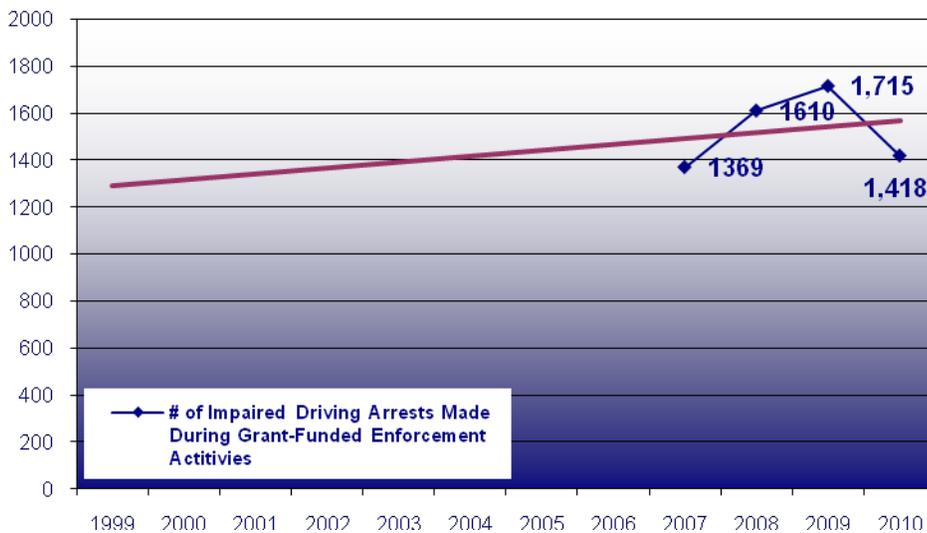
Goal: Increase Seat Belt Citations by 10% Annually from 1520 in 2010 to 1817 Citations in 2012
Baseline 2010 Calendar Year of 1520 Citations

of Seat Belt Citations Issued During Grant-Funded Enforcement Activities

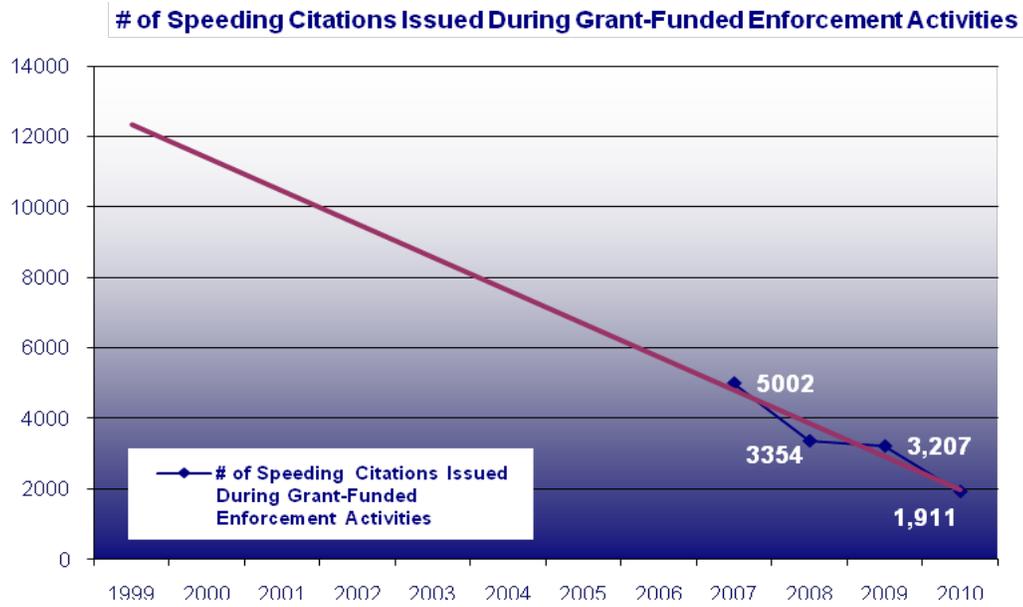


Goal: Increase Impaired Driving Arrests by 10% Annually from 1418 Arrests in 2010 to 1716 in 2012
Baseline: 2010 Calendar Year of 1418 Arrests

of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities



Goal: Increase Speeding Citations by 10% Annually from 1911 Citations in 2010 to 2312 Citations in 2012
Baseline: 2010 Calendar Year of 1911 Citations



THE GOAL SETTING PROCESS

Performance goals and objectives have been determined with 2012 as the year by which we expect to meet these objectives. Progress toward reaching these goals is expected to be linear.

Performance goals for each program are established by AHSO staff, after taking into consideration the reliable data that represents the outcomes of the program. Performance measures incorporate elements of the long range goals of the Alaska Strategic Traffic Safety Plan, recommendations by the Alaska Traffic Records Assessment, Impaired Driving Assessment and nationally recognized measures. Both long-range (by the year 2030) and short-range (2012) measures are utilized and updated annually.

The goals identified in this report were determined during the problem identification process. These goals are accompanied by appropriate performance measures using absolute numbers, percentages or rates. Data for a three to ten-year period was utilized in setting these goals. AHSO recognizes that the achievement of these goals is dependent on the collaborative and ongoing efforts of other agencies and organizations involved in improving highway safety.

Federal and State legislation is also observed. Recent state legislation includes motorcycle safety month and the federally recognized child passenger safety law.

Partnerships exist from the creation of the Alaska Strategic Traffic Safety Plan. The Alaska Traffic Records Coordinating Committee reviews the Section 408 traffic record grant applications. The Alaska Motorcycle Safety Advisory Committee reviews Section 2010 motorcycle safety grant applications. The four regional Law Enforcement Liaisons and the Municipal Traffic Safety Resource Prosecutor are members of the AHSO grant review team.

A Safety Corridor Review team consists of the Bureau of Highway Patrol Commander, the Central Region Traffic Engineer and the Alaska Highway Safety Office Administrator. The team conducts an annual road review of designated and prospective safety corridors. A report with recommendations is provided to the Commissioners of Transportation & Public Facilities, and Public Safety.

The initial planning meetings are attended by AHSO staff and allow for a review of previous year comments on prior activities (by Federal, State and local partners), the assignment of staff to assist with the drafting of the HSPP program areas, the development of an initial budget and the production of rough drafts for each program area.

The Alaska Highway Safety Office meets with agencies during the annual Alaska Strategic Enforcement Partnership (ASTEP) Summit and the NHTSA Lifesavers Conference. The AHSO works with inter-agency groups, State and local government agencies, community coalitions and many others to develop the annual Performance Plan. The Alaska Traffic Records Coordinating Committee and the TraCS Steering Committee meet once a month and the Alaska Motorcycle Safety Advisory Committee meets five times a year. The four Regional Law Enforcement Liaisons and the Bureau of Highway Patrol Commander have teleconferences four times a year.

Once an initial draft is produced, the HSPP development meetings include other AHSO traffic safety partners for solicitation of comments and input on potential strategies. Regional NHTSA and Divisional Federal Highway Administration (FHWA) representatives support AHSO during the planning process and provide input and make recommendations.

The AHSO strives to prevent the loss of life, personal injury, and property damage caused by traffic crashes and to reduce the resulting economic losses to the residents of Alaska.

The efforts necessary to reach these goals require partnering with public agencies and special interest groups to foster the sense of cooperation vital to accomplishing the mission.

Project prioritization and selection is conducted as Alaska selects countermeasures which have the greatest potential for achieving the goals and objectives:

1. Establish program targets. These can be defined as opportunities for making the most progress in reducing crashes, injuries and fatalities.

2. Research good practice. Specialists and professionals related to a specific program area are consulted; since they are most likely have a good feel for what will work in Alaska. In addition, The Governor's Highway Safety Association (GHSA) and NHTSA are consulted since there may have already created, implemented and evaluated programs applied to the specific targets under consideration. Researching good practice may reveal opportunities for replication.

3. Study the available resources and define priorities in terms of programs, legislation, etc. Studying data and environmental conditions leads to the identification of programs targets, but resources are limited and will never stretch to cover all opportunities for improvement; therefore, priorities must be identified. Careful strategy is critical because at first a problem may appear to simply need funding and other resources in and successfully reduce crashes, deaths and injuries. However, policy issues, advocacy groups, leadership priorities, the community awareness level and other factors may also influence resource allocation.

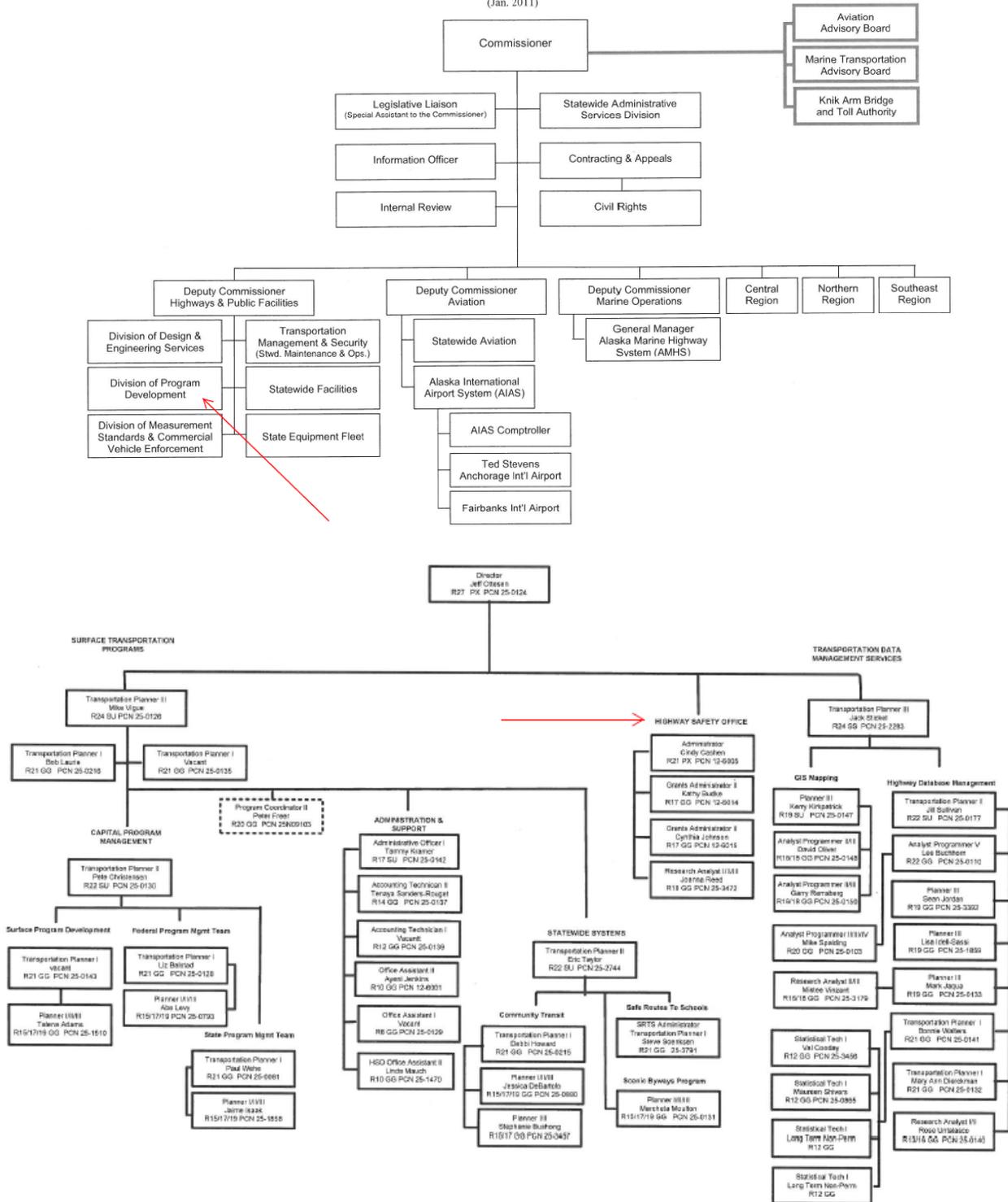
4. Limited resources require the selection of certain projects which will save the most lives and prevent the most injuries. The analysis of crash data will identify high crash locations where the placement of grant resources will have the most potential for achieving a positive impact. Targeting resources to problems in specific locations with overrepresented crash characteristics is essential for making the best use of limited resources.

THE HIGHWAY SAFETY PLANNING PROCESS

Month	Activity
January	Debrief the previous year's program results with staff and review the NHTSA Regional Office Priority Letter to help set State goals. Conduct problem identification process, including review of Alaska traffic crash data and other related data sources.
February	Host an annual internal planning session to guide funding distribution and overall direction of the traffic safety program.
March	Convene program area sessions to assist with creating specific goals, strategies and performance measures within each program area. Request input from partner agencies and stakeholders on program area direction and potential strategies.
April - May	Post sub grantee RFP on AHSO web site. Determine revenue estimates and draft an initial HSPP budget.
June – July	Draft the HSPP Performance Plan and Highway Safety Plan for internal review draft HSPP with Department officials and other appropriate local, State and Federal officials. Develop AHSO in-house grants. Invite AHSO Grant Advisory Review Team to review selected project proposals.
August	Conduct AHSO final internal review of HSPP for compliance with Federal requirements, completeness and accuracy. Submit HSPP for approval by Program Development Division Director and Department Commissioner. Review project proposals and make selections. Finalize HSPP budget.
September 1	Submit the final HSPP to NHTSA Regional Office for review. Notify successful applicants and develop final grant agreements. Obtain approval for grants and contracts from the appropriate Department officials Submit AHSO in-house grants for Department approval.
October 1	Issue Notice To Proceed to selected grantees. Implement HSPP, grants and contracts.
November	Begin preparation of annual evaluation report for previous fiscal year.
December 31	Submit annual evaluation report to NHTSA Regional Office.

Department of Transportation and Public Facilities

(Jan. 2011)



PARTICIPATING AGENCIES:

Alaska Motorcycle Safety Advisory Committee (AMSAC)

The purpose of the Alaska Motorcycle Safety Advisory Committee(AMSAC) is to recognize and engage the expertise which exists within the state that includes individuals knowledgeable and experienced in the issues of motorcycle safety and roadway operations in order to advise the Governor and the Commissioner of Transportation and Public Facilities concerning rider education & training, impaired motorcycle driver enforcement, motorist awareness of motorcycles , road hazards unique to motorcycles, and other matters relating to motorcycle safety.

For the first time, motorcycle safety has become data-driven priority of the Alaska Highway Safety Office. AMSAC members will work closely with the Alaska Highway Safety Office on the strategies contained within the updated Alaska Strategic Traffic Plan, which will be finalized in November, 2011.

AMSAC reviews and monitors all motorcycle related grant projects, including those supported with 402 and 2010 funds.

AMSAC has begun to substantially increase its involvement with motorcycle safety at both the state and national level. The Media Chair was recently elected to the Executive Committee of the State Motorcycle Safety Administrators (SMSA). Two of the AMSAC board members were co-chairs of the AK Strategic Traffic Safety Plan Other Users-Motorcycle-Emphasis Area and led the team in revising old strategies and creating new campaigns based on the NHTSA Motorcycle Safety Program.

Voting members:	Location	Involvement
McCrummen, Dan, CHAIR	Southeast	MSF Rider Coach; President, Juneau ABATE
Coffey, Dan, CHAIR	South Central	MSF Rider Coach; Legislative Liaison, ABATE of Alaska
Breshears, Craig, MEDIA CHAIR	South Central	MSF Rider Coach; President, ABATE of Alaska
McFail, Boyd	South Central	Motorcycle enthusiast
Mitchell, Chuck	Northern	Motorcycle enthusiast
Rogers, Cris	South Central	Anchorage Racing Lions
Matteson, Barry	South Central	Alaska Motorcycle Dealers Association-The House of Harley
Non-voting state members:	Location	Agency
Joanne Olsen	Northern	DMV
Alaska State Trooper-currently vacant	Central	Law Enforcement
Cindy Cashen	Southeast	AK Highway Safety Office

Alaska Traffic Records Coordinating Committee (ATRCC)

With guidelines from NHTSA and eligible federal funding, The Alaska Traffic Records Coordinating Committee was created to bring people together who are interested in reducing traffic injuries and deaths by improving the timeliness, accuracy and consistency of traffic crash data. The ATRCC meets at least once each month to discuss ongoing and upcoming projects.

MISSION: The mission of the ATRCC is to facilitate the integration and exchange of traffic records data between federal, state, and local traffic-related agencies and organizations in an effort to reduce fatalities, crashes, and injuries.

OBJECTIVE: The objective of the ATRCC is to provide strong leadership and coordinate resources to address the timeliness, completeness, reliability, interoperability, accessibility, and utility of traffic records data.

GOALS: The ATRCC is committed to providing direction and coordination support towards the following goals:

- To improve the timeliness, accuracy, completeness, consistency, and accessibility of traffic records data necessary to identify priorities for Alaska's traffic safety programs.
- To assist in the development of tools and procedures for comprehensive collection, maintenance, and dissemination of traffic safety data.
- To assist with the implementation of traffic safety improvement projects.

ALASKA TRAFFIC RECORDS COORDINATING COMMITTEE VOTING MEMBERS			
Name	Organization	Phone	E-Mail
Betty Monsour	UAA	786-6574	afb2@uaa.alaska.edu
Cindy Cashen	AHSO, DOT&PF	465-4374	cindy.cashen@alaska.gov
Kerry Hennings	DMV, DOA	269-3771	kerry.hennings@alaska.gov
Helen Sharratt	AK Court System	264-8211	hsharratt@courts.state.ak.us
Ulf Petersen	MSCVE, DOT&PF	365-1212	ulf.petersen@alaska.gov
Chief John Lucking	Soldotna PD	262-4455	jlucking@ci.soldotna.ak.us
Marcia Howell	AIPC	561-4140	marcia_howell@hotmail.com
Tony Piper	ASAP, H&SS	269-3781	tony.piper@alaska.gov
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Sgt. Justin Doll	Anchorage PD	786-2439	jdoll@ci.anchorage.ak.us
Ambrosia Bowlus	H&SS	334-4471	ambrosia.bowlus@alaska.gov

ALASKA TRAFFIC RECORDS COORDINATING COMMITTEE
CONTACT FOR GENERAL QUESTIONS OR COMMENTS

Name	Organization	Phone	E-Mail
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ALASKA TRAFFIC RECORDS COORDINATING COMMITTEE FEDERAL OBSERVERS (NON-VOTING)

Name	Organization	Phone	E-Mail
Al Fletcher	FHWA	586-7245	al.fletcher@fhwa.dot.gov
Greg Fredericksen	NHTSA	206-220-7643	greg.fredericksen@dot.gov
Shirley Wise	NHTSA	206-220-7644	shirley.wise@dot.gov

Traffic and Criminal Software (TraCS)

Traffic and Criminal Software (TraCS) is an application software that combines with laptop computers, one or more PCs in a central office, and data communications to provide Officers with all of the functionality necessary to record and retrieve incident information wherever and whenever an incident occurs. Officers respond to many traffic incidents every day, and each incident requires paperwork and other administrative duties that detract from valuable patrol time. The TraCS software was developed in response to the need for a well-designed information management tool for field Officers that would simplify the data collection process and ease the administrative burden on Officers.

Alaska is one of over 20 other states, 2 provinces and the U.S. Virgin Islands who hold a TraCS license.

The National Model or TraCS Steering Committee, comprised of all the states licensed to use the TraCS software, meets periodically (two to three times per year) to discuss issues, share challenges and successes, and prioritize TraCS source code modifications and enhancements. The FHWA, NHTSA, FMCSA and BTS also participate in the meetings. Other states and organizations interested in observing the activities of the Steering Committee are invited to attend these meetings, such as the American Association of Motor Vehicle Administrators (AAMVA) and the International Chiefs of Police.

The National Steering Committee is chaired by the Iowa Department of Transportation. Iowa is interested in sharing the experiences and lessons learned from implementing new technology for safety as well as in benefiting from the development efforts and experiences of other states and agencies.

TraCS increases traffic safety by:

- Significantly decreasing the amount of time it takes an officer to write a traffic ticket or collect collision report information. The less time officers and motorists spend parked along busy roads, the less chance of collision, injury, or traffic disruption.
- Greatly improving the accuracy of police-collected collision and ticket data.
- Reducing the time officers spend on paperwork, thus increasing their availability for patrol.
- Reducing duplicate data entry by police, DMV and the Courts; saving time and minimizing errors.
- Accelerating the flow of collision and ticket data to traffic safety managers, allowing agencies to deploy their limited resources to high risk collision areas based on the most current and accurate data.
- Ticket and collision form information can be scanned directly in the TraCS system from the bar code on drivers' licenses and vehicle registrations.
- A diagram tool allows officers to create clear, accurate depictions of collision scenes. Templates of problematic intersections or roadways can be saved for repeated use.
- Disposition data will flow electronically from the police agency to the Courts, DMV, and DOT&PF.

Alaska Agencies Using TraCS

<ul style="list-style-type: none"> • Anchorage Airport Police • Bethel Police Dept. • Fairbanks Airport Police • Haines Police Dept. • Homer Police Dept. • Kenai Police Dept. • Kodiak Police Dept. • Nome Police Dept. • North Slope Borough DPS • Palmer Police Dept. • Seward Police Dept. • Soldotna Police Dept. 	<ul style="list-style-type: none"> • Univ. of Alaska Fairbanks Police Dept. • Whittier Police Dept. • Wasilla Police Dept. • Crown Point AST • Delta Junction AST • Glennallen AST • Haines AST • Nome AST • Palmer AST • Talkeetna AST • Fairbanks AST • Cantwell AST 	<ul style="list-style-type: none"> • Tok AST • Fairbanks ABHP • Palmer ABHP • Soldotna ABHP • DOT&PF, Measurement Standards & Commercial Vehicle Enforcement • Alaska Railroad Police Dept. • Juneau Police Dept.* • Ketchikan Police Dept.* • Klawock Police Dept.*
<ul style="list-style-type: none"> • *Agencies not yet trained. 		

Alaska TraCS Steering Committee

The TraCS Steering Committee was formed to oversee TraCS implementation in Alaska. This committee includes agency personnel from Alaska DOT&PF, Alaska Court System, Division of Motor Vehicles, Department of Public Safety, the Department of Health & Social Services, the Alaska Railroad Corporation Police, the Soldotna Police Department, and the Anchorage Police Department.

Name	Organization	Phone	Email
Jonathan O'Quinn, Chair	DMV, DOA	907-269-5559	jonathan.oquinn@alaska.gov
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Helen Sharratt	AK Court System	907-264-0853	hsharratt@courts.state.ak.us
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Ambrosia Bowlus	H&SS	907-334-4471	ambrosia.bowlus@alaska.gov
Tim Larrabee	DPS	907-269-5701	alden.larrabee@alaska.gov
Contact for General Committee Questions or Comments:			
Joanna Reed, Recording Secretary	AHSO, DOT&PF	907-465-8532	joanna.reed@alaska.gov

Law Enforcement Liaison (LEL) Program

The Alaska Highway Safety Office and the National Highway Traffic Safety Administration Pacific Northwest Office work with the Juneau, Fairbanks, Kenai and Wasilla Police Departments to foster Alaska's Law Enforcement Liaison (LEL) program. Trained LEL Officers serve as a bridge of communication between the Highway Safety Office and state and local law enforcement agencies to improve the development and implementation of statewide initiatives focusing on traffic safety, education, and law enforcement.

Purpose of the LEL Program

- Enable constant communication between the AHSO and the law enforcement community.
- Communicate the traffic safety priorities of Alaska.
- Promote traffic law enforcement of DUI and seatbelt laws, aggressive driving and child passenger safety.
- Help identify effective traffic law enforcement tactics and communicate these best practices to law enforcement agencies.

All of Alaska's highly qualified LEL Officers exhibit the same exceptional skills:

- Initiative
- Attention to detail
- Ability to accept critical feedback
- Team player
- Leadership
- Communication skills

Alaska's Law Enforcement Liaisons

- Juneau-Officer Blain Hatch
- Fairbanks-Lt. Daniel Welborn
- Kenai-Officer Jay Sjogren
- Wasilla-Sergeant William Rapson

2010 Alaska Highway Safety Phone Survey

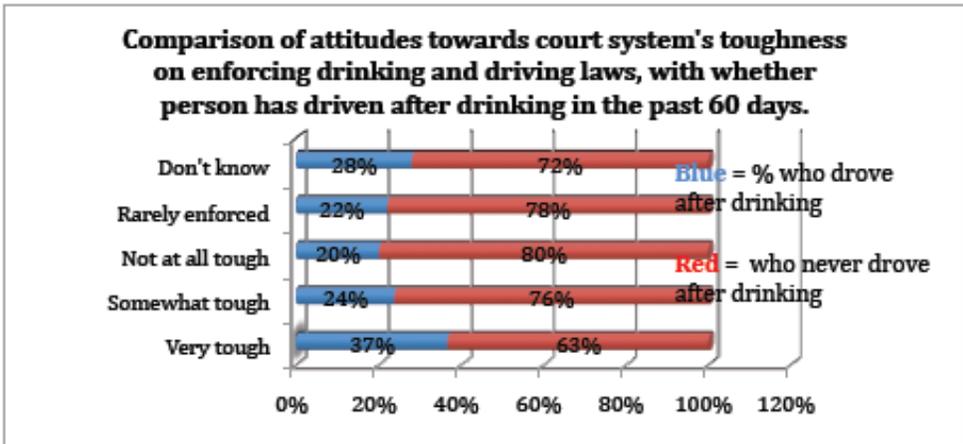
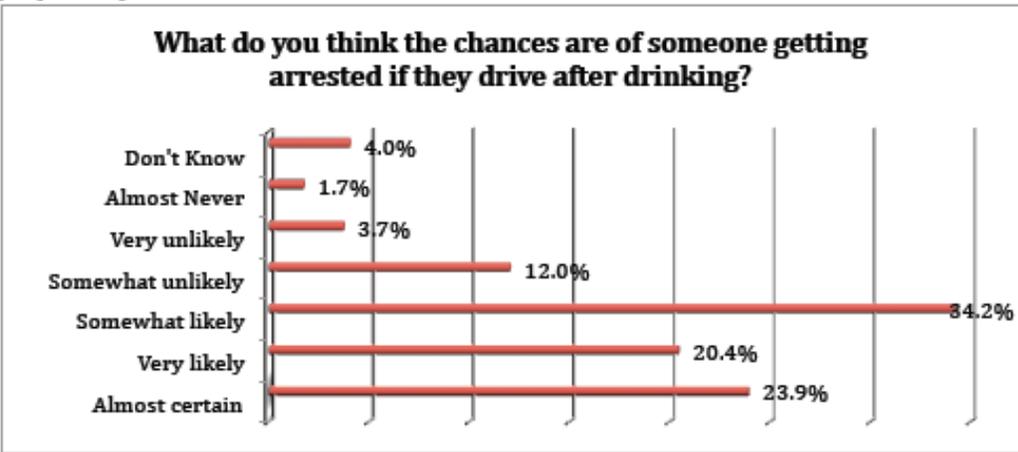
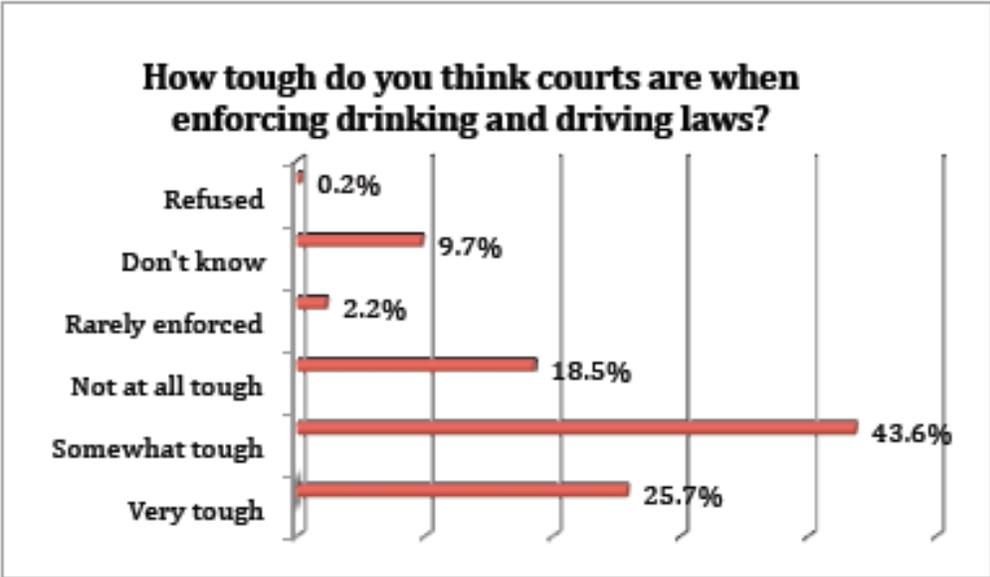
The Alaska Injury Prevention Center (AIPC) designed and implemented a phone survey, in compliance with the National Highway Traffic Safety Administration guidelines. A randomly selected representative sample of Alaska licensed drivers was asked a series of questions in the five-minute phone survey. The questions addressed driver attitudes, awareness of highway safety enforcement and communication activities and self-reported driving behavior. The questions addressed the following topics: seatbelt use, drinking and driving, headlight use, talking and texting while driving, speeding and booster seat use.

A five-minute telephone survey was conducted in August, 2010. The survey included 40 questions, mostly closed-ended, introduction, screener, and demographics questions. Craciun Research Group (CRG) was contracted with to conduct the survey. AIPC provided CRG with questions, conducted analysis and wrote the report of survey findings. CRG reviewed the survey and made suggestions for changes; programmed the approved survey; prepared the four sample frames from CRG's database of Alaska residents, with quotas for age categories; conducted the survey, and provided the data to the client.

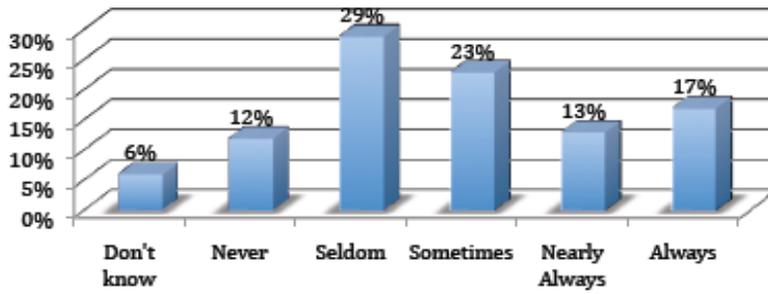
Total sample size for the survey was four hundred (n=400) Anchorage, Kenai/Soldotna, Mat-Su and Fairbanks and Juneau residents for a total margin of error of +/-5% with 95% confidence.

As reported by Alaskan Drivers:

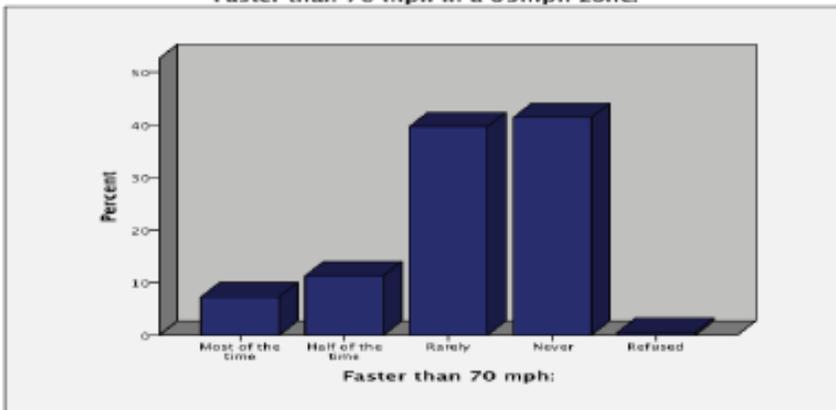
- One in four has driven within two hours of drinking an alcoholic drink in the past 60 days.
- Nearly 70% believe that the court system is somewhat to very tough on enforcing drunk driving laws.
- Almost half believe that chances of getting arrested for drinking and driving are at least very likely.
- 91% always buckle up.
- 41% think it is unlikely they'll get a ticket for not wearing a seatbelt.
- 49% rarely or never drive over 35mph in a 30 mph zone.
- 81% rarely or never drive over 70 mph in a 65 mph zone.
- 79% of 4-8 years olds always use booster seats.
- 61% talk on their cell phone while driving.
- 86% never text while driving.
- 72% usually use headlights when driving in daylight.



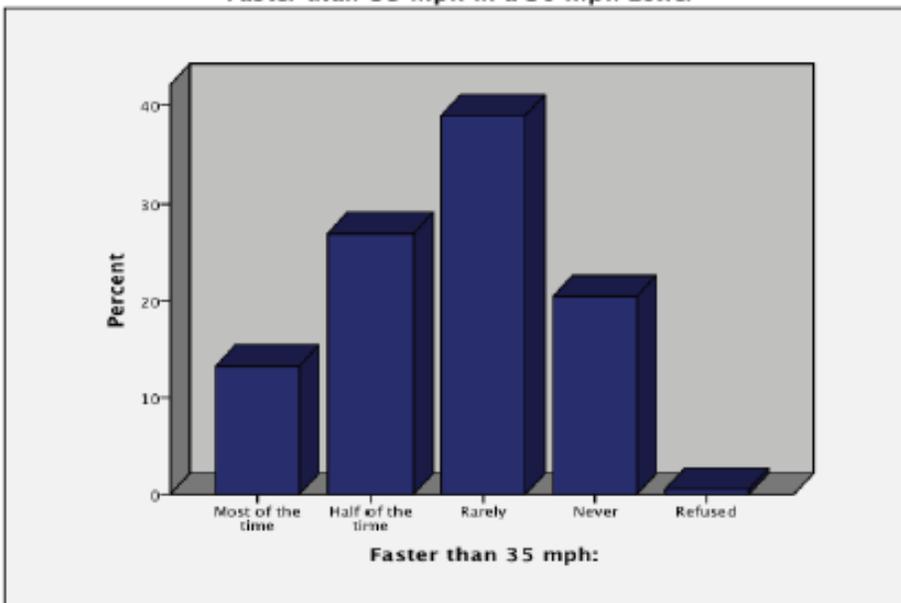
Believed likelihood of getting a seatbelt ticket by those who report always buckling up

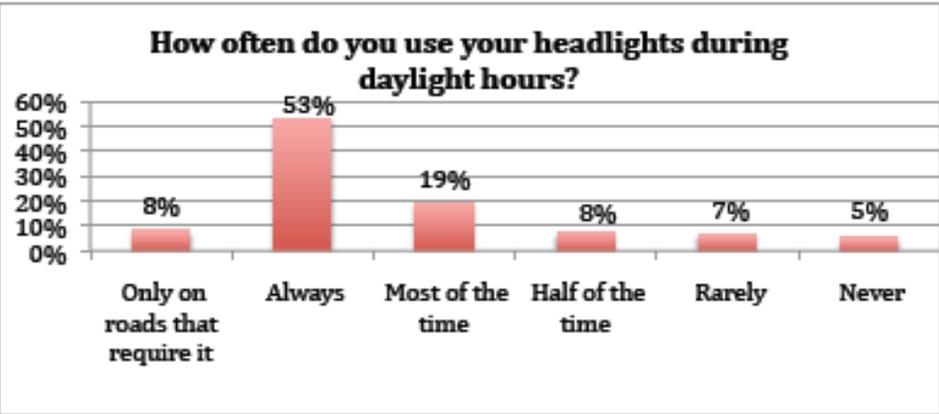
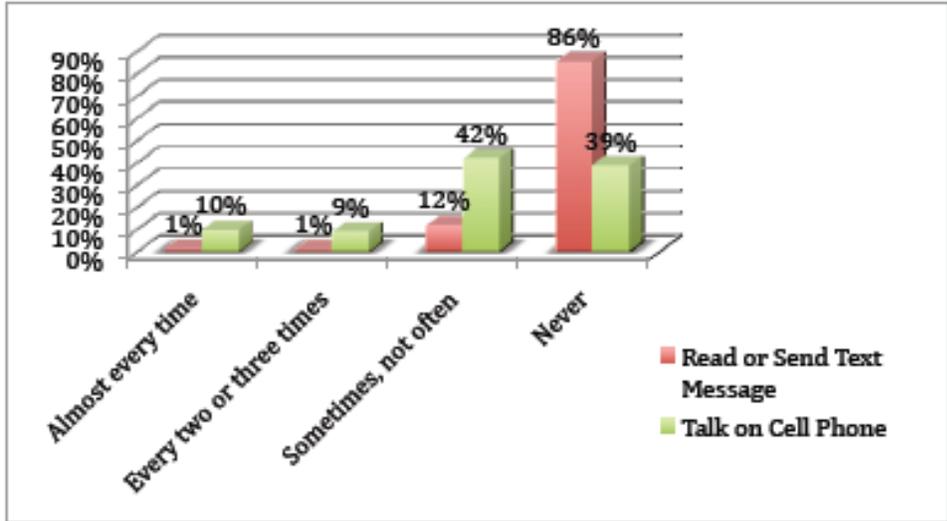
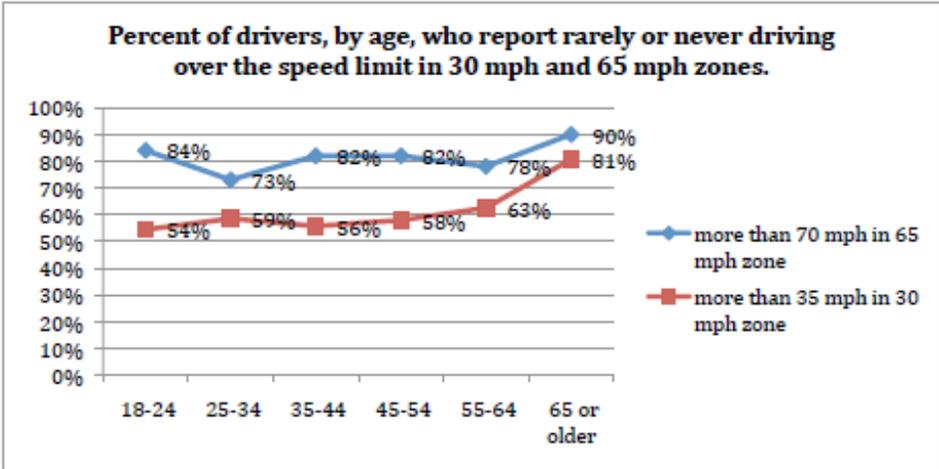


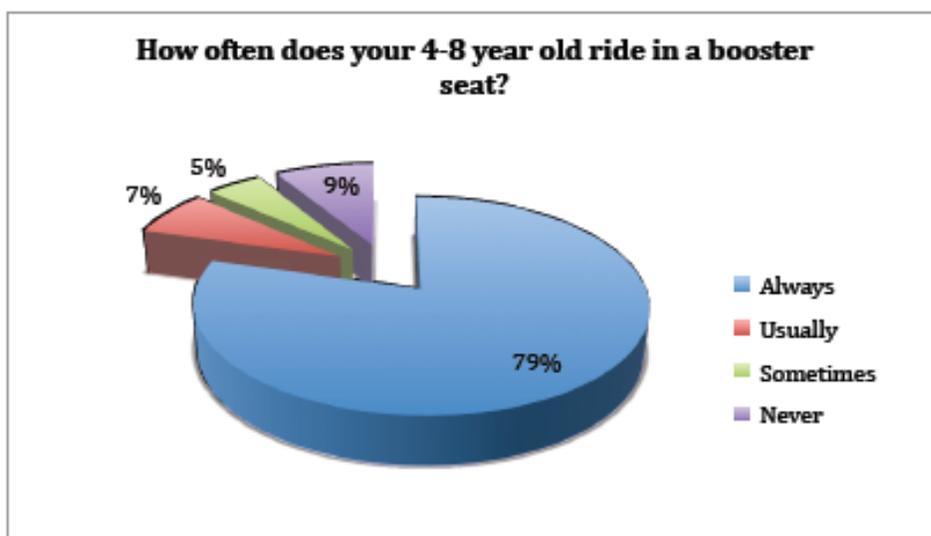
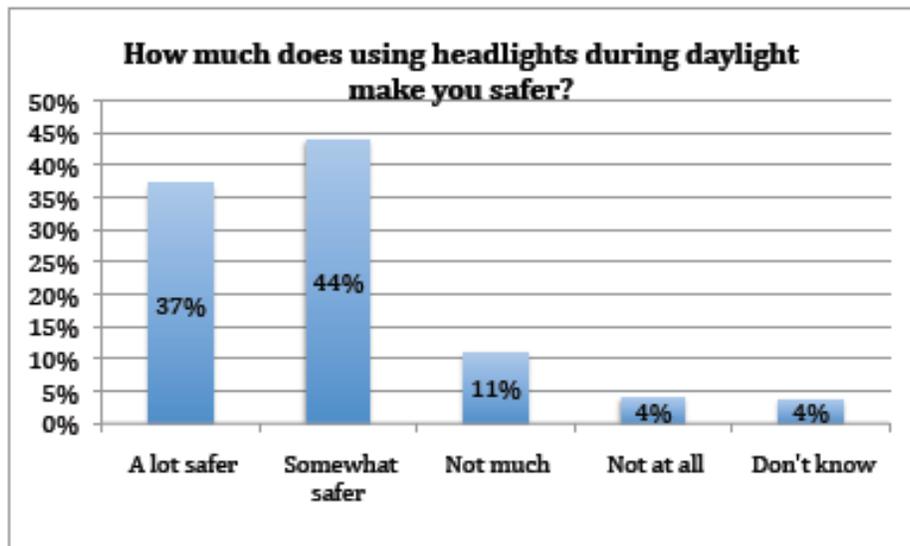
Faster than 70 mph in a 65mph zone:



Faster than 35 mph in a 30 mph zone:







Conclusions:

Results from the 2010 phone survey addressing highway safety issues in Alaska provide useful information for future safety interventions.

- Addressing speeding in low speed limit areas is important, especially since these areas usually involve multiple modes of transportation including bikes and pedestrians.
- Most people wear seatbelts, and at the same time, most people do not think that it is likely that they will get a ticket for being unbuckled. It would be helpful to better understand the motivators for wearing seatbelts, and possibly build them into campaigns for other desired behavior changes.

- Only 16% of people report texting while driving. Tracking changes in this statistic will be important for prioritization of highway safety efforts. It is currently a small number of those who say they text and drive, and texting is reportedly not being done very often. The risk created by texting and driving may be minimal.
- There is a majority belief (70%) that the courts are tough when enforcing drinking and driving laws. Understanding how this perception grew would be helpful for future behavior change and perception creating campaigns.

2010 ALASKA OBSERVATIONAL SURVEY OF SEAT BELT USE

The Alaska Highway Safety Office (AHSO) contracted with the Alaska Injury Prevention Center (AIPC) to conduct the 2010 observational surveys of seat belt use in Alaska. The Alaska Highway Safety Office, with support from the National Highway Traffic Safety Administration (NHTSA), participates in nationwide observational surveys of occupant restraint usage on an annual basis. This report details the results of the observational surveys of vehicles and occupants throughout Alaska.

The observations took place from June 1–15, 2010. Seat belt use was recorded for drivers and front seat outboard passengers in passenger cars, trucks, SUVs, vans, as well as helmet use for motorcyclists. A total of 26,731 vehicle occupants: 21,339 drivers and 5,392 outboard passengers were observed. Thirty-five percent (35%) of the observed vehicles were cars, 32% sport utility vehicles (SUV), 26% trucks, and 7% were vans. Motorcycles accounted for 564 of the observations.

A statistical sample of major and rural (i.e. local) roads in communities encompassing 85 percent of the state's population was selected for the surveys. The official "weighted" total share of occupants wearing seat belts in Alaska in 2010 was **86.8 percent**. This is a 0.7 percentage point increase over the observed rate in 2009, and the highest rate ever observed for Alaska. Rates for cars, vans, SUVs, and trucks were also analyzed. Eighty-seven (87%) percent of the front seat outboard "car" occupants, 89% of SUVs, 89% of vans and 82% of truck occupants were using seat belts during these observations. Truck occupants, once again, had the lowest rate for any of the vehicle categories, but it was the highest usage rate recorded to date.

The surveyors observed a total of 26,731 vehicle occupants (21,339 drivers and 5,392 outboard passengers) in 2010. Thirty-five percent (35%) of the observed vehicles were cars, 32% sport utility vehicles (SUV), 26% trucks, and 7% were vans.

During the 2010 observation period in Alaska, the weighted data showed that 87.4 percent of the drivers and 84.6 percent of the outboard passengers were wearing seat belts. The total proportion of occupants wearing seat belts was **86.8 percent**. Trucks were the third largest vehicle category and once again had the lowest, although improved, usage rate at 82.2%. There were 564 motorcycles (611 riders) in the sample, with 74.1% of the drivers and 80.9% of the passengers wearing helmets. Motorcycle passengers helmet usage in 2010, dropped by 16% from previous years. Alaska State law requires helmets for passengers but not for drivers of motorcycles.

The following graph shows the trend line of seat belt use in Alaska from 1999 – 2010.

% Seat Belt Use in Alaska 1999 - 2010

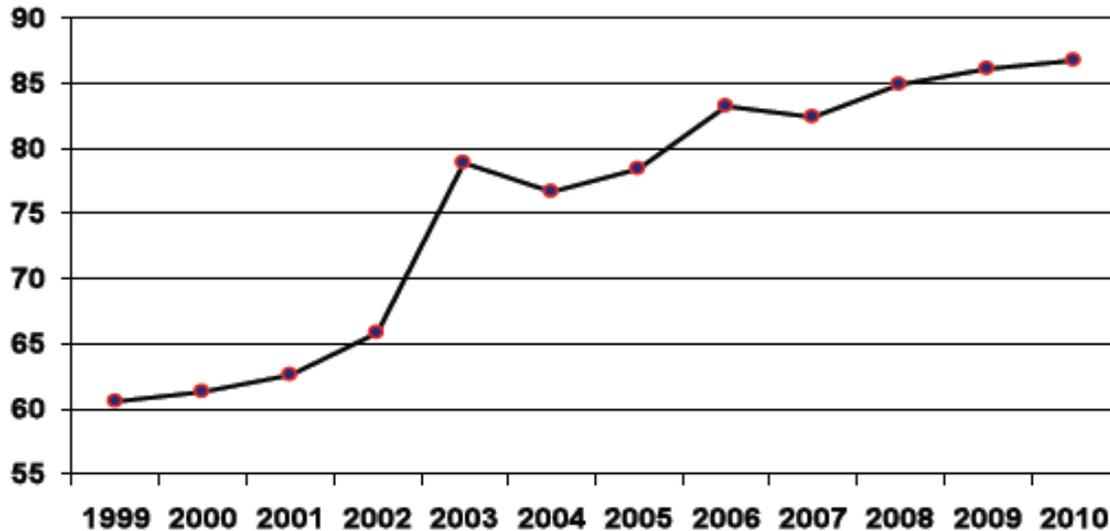


Table 1 shows the percent of drivers, passengers, and combined occupants who were wearing seat belts and the change across study years (weighted).

Table 1: Seat belt Use in Alaska, 2004-2010

		2010	2009	2008	2007	2006	2005	2004
All Vehicles	Share of Drivers Belted	.874	0.866	0.859	0.828	0.834	0.785	0.772
	Share of Passengers Belted	.846	0.841	0.812	0.810	0.825	0.779	0.750
	Share of Occupants Belted	.868	0.861	0.849	0.824	0.832	0.784	0.767
Cars	Share of Drivers Belted	.879	0.888	0.878	0.856	0.842	0.797	0.798
	Share of Passengers Belted	.852	0.854	0.801	0.828	0.829	0.777	0.756
	Share of Occupants Belted	.873	0.882	0.862	0.850	0.840	0.793	0.789
Vans	Share of Drivers Belted	.899	0.874	0.898	0.859	0.887	0.838	0.810
	Share of Passengers Belted	.869	0.879	0.864	0.841	0.881	0.837	0.800
	Share of Occupants Belted	.892	0.876	0.889	0.854	0.885	0.838	0.808
SUVs	Share of Drivers Belted	.898	0.883	0.883	0.854	0.869	0.827	0.812
	Share of Passengers Belted	.876	0.858	0.844	0.834	0.853	0.830	0.786
	Share of Occupants Belted	.894	0.879	0.874	0.850	0.865	0.827	0.806
Trucks	Share of Drivers Belted	.830	0.813	0.792	0.753	0.770	0.716	0.689
	Share of Passengers Belted	.789	0.782	0.764	0.742	0.761	0.706	0.685
	Share of Occupants Belted	.822	0.806	0.787	0.750	0.768	0.714	0.689

ALASKA HIGHWAY SAFETY OFFICE PRIORITIES

The Alaska Highway Safety Office has identified the following as priorities:
1. Impaired Driving
2. Seat belt Usage
3. Speeding (Aggressive) Driving
4. Distracted Driving
5. Motorcycle Safety
6. Teen Drivers
7. Designated Safety Corridors

1. Impaired Driving

Impaired driving is the number one priority for the Alaska Highway Safety Office, because it is a preventable crime. Alaska has experienced a declining trend in traffic fatalities since 1977 but alcohol remains the most common factor. Alcohol and drug use continues to be a major contributing factor to motor vehicle crashes and fatalities in Alaska. Alcohol was a factor in 32 percent of traffic fatalities in 2010, 41 percent in 2009 and 44 percent in 2008. These figures include non-occupant persons (e.g. pedestrians, pedal cyclists, etc.) in addition to drivers and passengers of motor vehicles.

2. Seat Belt Usage

32 percent of fatalities in seatbelt equipped vehicles were unbelted in 2010, compared to 30 percent in 2009 and 54 percent in 2008. Alaska's observed seat belt usage has risen from 65.8 percent in 2002 to 89.3 percent in 2011. Beginning in May 2002, Alaska adopted the national enforcement and media campaign "Click It or Ticket," and the Primary Seatbelt Law became effective on May 1st, 2006. Alaska has remained above the national average since 2006 and we have passed our goal of 87.2 percent usage rate for 2010.

3. Speeding (Aggressive) Driving

According to FARS, 41 percent of traffic fatalities in 2010, 45 percent in 2009 and 43 percent in 2008 involved speed. The updated Strategic Traffic Safety Plan includes an Aggressive Driving Task Force to work closely on this problem through education, enforcement, engineering and policy strategies. Speeding, or aggressive driving, is not a new practice in the US, but it is a growing phenomenon. It is difficult to calculate the size of the problem in Alaska because the behavior is not defined in law. This behavior usually involves speeding as well as other factors, e.g. following too closely, improper lane change, etc. Speeding is often the most egregious factor in aggressive driving crashes.

4. Distracted Driving

Distracted driving data is lacking at both the state and national level, but public perception views this behavior as a growing problem. The National Highway Traffic Safety Administration policy recommends drivers refrain from using a cell phone while driving. According to the Governor's Highway Safety Association (GHSA), drivers visibly manipulating electronic devices (such as for texting) at any given moment has more than doubled from .04 percent to 1 percent. From 2002-2008 there were a total of 89,770 motor vehicle crashes in Alaska and 399 involved cell phone use. Of the cell phone involved crashes, 224 crashes resulted in property damage only, 155 crashes resulted in minor injuries, 19 crashes resulted in major injuries, and only 1 crash was fatal. From 2002-2008 there were 258 non-fatal injuries in traffic crashes involving cell phone use. Of the cell phone involved crash injuries, there were 238 minor injuries, 20 major injuries, and 1 fatality.

5. Motorcycle Safety

Alaska, like other states in the nation, is experiencing an increase in the number of crashes involving motorcycles and subsequently an increase in motorcycle fatalities. According to DMV, there were 30,195 registered motorcycles out of 915,371 registered vehicles in 2010. In 2009 there were 29,199 registered motorcycles out of 899,435. According to the Fatality Analysis Reporting System (FARS), 9 of the 56 traffic fatalities in 2010 were motorcycle-related, compared to 7 out of 64 in 2009 and 8 out of 62 in 2008. The increase in motorcycle registration coincides with the increase in motorcycle fatalities in Alaska.

6. Teen Drivers

Every year teens account for approximately 20 percent of the fatalities and major injuries that occur on Alaska's roads and highways. Nearly half of these deaths can usually be prevented by simply buckling-up or not drinking and driving. Drivers age 15 to 19 represent on average 7.01 percent of Alaska's licensed drivers, but have been involved in approximately 11.54 percent of traffic crashes where at least one person was killed. Drivers age 20 to 24 represent on average 10.17 percent of licensed drivers in Alaska, but have been involved in approximately 13.62 percent of fatal traffic crashes; higher than any other age group. Alaska, like every other state, faces a problem with young drivers. These drivers are less likely to recognize and adjust for hazards on the road due to lack of experience and the maturity necessary for good judgment. Hence, they have a lower belt use rate than other segments of the population and they often drive too fast and/or impaired.

7. Designated Safety Corridors

Alaska's Safety Corridors are the result of not having Interstate construction or access controls. Deaths and injuries are occurring because principal highways are being used to serve all purposes, from high speed, long distance travel and freight hauling to short trip main streets for landowners, neighborhoods, and cities. A lack of road hierarchy exists. Direct commercial and residential access has been allowed linearly and continuously to minimize infrastructure costs. Parallel and secondary roads are unattractive and uncompetitive as long as primary highway frontage is available. Conflicts exist between long haul trucks, gravel trucks, tour buses, RV's, and local turning traffic, as well as bicycles, school bus stops, and even children-at-play. Traffic signals are being added for gaps and turning crash reduction. Signals eventually form a chain of stops every quarter mile or less. Center two-way left turn lanes are in demand. Average travel speeds then drop below 45 MPH. This trend is faced on 50 mile long segments of each of four main southcentral highways. The worst segments have fatality rates up to twice the national average, severe injury levels twice the statewide average, and congestion exceeding carrying capacity. As the need for freeways becomes evident, the cost and available routes become out of reach for existing programs. In the interim, multiagency efforts to implement Safety Corridors have decreased serious crashes by half, but crashes, congestion, and delays remain. Eliminating Safety Corridors requires more significant and comprehensive upgrades.

There are increasing conflicts with direct access development which sprawls along these highways. Access control is typically regulated only through individual platting and driveway permitting. Busier driveway densities vary from four to twelve commercial or sidestreet access points per mile, excluding low volume residential driveways. Driver decisions are more complex because there is frequent turning activity along the highway to be aware of at any given time.

In 2005, state lawmakers drafted Alaska Statute 19.10.075, Safety Corridor legislation for Alaska, based upon learning of this designation in other states. The goal was to make existing roads safer. Some fatal crashes occurred within the corridor during the legislative process. A "winter safe driving" campaign was initiated with a focus on plowing, sanding, policing, media ads and changeable message boards prior to completing legislation. A partnership developed between legislators, educators, engineers, equipment operators, emergency responders and law enforcement and became the foundation for a Safety Corridor program.

Safety Corridors were signed into law May 2006 with roadside ceremonies and a press event. Transportation and law enforcement staff were on hand to unveil new double fines signing for the Seward Highway. The law included the following key elements: a) data-driven designation to be established by the state highway department with state police consultation, b) double fines for all traffic offenses, c) double points for passing in no passing zones, d) signs present at the beginning and ending of a Safety Corridor equals sufficient notice (frequency of signs is not subject to claims), and e) half of all fines could be reinvested in highway safety programs.

Alaska drew heavily upon the Oregon model. Oregon has the most comprehensive program and the longest history of crash reductions. Their success already led to decommissioned corridors. Education efforts were carried out not only at the statewide level, but were also supported by staffing at the District level. Grants were made to ensure quantifiable enforcement efforts. Corridors were data driven, ranked by screening candidates against the statewide average. Corridors were mostly rural, shorter, and identifiable. Annual reviews were conducted, working with local communities. A significant factor seemed to be the message was to reach the familiar or repeat driver. This may be the commuter or it may be the weekend recreational driver. It was not a program for the “other guy”; it went beyond the tourist or unfamiliar driver.

This criteria is intended to focus on the most severe crash needs in the state. The program is limited to rural roads where corridors can be clearly defined and understood by all parties. These rural roads have one-half of the fatal crashes in Alaska, and one-third the major injury crashes. Urban crash problems tend to be “hot spots” at signals over a web of intersections which are less definable or understood as linear corridors. Urban crash problems are still targeted for engineering, education, and enforcement, just not as longitudinal Safety Corridors.

To maintain public and agency focus, no more than 10 Safety Corridors are to be designated in Alaska at one time. Safety Corridors can be undesignated when 3 to 5 year severe crash rates drop below statewide averages. This allows a reasonable allocation of limited staffing and resources. If extremely long corridors or an unlimited number of corridors were to be designated, the multiagency assumption is they would no longer be unique, no longer be the worst of the worst, and no longer get the focus and respect needed to create crash reduction.

Agency staff are the core Safety Corridor Review Team. They are directly responsible for funding and implementation of safety projects, education, and enforcement on roadways. Members include representatives from the Alaska Highway Safety Office, the DOT Traffic Engineer’s office, and the Alaska State Troopers. This team inspects each corridor at least once each year, and meets onsite and with local emergency response officials and road maintenance managers. The goal is to review first hand observations and progress on all four “E’s”. Highway planning staff and project managers also attend if they have major projects in the area.

A Safety Corridor Audit report is produced annually, summarizing crash trends and progress on four “E’s” actions. The effort is not as detailed as international Road Safety Audit processes. However, a list of agency, public, and legislative suggestions to date is maintained. Each suggestion adds to a “to do” list, with corresponding action steps listed, or the reason for closing the item after further consideration. Audits are posted on the state highway department website.

Several other significant findings have come from annual audits and continued data analysis. One more example is how data on the Seward Highway showed northbound drivers are typically at fault in head-on crashes, by a factor of 2:1. This makes sense since most Anchorage travelers start out their trip fresh, but many are returning fatigued, impaired, or inattentive after a long trip.

The change in public perception is noticeable from field observation and feedback. An opinion survey would be useful and likely to reveal many drivers have reduced their hurry in longer distance travels. Common comments from drivers are they are more likely to sit back and stay in the queue, preferring to get to their destination safely. Motorists have clearly noticed there is more than one Trooper on the road during trips out of the cities.

Safety Corridor programs have cut serious crashes in half. This is because a successful partnership of agencies has been formed to continually target all facets of road travel, including the road, the vehicle, and the driver. This is also because a majority of motorists accept the message and support the ongoing program as is evidenced by comments, driving behavior, and crash reduction. People frequently request that major upgrades to four lanes follow in the future, with more debate over dividing the highway.

The challenge for Alaska is to eliminate the need for Safety Corridors. With land use growth, the potential for playing “leap frog” with Safety Corridors as each one is upgraded is a real concern. Today’s Safety Corridors are only the first batch unless a road hierarchy is created. Deaths and injuries will be reduced by providing divided, controlled access highways. Suburban areas need to be guided to well-placed access nodes onto main highways. This cooperative land use planning and subdividing would result in even greater success.

ALASKA SAFETY CORRIDORS PERFORMANCE (Through April 30, 2011)

	BEFORE		AFTER		Combined*
	Crashes/ Year	Crashes/ HMVM	Crashes/ Year	Crashes/ HMVM	
SEWARD HWY MP 87-117	Designated 5/26/06 Extended 10/30/07		3.0 Mi S of Girdwood to Potter Rifle Range		L=30.6 mi
	(1/1/96-5/26/06)		(5/26/06-4/30/11)		
Serious Crashes Fatal + Major Injury	9.0	9.5	5.9 (-34%)	5.9 (-38%)	-36%
PARKS HWY MP 44.5-53	Designated 10/16/06		Church Rd, Wasilla to LaRae Rd, Houston		L=8.5 mi
	(1/1/96-10/16/06)		(10/16/06-4/30/11)		
Serious Crashes Fatal + Major Injury	6.2	15.2	3.5 (-44%)	7.5 (-51%)	-47%
KNIK-GOOSE BAY RD MP 0.6-17.2	Designated 7/01/09		Palmer-Wasilla Hwy to Pt. McKenzie Rd		L=16.4 mi
	(1/1/99-6/30/09)		(7/1/09-4/30/11)		
Serious Crashes Fatal + Major Injury	5.1	14.2	1.6 (-69%)	3.7 (-74%)	-71%
STERLING HWY MP 83-93	Designated 7/01/09		Sterling to Soldotna		L=9.8 mi
	(1/1/99-6/30/09)		(7/1/09-4/30/11)		
Serious Crashes Fatal + Major Injury	2.7	8.3	1.1 (-59%)	3.3 (-60%)	-60%

WEIGHTED TOTAL -50%

HMVM = rate of crashes per hundred million vehicle miles of travel. Compares all roads equally.

Paid Media Report

Alaska's Highway Safety media program uses the NHTSA National Communications Plan and NHTSA traffic safety promotional planners, including marketing materials, earned media tools and marketing ideas to support national mobilizations, including the "NHTSA Communication Pyramid Strategic Communications-A Disciplined Process". None of the media program activities are stand alone and all work together for maximum effectiveness. The Alaska Highway Safety Office Visual Media Specialist is located within the Alaska State Troopers Anchorage Public Information Office. Audio, video and photographic ads are produced in agreement with the Alaska Highway Safety Office and the Department of Public Safety. The campaigns reach approximately 85% of Alaska's population with both television and radio ads.

The Alaska Injury Prevention Center and Market Wise have statewide strategic highway safety plan media campaigns which address impaired driving, seat belt usage, speeding (aggressive) driving, distracted driving, motorcycle safety, teen drivers and designated safety corridors. All three agencies collaborate with each other to provide the most effective media campaign.

In addition to the three statewide media campaigns, there are several local campaigns which will use the NHTSA National Communications Plan. These local campaigns will also focus on AHSO priorities: impaired driving, seat belt usage, speeding (aggressive) driving, distracted driving, motorcycle safety, teen drivers and designated safety corridors.

The new National Impaired Driving slogan "*Drive Sober or Get Pulled Over*" will begin to be used in FFY12. The National Seat Belt slogan "*Click It or Ticket*" and the state logos "*Seatbelts Must Be Worn in Alaska*" are used in the Click It or Ticket media campaign.

AHSO coordinated the media campaigns to coincide with the National Impaired Driving Mobilizations. This united effort was based on data showing the most dangerous traveling dates which are around the holidays, weekends and in the evenings. The main target audience for the media campaigns was the "High Risk Driver", who refuses to comply with the traffic safety laws. Studies have shown that the most effective ads for these particular offenders are consequence reminders.

Promotional items must include the "Target Zero" logo or wording to support the Alaska Strategic Traffic Safety Plan as well as the type or national/state slogan of a national or state driver behavior program: Impaired Driving, Occupant Protection, Traffic Records, Motorcycle Safety, etc. Examples of a national program: "Click It Or Ticket" and "Drive Sober Or Get Pulled Over".

The majority of Alaskans appreciated the media ads provided simple messages such as: "If people are not buckled up, they will receive a ticket", and "Drive impaired and you will be arrested". The media campaigns were a major component in the strategy to combine education with enforcement. The National Campaigns occur four times a year, coinciding with Memorial Day, Independence Day, Labor Day, and between Thanksgiving and New Year's Day.

Alaska State Troopers created new Road wise ads focusing on aggressive driver and distracted driving, with a reminder to call 911 with REDDI reports. New Click It or Ticket and DUI commercials were also created and aired throughout Alaska.

Market Wise continued with drowsy driving, student safety, headlight safety, flashing yellow light, motorcycle safety along with seatbelt, aggressive and impaired driving radio ads. New distracted driving and headlight safety radio ads were created and aired in Anchorage, Mat-Su, Kenai, Juneau and Fairbanks.

Alaska Injury Prevention Center continued with their Statewide Highway Safety Media and added new aggressive and distracted driving ads airing throughout the year.

Equipment Valued At Over \$5,000

Any equipment purchased with federal traffic safety funds must be approved in advance by NHTSA Region 10.

Department of Public Safety - Alaska Bureau of Highway Patrol 154AL-2012-12-01-04 found in this HSP is intended to purchase equipment items to support a dedicated traffic-law enforcement bureau with proactive leadership, sustained-high visibility enforcement and education.

- 4 SOKKIA Robotic mapping system (includes equipment and software) \$31,000 each
 - 3 Lidars with video recorders and following to close technology \$7,500 each
- TOTAL COST OF ABOVE EQUIPMENT \$146,500.00

AHSP will submit written requires for approval if the need to purchase additional equipment valued over \$5,000 arises.

HIGHWAY SAFETY PLAN

ALCOHOL PROGRAM AREA

Goal: Reduce alcohol-related traffic fatalities and major injuries by half by 2030.

Project Number: PA-2012-12-00-00

Project Title: Planning and Administration

Project Description

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

Budget: \$176,000 Section 402PA

Project Number: AL-2012-12-01-00

Project Title: Single Project Grants

Project Description

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

Budget: \$4,000 Section 402AL

Project Number: K8PA-2012-12-00-00

Project Title: Planning and Administration

Project Description

Salaries, benefits, travel, conferences, training, services, supplies, officer equipment will be funded for administrative personnel; AHSO Administrator, Accounting Technician, Grant Administrators, Research Analyst and Administrative Assistant.

Budget: \$121,000 Section 410

Project Number: 154AL-2012-12-01-01

Project Title: Alaska Court System-DUI Courts

Project Description

The Therapeutic Courts administered by the Alaska Court System (ACS) are designed to reduce the recidivism rate of DUI and target repeat offender who are addicted to alcohol. Alaska's Therapeutic Courts current operate in Anchorage, Bethel, Fairbanks, Juneau and Ketchikan. Repeat offenders addicted to alcohol benefit from a combination of incentives, sanctions, treatment and long term monitoring. The programs focus on people charges with multiple DUI offenses and the most dangerous DUI offenders. Under the Court model, a designated judge(s) works closely with a team consisting of prosecutors, public defenders, defense lawyers, case coordination, probation officers and treatment providers.

Budget: \$1,494,000 Section 154

Project Number: K8-2012-12-01-02

Project Title: Municipality of Anchorage-Traffic Safety Resource Prosecutor

Project Description

To provide support to enhance the capability of the Anchorage municipality and other local prosecutors to prosecute impaired-related traffic safety violations. DRE ARIDE and DITEP Education to law enforcement agencies, prosecutors and the public will provide additional support.

Budget: \$163,788 Section 410

Project Number: K8-2012-12-01-03

Project Title: Dept. of Public Safety- Scientific Crime Detection Lab-Toxicology Services

Project Description

To provide continued contractual forensic toxicology services between the Alaska Scientific Crime Detection Laboratory (ASCDL) and the Toxicology Laboratory Division of the Washington State Forensic laboratory Services Bureau. Expert witness testimony in criminal prosecution, as requested, is also included in this proposal. The Alaska Scientific Crime Detection Laboratory does not currently offer forensic drug toxicology services. The State of Alaska does not have a laboratory providing forensic drug toxicology services for criminal prosecution at this time. Without this service, prosecution for drug and alcohol facilitated traffic offenders in Alaska would not be possible. The Scientific Crime Detection Laboratory is responsible for the BAC and toxicology testing in motor vehicle crashes for all Law Enforcement Agencies, statewide. The Medical Examiner's Office is responsible for the BAC and toxicology for all fatalities. Through an agreement between the Crime Lab and the MEO, samples from both the surviving and fatal participants are sent to the Washington State Lab for testing. This testing is funded through this grant from the Alaska Highway Safety Office. The Crime Lab is under the Dept. of Public Safety and the Medical Examiner's Office is under the Dept. of Health and Social Services.

Budget: \$170,300 Section 410

Project Number: K8-2012-12-01-04

Project Title: Law Enforcement Liaisons

Project Description

To increase and stimulate the planning and development of aggressive, highly visible State and local enforcement efforts particularly during the National "Click It or Ticket" mobilization and the Impaired Driving Crackdown throughout the State of Alaska.

Budget: \$97,000 Section 410

Project Number: K8FR-2012-12-03-00 Accepted by NHTSA 10/26/2011

Project Title: BHP DUI Enforcement

Project Description

To support High Fatality Rate Enforcement with the Bureau of Highway Patrol.

Budget:\$152,262.48 Section 410 K8FR

Project Number: 154AL-2012-12-01-00

Project Title: Statewide Services

Project Description

To support local agencies and organizations with training, travel equipment and education.

Budget: \$150,000 154AL

Project Number: 154PM 2012-12-02-00 Accepted by NHTSA 10/26/2011

Project Title: Statewide Services

Project Description

To educate the public about alcohol-impaired driving counter-measures which support NHTSA campaigns. Paid TV and radio ads will run during the national DUI crackdown and times of high visibility enforcement.

Budget: \$10,000 Section 154PM

Project Number: 154PA-2012-12-00-00

Project Title: Planning and Administration

Project Description

Salaries, benefits, travel, services, supplies and office equipment and highway safety materials will be funded for administrative personnel: AHSO Administrator, Accounting Technician, Grants Administrators, Research Analyst, and Administrative Assistant.

Budget: \$936,000 Section 154PA

Project Number: 154AL-2012-12-01-02

Project Title: ASTEP Summit

Project Description

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

Budget:\$25,000 Section 154AL

Project Number: 154AL2012-12-01-03

K8HV-2012-12-04-01

Project Title: ASTEP DUI Enforcement

Project Description

To pay for overtime and additional enforcement efforts by statewide and local law enforcement agencies in order for them to participate monthly in increased DUI enforcement efforts. In a coordinated effort to curb the number of injuries and deaths caused by impaired drivers, the local law enforcement agencies will patrol the roadway system throughout the state and along the main corridor. Saturation patrols will be highly visible and keep the focus on enforcing the state's impaired driving laws.

Budget: \$800,000 Section 154AL

Budget \$100,000 Section 410 K8HV

Project Number: K8 2012 12-01-07 Accepted by NHTSA 10/26/2011

Project Title: DRE Program

Project Description

To support the Drug Recognition Expertise (DRE) program for both state and local law enforcement agencies and Reconnect with the DRE shareholders within communities and agencies, Reestablish the Informal leadership group within the DRE Program as already identified under the DRE Website, Establish a quarterly teleconference with the DRE leadership group and establish a formalized advisory board or working group.

Budget: \$84,262 Section 410

Project Number: K8 2012 12-01-05 Accepted by NHTSA 10/26/2011

Project Title: SFST Assessment

Project Description

To support an Assessment of the SFST program to improve the enforcement of impaired driving laws.

Budget: \$30,000 Section 410

Project Number: 154PM-2012-12-02-01

154AL 2012-12-01-06

Project Title: Alaska State Troopers-Visual Media Specialist and DUI Media

Project Description

For a media campaign and partial funding of a Creative Media Specialist. The media campaign will address impaired driving issues. This grant will fund sixty-five percent of a Creative Media Specialist position. The Creative Media Specialist will work on the creation of advertisements addressing impaired driving and procuring air time for those advertisements. The media campaign is from October 2009 and through September 2011. These campaigns will include a strong enforcement message of "Drunk Driving. Over the Limit. Under Arrest" or other national or state campaign slogans.

Budget: \$530,000 Section 154PM

Budget: \$185,954 Section 154AL

Accepted by NHTSA 10/26/2011

Project Number: 154AL-2012-12-01-08

154PM 2012-12-02-02

K8 2012-12-01-06

Project Title: Market Wise-Statewide Highway Safety Media Campaign

Project Description

To support the media plans contained within the Alaska Strategic Traffic Safety Plan for impaired driving media ads on radio, television, facebook and bus signs. To support the Safety Communication Alliance, made up of state and local highway safety public information officers and will become the publicity arm of the STSP.

Budget: \$89,815 Section 154AL

Budget: \$300,450 Section 154PM

Budget: \$3,250 Section 410K8

Project Number: 154PM 2012-12-02-03

154AL 2012-12-01-11

Project Title: Alaska Injury Prevention Center-Statewide Highway Safety Media Campaign

Project Description

To support the Alaska Strategic Traffic Safety Plan media campaign with television ads that contains an impaired driving prevention message.

Budget: \$55,080 **Section 154AL**

Budget: \$33,700 **Section 154PM**

Project Number: 164PA-2012-12-00-00

Project Title: Planning and Administration

Project Description

Salaries, benefits, travel, conferences, training, services, supplies, officer equipment will be funded for administrative personnel; AHSO Administrator, Accounting Technician, Grant Administrators, Research Analyst and Administrative Assistant.

Budget: \$258,028 **Section 164**

Project Numbers: 164AL-2012-12-01-00 Accepted by NHTSA 10/26/2011

Project Title: Bureau of Highway Patrol

To support a dedicated DUI focused traffic-law enforcement bureau made up of local officers and state troopers, through MOA's, with proactive leadership, sustained-high visibility enforcement and education.

Budget: \$7,481,900 **Section 164AL**

Alcohol: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-2012-12-00-00	Planning and Administration	\$176,000	Section 402PA
AL-2012-12-01-00	Single Project Grants	\$4,000	Section 402AL
K8PA-2012-12-00-00	Planning and Administration	\$121,000	Section 410PA
154AL-2012-12-01-01	Alaska Court System-DUI Courts	\$1,494,000	Section 154
K8-2012-12-01-02	Municipality of Anchorage - Traffic Safety Resource Prosecutor	\$163,788	Section 410
K8-2012-12-01-03	Dept. of Public Safety- Scientific Crime Detection Lab-Toxicology Services	\$170,300	Section 410
K8-2012-12-01-04	Law Enforcement Liaisons	\$97,000	Section 410
K8-2012-12-01-00	Statewide Services	\$150,000	Section 410
154AL-2012-12-01-00	Statewide Services	\$150,000	Section 154AL
154PM 2012-12-02-00	Statewide Services	\$10,000	Section 154PM
154PA-2012-12-00-00	Planning and Administration	\$936,000	Section 154PA
154AL-2012-12-01-02	ASTEP Summit	\$25,000	Section 154AL
154AL 2012-12-01-03	ASTEP DUI Enforcement	\$800,000	Section 154AL
K8HV-2012-12-04-01	ASTEP DUI Enforcement	100,000	Section 410
K8 2012-12-01-07	DRE Program	84,262	Section 410
K8 2012 - 12-01-05	SFST Assessment	\$30,000	Section 410
154PM-2012-12-02-01	Bureau of Highway Patrol-Creative Media Specialist and DUI Media	\$530,000	Section 154PM
154AL 2012-12-01-06	Bureau of Highway Patrol-Creative Media Specialist and DUI Media	\$185,954	Section 154AL
154AL-2012-12-01-08	Market Wise -Statewide Highway Safety Media Campaign	\$89,815	Section 154AL
154PM 2012-12-02-02	Market Wise -Statewide Highway Safety Media Campaign	\$300,450	Section 154PM
K8-2012-12-12-01-06	Market Wise -Statewide Highway Safety Media	\$3,250	Section 410

	Campaign		
154AL-2012-12-01-11	Alaska Injury Prevention Center-Statewide Highway Safety Media Campaign	\$55,080	Section 154AL
154PM-2012-12-02-03	Alaska Injury Prevention Center-Statewide Highway Safety Media Campaign	\$33,700	Section 154PM
164PA-2012-12-00-00	Planning and Administration	\$258,028	Section 164PA
164AL-2012-12-01-00	Bureau of Highway Patrol	\$7,481,900	Section 164AL
	402 Total	\$180,000	
	Total All funds	\$13,449,587	

OCCUPANT PROTECTION PROGRAM AREA

Goal: Increase the rate of seatbelt and child safety restraint use to 95% by 2017.

Project Number: OP-2012-12-04-00

Project Title: Single Project Grants

To support local agencies and organizations with training, equipment and education, this will effectively improve highway safety within their community.

Budget: \$5,000 **Section** 402OP

Project Number: OP-2012-12-04-01

Project Title: ASTEP Summit

Project Description

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

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

Project Number: OP 2012 12-04-02 **Accepted by NHTSA 10/26/2011**
PM 2012-12-25-02

Project Title: **Alaska State Troopers-Visual Media Specialist and CIOT Media**

Project Description

To support a media campaign and partial funding of a Visual Information specialist. The media campaign will address seatbelt issues. This grant will fund thirty-five percent of a Visual Information Specialist (VIS) position. The VIS will work on the creation of advertisements addressing seatbelt use and procuring air time for those advertisements.

Budget: \$50,000 **Section 402OP**

Budget: \$150,000 **Section 402PM**

Project Number: PT-2012-12-06-01

Project Title: **ASTEP Seat Belt CIOT Enforcement**

Project Description

To support Alaska's Strategic Traffic Enforcement Partnership enforcement of seat belt laws. Similar to the Statewide "Over the Limit. Under Arrest" and "Drink. Drive. Go To Jail." impaired driving program, the seatbelt mobilizations will require coordination of overtime enforcement activities by the Alaska State Troopers and local police department including Anchorage, Wasilla, Palmer, Fairbanks, North Pole, Dillingham, Juneau, Kenai, Homer, Houston, Soldotna, Seward, Kodiak, UA Fairbanks, Unalaska and Sitka. Departments willing to commit patrol and reporting time to this effort will receive the necessary funding. During the year and in addition to the mobilizations, high visibility sustained overtime enforcement will occur monthly in various communities throughout the state with additional overtime enforcement during traditional high periods to include all major holidays.

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

Project Number: PM-2012-12-25-00 **Accepted by NHTSA 10/26/2011**

Project Title: **Single Project Grants**

To support local agencies and organizations with media related education to effectively improve highway safety within their community.

Budget: \$4,000 **Section 402PM**

Project Number: 402PM-2012-12-25-01
402SA-2012-12-17-01

Project Title: Alaska Injury Prevention Center-Safe Community Media Project

Project Description

To support media and purchase ad time which promotes child passenger safety and seat belt use for both television and radio statewide. The agency will produce ads and purchase air time for radio spots covering a variety of highway safety issues, including headlight use, bike and pedestrian safety, teen driving including cell phone use and others as needed.

Budget \$50,000 Section 402 PM

Budget \$ 45,517 Section 402SA

Project Number: SA-2012-12-17-00

Project Title: Single Project Grants

To support local agencies and organizations with training, equipment and education, this will effectively improve highway safety within their community.

Budget:\$4,000 Section 402SA

Project Number: SA-2012-12-17-02

PM-2012-12-25-03

Project Title: Volunteers in Policing-VIP Highway Safety and Education Program

Project Description

To support existing programs including DUI Awareness, CPS Fitting Station, Infant Car Seat Giveaways and Community Patrols. In addition, volunteers will be recruited and trained.. Community education classes and patrol hours will be increased and bike rodeos, helmet giveaways and reflective tape sew-on events conducted.

Budget \$9,000 Section 402PM

Budget: \$91,000 Section 402SA

Project Number: SA-2012-12-17-03

Project Title: Alaska Injury Prevention Center-Safe Community Project

Project Description

To support the education of Alaska in conjunction with multiple community partners. The agency will address a variety of highway safety issues, including Child safety Seats, Booster seats. Head light use, bike and pedestrian safety, teen driving including cell phone use and others as needed.

Budget: \$512,772 Section 402SA

Project Number: OP-2012-12-04-03

Project Title: SEARHC-S.E. Alaska Passenger Safety Program

Project Description

To support the S.E. Alaska Passenger Safety Program to improve passenger safety through education, marketing, technician training, technical assistance, car seat distribution and evaluation in communities served by SEARHC. This program will establish an advisory group comprised of key partners such as the Juneau Police Dept., the State of Alaska and other groups to improve seat belt and car seat use. Funds will be used for a half-time staff to coordinate and implement program activities, the purchase of child passenger safety devices, educational equipment, provide training and services.

The distribution program will target low income familiar and will adhere to standards established by NHTSA. Funds contributed will be used to purchase more car seats.

Budget: \$30,977 Section 402OP

Project Number: OP-2012-12-04-04

Project Title: DHSS-Alaska Motor Vehicle Safety Program

Project Description

To support Child Passenger Safety (CPS) trainings and inspection programs statewide that meets or exceeds National Highway Traffic Safety Administration standards. The program will maintain and support statewide coordination of injury prevention activities and support the CPS Coalition, including providing educational materials to continue implementation of the booster seat legislation passed in 2009. This project supports a statewide network of certified child passenger safety technicians. It ensures that they are trained, updated and supported so that caregivers/parents have access to current and correct information and resources to assist with installation of child restraints.

Child safety seats and booster seats will be provided for training purposes and to provide seats to underserved communities without normal access to child seats. An administrative and instructional system for pedestrian and bicycle safety programs will also be provided. A limited number of bicycle safety helmets and reflector materials are made available for training purposes and for underserved communities

Budget: \$50,000 **Section** 402OP

Project Number: OP 2012-12-04-05

Project Title: Alaska Injury Prevention Center-NOPUS

Project Description

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

Budget: \$37,832 **Section** 402OP

Project Number: OP 2012-12-04-06 **Accepted by** NHTSA 10/26/2011

Project Title: Market Wise-Statewide Highway Safety Media Campaign

Project Description

To support the media plans contained within the Alaska Strategic Traffic Safety Plan for project manager fees and radio talk show announcement media ads relating to child passenger safety. To support the Safety Communication Alliance, made up of state and local highway safety public information officers and will become the publicity arm of the STSP.

Budget: \$650 **Section** 402OP

Project Number: K3-2012-12-01-00 **Accepted by NHTSA** 10/26/2011

Project Title: **Statewide Services**

Project Description

To support child safety seat and child restraint programs, including those for low income families, the enforcement of child restraint laws, training child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child safety seats and child restraint, and educating the public concerning the proper use and installation of child safety seats and child restraints.

Budget:\$5,000 **Section** 2011

Project Number: K2-2012-12-00-00

Project Title: **Statewide Services**

Project Description

To support local agencies and organizations with training, equipment and education, this will effectively improve highway safety within their community.

Budget: \$174,479 **Section** 405OP

Project Number: K2-2012-12-00-01

Project Title: **Fairbanks Memorial Hospital-The Fairbanks Safe Rider Program**

Project Description

To support the Fairbanks Safe Rider Program, a Child Passenger Safety (CPS) program that serves Interior Alaska. The program is supported by the Fairbanks Safe Kids Coalition and Fairbanks memorial Hospital. It partners with several community agencies and incorporates community volunteers. The focus is on providing CPS/seatbelt education to families and caregivers in the Fairbanks North Star Borough and surrounding highway accessible communities (Delta Junction, Healy and Valdez), This is accomplished through car seat check-up events, school program participation, health fairs and combined enforcement and education activities with law enforcement partners. Specific outreach will address low-income families both for availability of child restraints and on seatbelt and CPS education.

Budget: \$52,609 **Section** 405OP

Project Number: K2-2012-12-00-02

Project Title: Providence Alaska Medical Center- -Safe Kids Alaska “Buckle Up” CPR Program

Project Description

To support Providence Health & Services Alaska Safe Kids Alaska, who collaborates with partner agencies to serve at-risk and socio-economically disadvantaged children. The first three years of Safe kids Alaska data collection (2008-10) revealed high rates of non-compliance and car seat misuse within these populations. Additional training opportunities and the certification of new technicians will help to correct this situation and support the program's ability to deliver high-quality services.

Budget: \$34,973 **Section** 405OP

Project Number: K3-2012-12-01-01

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

Project Description

To support the Child Passenger Safety (CPS) program for the entire Kenai Peninsula. This program provides certified child passenger safety training to agencies and volunteers in order to educate parents, caregivers and youth about how to safely transport children in motor vehicles. As the coordinating agency, CPH will schedule community car seat check-up events, provide a permanent inspection site, maintain documentation and collect data, distribute child safety restraints and serve as the community resource for CPS. Continue to support and provide car seats to the new CPS program in the south peninsula.

Budget: \$40,000 **Section** 2011

Project Number: K3PM-2012-12-02-01

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

Project Description

To support CPH, who educates the public about Child Passenger Safety through media and provide contact information to referral agencies to assist them by checking to make sure their children are in the proper car restraint systems.

Budget: \$9,312 **Section** 2011

Project Number: K3-2012-12-01-02

Project Title: Mat-Su Service for Children & Adults-Mat-Su Child Passenger Safety Program

Project Description

To support the MSSCA Child Passenger Safety Program, this offers community car seat checks as well as seat checks by appointment to educate caregivers in the Mat-Su community to improve the safety of children traveling in motor vehicles. An agreement with Mat-Su Regional Hospital was signed where hands-on training and car seat information are to be provided to parents at their birthing center. This expands the number of families that receive CPS information in the Mat-Su community. MSSCA will continue to provide training and mentoring for CPS technicians.

Budget: \$27,000 Section 2011

Occupant Protection: Budget Summary

Project Number	Project Title	Budget	Budget Source
402OP 12-04-00	Single Project Grants	\$5,000	Section 402OP
402OP 12-04-01	ASTEP Summit	\$10,000	Section402OP
402OP 12-04-02	Alaska State Troopers-ABHP Visual & CIOT Media	\$50,000	Section 402OP
402PM 12-25-02	Alaska State Troopers-ABHP Visual & CIOT Media	\$150,000	Section 402PM
402PT 12-06-01	ASTEP Seat Belt CIOT Enforcement	\$300,000	Section 402PT
402 PM 12-25-00	Single Project Grants	\$4,000	Section 402PM
402PM 12-25-01	Alaska Injury Prevention Center-Safe Community Media Project	\$50,000	Section 402PM
402SA 12-17-01	Alaska Injury Prevention Center-Safe Community Media Project	\$45,517	Section 402SA
402SA 12-17-00	Single Project Grants	\$4,000	Section 402SA
402PM 12-25-03	Volunteers in Policing-VIP Highway Safety & Education Program	\$9,000	Section 402PM
402SA12-17-02	Volunteers in Policing-VIP Highway Safety & Education Program	\$91,000	Section 402SA
402SA 12-17-03	Alaska Injury Prevention Center-Safe Community Project	\$512,772	Section 402SA
402OP 12-04-03	SEARHC-S.E. Alaska Passenger Safety Program	\$30,977	Section 402OP
402OP 12-04-04	DHSS-Prevent Child Motor Vehicle Related	\$50,000	Section 402OP

	Injuries		
402OP 12-04-05	Alaska Injury Prevention Center-NOPUS	\$37,832	Section 402OP
402OP 12-04-06	Market Wise –Statewide Highway Safety Media Campaign	\$650	Section 402OP
2011 12-01-00	Statewide Services	\$5,000	Section 2011
K2 12-00-00	Statewide Services	\$174,479	Section 405K2
K2 12-00-01	Fairbanks Memorial Hospital-The Fairbanks Safe Rider Program	\$52,609	Section 405K2
405K2 12-00-02	Safe Kids Alaska State Coalition-Safe Kids Alaska “Buckle Up” CPR Program	\$ 34,973	Section 405K2
2011 12-01-01	Central Peninsula Hospital-Safe Kids Kenai Peninsula Child Passenger Safety	\$40,000	Section 2011
2011 12-02-04	Central Peninsula Hospital-Safe Kids Kenai Peninsula Child Passenger Safety MEDIA	\$9,312	Section 2011
2011 12-01-02	Mat-Su Service for Children & Adults-Mat-Su Child Passenger Safety Program	\$27,000	Section 2011
402 Total		\$1,350,748	
Total All funds		\$1,694,121	

PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA

Goal: Reduce the number of pedestrian and bicycle-related fatalities and major injuries by half by 2030.

Project Number: PS-2012-12-05-00

Project Title: Single Project Grants

Project Description

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

Budget: \$1,000 **Section** 402PS

Pedestrian/Bicycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
402PS-12-05-00	Single Project Grants	\$1,000	Section 402PS
402 Total		\$1,000	
Total All funds		\$1,000	

POLICE TRAFFIC SERVICES PROGRAM AREA

Goal: Reduce the number of traffic fatalities and major injuries by half by 2030.

Project Number: 402PT 2012-12-06-00 Accepted by NHTSA 10/26/2011

Project Title: Single Project Grants

To educate the public about highway safety issues including impaired driving, occupant protection, speed and motorcycle safety. Programs will support selected NHTSA traffic safety campaign resources in coordination with state developed public education materials. Paid TV and radio ads will run during national mobilizations and crackdowns and times of high visibility enforcement.

Budget: \$5,000 Section 402PT

Project Number: 154AL-2012-12-01-13

Project Title: Fairbanks PD- DUI/Traffic Enforcement Unit

Project Description

To support a DUI/Traffic Enforcement Team to prevent traffic fatalities and injuries by enforcing highway safety laws and going on DRE call outs. The educational component will include presentations to organizations throughout the Fairbanks area as well as the Community at large.

Budget: \$202,000 Section 154AL

Project Number: 154AL-2012-12-01-14

Project Title: North Pole PD-DUI/Traffic Enforcement Officer

Project Description

To support the North Pole Police Department and fund one full time patrol officer for DUI / Traffic enforcement. The officer assigned to the DUI / Traffic unit will provide intensive traffic enforcement that focuses on impaired drivers, take part in national campaigns , Present traffic safety programs and driver training tips to teen drivers and civic organizations, Rigorous enforcement of impaired drivers to include known drug areas.

Budget: \$109,851 Section 154AL

Project Number: 402PT-2012-12-06-02

402PM-2012-12-25-04

Project Title: Soldotna PD-Stealth 2

Project Description

To support a comprehensive highway safety impaired driving marketing campaign in the Kenai Region, which has the highest number of impaired-driving related traffic fatalities. The campaign will utilize local radio and print media and contain a database for assessment purposes.

Budget \$40,000 Section 402PM

Budget: \$17,000 Section 402PT

Project Number: 402PT 2012-12-06-03

Project Title: Dillingham Dept of Public Safety-Impaired Driving, Speed Enforcement

Project Description

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

Budget: \$14,895 Sections 402PT

Project Number: 402PT 2012-12-06-04

Project Title: Kenai PD-Safe Pace to Speed Reduction

Project Description

To support the Kenai Police Department with two Traffic Logix 10" 2-Digit, Solar powered directional radar display signs and solar panel unit. These items will be used by Kenai Police Department to expand their efforts in slowing drivers down on the highway and higher traffic volume

Budget: \$8,790 **Section** 402PT

Project Number: 402PT 2012-12-06-05

Project Title: Law Enforcement Liaisons (LEL) Project Operation Glow

Project Description

To support Law enforcement who will provide customized lanyards, and glow sticks to children making them more visible during Halloween activities.

Budget: \$24,000 **Section** 402PT

Project Number: 402PT 2012-12-06-06 Accepted by NHTSA 10/26/2011

Project Title: Juneau PD-ARAS 360 Software Training

Project Description

To support the upgrade 2-D crash animation program to a 3-D program in order to allow officers to analyze injury and fatality crashes using animation programs

Budget: \$6,615 **Section** 402

Police Traffic Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
402PT 2012-12-06-00	Single Project Grants	\$5,000	Section 402 PT
154AL-2012-12-01-13	Fairbanks PD- DUI/Traffic Enforcement Unit	\$202,000	Section 154AL
154AL-2012-12-01-14	City of North Pole PD-DUI/Traffic Enforcement Officer	\$109,851	Section 154AL
402PM-2012-12-25-04	Soldotna PD – Stealth Encounters	\$40,000	Section 402 PM
402PT-2012-12-06-02	Soldotna PD – Stealth Encounters	\$17,000	Section 402 PT
402PT 2012-12-06-03	Dillingham Department of Public Safety – Impaired Driving, Speed Enforcement	\$14,895	Section 402PT
402PT 2012-12-06-04	Kenai PD – Safe Pace to Speed Reduction	\$8,790	Section 402PT
402PT 2012-12-06-05	Law Enforcement Liaisons-Operation Glow	\$24,000	Section 402PT
402PT 2012-12-06-06	Juneau PD-ARAS 360 Software Training	\$6,615	Section 402PT
	402 Total	\$116,300	
	Total All funds	\$428,151	

TRAFFIC RECORDS PROGRAM AREA PROGRAM AREA

Goal: Reduce the number of traffic fatalities and major injuries by half by 2030.

Project Number: K9-2012-12-01-00

Project Title: Statewide Services

To support local traffic record agencies and organizations with training, equipment and education.

Budget: \$60,000

Section 408

Project Number: K9-2012-12-01-01

Project Title: TR Assessment

To support an assessment of Alaska's Traffic Record program to evaluate the strengths and weaknesses of Alaska's traffic safety data systems.

Budget: \$30,000 **Section** 408

Project Number: K9-2012-12-01-02

Project Title: Traffic Records Travel and License Fees

To provide travel, contractual services, coordination of events, traffic license maintenance fees (including the TraCS, Easy Street Draw and Incident Locator Tool license fees), related to the ATRCC Traffic Records Assessment projects and improvement of statewide traffic

Budget: \$90,000 **Section** 408

Project Number: K9-2012-12-01-03

Project Title: ACS Improve Court Case Mgt System Criminal and Minor Offense Records

To support an audit and correct traffic records converted from the previous ACS system in order to accurately identify DUI system and an. audit and correct missing DMV, offense and other code data, Alaska Driver's License numbers (DLNs) and local ordinance data for criminal and minor offense records and other traffic offenses in the modern case management

Budget: \$92,350 **Section** 408

Project Number: K9-2012-12-01-04

Project Title: HSS Annual Injury Surveillance Report

To produce an annual injury surveillance report and fact sheets as may be specified to ensure that the stakeholders in transportation, public safety, public health, education and health care provider communities have access to common reliable sources of information on the burden of injury in Alaska, on a geographic and population basis. To improve data sharing, timeliness and quality of data collection, documentation, and reporting so that users will be better equipped for their work. To improve interagency communication about injury related data, prevention strategies, and policy initiatives.

Budget: \$70,680 **Section** 408

Project Number: K9-2012-12-01-06

Project Title: HSS Alaska Trauma Registry Data Validation Project

To evaluate the quality and accuracy of data that is submitted to the Alaska Trauma Registry per the 2007 Traffic Record Assessment Section 1, subsection 1-D, Section 2 subsection 2-B and the 2008 Impaired Driving Assessment Section 6, subsection 6-A.

Budget: \$90,203

Section 408

Project Number: K9-2012-12-01-07

Project Title: HSS Alaska Roadway Crash Outcomes Study

To support the use of LinkSolv software (comparable to NHTSA's "CODES" software, Crash Outcomes Data Evaluation System) with data resources in Alaska, to enable statistical analysis of linked records. The key data sources (crash reports, trauma registry, discharge data, and pre-hospital data) are all being improved. The project is a data integration project that uses hospital discharge and emergency department data with crash data to inform highway safety efforts. This meets the authorized uses of Section 408 funds per Sec. 408. State traffic safety information system improvements (a) for effective programs by States, most specifically item (3): "link the State data systems, including traffic records, with other data systems within the State, such as systems that contain medical, roadway, and economic data.

Budget: \$58,125

Section 408

Project Number: K9-2012-12-01-08

Project Title: TraCS Statewide Training / TraCS Program

Project Description:

The Department of Public Safety (DPS) TraCS Trainer (and/or local law enforcement TraCS Trainer where appropriate) and DPS IT Deployment Engineer will travel to deployment and training locations statewide. The TraCS Trainer(s) and the DPS IT TraCS Programmer will travel twice a year to the National TraCS Steering Committee Meeting. This project also includes the DPS IT Deployment Engineer's labor to set up the TraCS software in the TraCS equipment (this is a contract position with Computer Task Group, CTG). CTG will provide continued programming services and support for DPS Alaska State Troopers and local law enforcement agencies statewide. This includes the programming of TraCS for use by all law enforcement in the State of Alaska, the design and support of the backend development of the TraCS program and both DPS and local law enforcement's use of the software and hardware in the field. The CTG programmer will also assist with the development of upcoming forms and provide support for current form needs and changes. The CTG programmer will work with the TraCS Vendor (TEG) to resolve issues and obtain enhancements necessary for the statewide implementation and enhancement of TraCS. The CTG programmer will work with the DPS IT staff to integrate TraCS with other DPS systems to facilitate the electronic submission of data to other agencies.

Budget: \$208,765

Section 408K9

Project Number: K9-2012-12-01-09
Project Title: TraCS Hardware Installation for Local Law Enforcement Agencies

Project Description:

The Department of Transportation & Public Facilities (DOT&PF), State Equipment Fleet's Automotive Technicians will travel to TraCS deployment locations statewide to install TraCS hardware in local law enforcement agency vehicles. This project will pay for the travel and labor of the DOT&PF SEF Technicians, the shipping of equipment and supplies, the rental storage facility, telecommunication services necessary for deployment, and installation tools and consumable supplies necessary for the TraCS equipment installation.

Budget: \$76,978 **Section 408K9**

Traffic Records Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
K9-2012-12-01-00	Statewide Services	\$60,000	Section 408
K9-2012-12-01-01	Traffic Records Assessment	\$30,000	Section 408
K9-2012-12-01-02	Traffic Records Travel and License Fees	\$90,000	Section 408
K9-2012-12-01-03	ACS Improve Court Case MGT System Criminal and Minor Offense Records	\$92,350	Section 408
K9-2012-12-01-04	HSS Annual Injury Surveillance Report	\$70,680	Section 408
K9-2012-12-01-06	HSS Alaska Trauma Registry Data Validation Project	\$90,203	Section 408
K9-2012-12-01-07	HSS Alaska Roadway Crash Outcomes Study	\$58,125	Section 408
K9-2012-12-01-08	TraCS Statewide Training / TraCS Program	\$208,765	Section 408
K9-2012-12-01-09	TraCS Hardware Installation for Local Law Enforcement	\$76,978	Section 408
	Total All funds	\$777,101	

Emergency Medical Services Program Area

Goal: Reduce the number of traffic fatalities and major injuries by half by 2030.

Project Number: EM-2012-12-02-00

Project Title: Single Project Grants

To support local agencies and organizations with training, equipment and education, this will effectively improve highway safety within their community.

Budget: \$1,000 **Section** 402EM

Project Number: EM-2012-12-02-01

Project Title: S.E. Region Emergency Medical Services Council-Youth First Responders
Emergency Team of POW

Project Description

To support the Youth First responders program on Prince of Wales Island (POW) in four communities- Hollis, Klawock, Craig and Thorne Bay. Students ranging from 12-18 years of age will be trained to the medical first responder and emergency medical technician level (ETT). They assist local EMS squads in responding to motor vehicle crashes and participate in injury prevention projects in their community and schools. The POW YFR program will provide support for a local program coordinator, purchase of equipment, team kits and supplies, a community YFR group, a school emergency Trauma Technician training program in three high schools and a local self sustaining YFR team.

Budget: \$55,247 **Section** 402EM

Project Number: EM-2012-12-02-02

Project Title: American Red Cross- Safer Highways with youth and remote citizens trained in
CPR/AED First Aid

Project Description

To support the American Red Cross who will empower permitted and licensed drivers with education, knowledge and skills to provide the needed CPR/AED/First Aid care while emergency responders are en route to a vehicle collision, by training new instructors who will train students in CPR/AED/First Aid, advance Wilderness Remote First Aid and Youth Court offenders with CPR/AED /First Aid as part of their CWS requirement.

Budget: \$62,105 **Section** 402EM

Emergency Medical Services Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
EM-2012-12-02-00	Single Project Grants	\$1,000	Section 402EM
EM-2012-12-02-01	S.E. Region Emergency Medical Services Council- Youth First Responders Emergency Team of POW	\$55,247	Section 402EM
EM-2012-12-02-02	American Red Cross- Safer Highways with youth and remote citizens trained in CPR/AED First Aid	\$62,105	Section 402EM
	402 Total	\$118,352	
	Total All funds	\$118,352	

MOTORCYCLE SAFETY PROGRAM AREA

Goal: Reduce the number of motorcycle-related fatalities and major injuries by half by 2030.

Project Number: MC-12-03-01

Project Title: AMSAC Travel

Project Description

Travel for Committee members and guests to attend the Alaska Safety Motorcycle Advisory Committee meetings.

Budget: \$10,000

Section 402MC

Project Number: K6-2012-12-01-00 Accepted by NHTSA 10/26/2011

Project Title: Statewide Services

Project Description

To support motorcyclist safety training and motorcyclist awareness programs, including improvements to motorcyclist safety training curricula, improvements in program delivery of motorcycle training to both urban and rural areas, including procurement or repair of practice motorcycles; instructional materials, mobile training units; and leasing or purchasing facilities for closed-course motorcycle skill training, measures designed to increase the recruitment or retention of motorcyclist safety training instructors; and public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists, such as the share-the-road safety messages developed using "Share-the-Road" model language.

Budget: \$150,000 **Section** 2010

Project Number: 402 MC -2012-12-03-00

Project Title: Single Project Grants

To support local agencies and organizations with training, equipment and education, this will effectively improve highway safety within their community.

Budget: \$1,000 **Section** 402MC

Motorcycle Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
402MC-12-03-01	AMSAC Travel	\$10,000	Section 402MC
K6-2012-12-01-00	Statewide Services	\$150,000	Section 2010
402MC -2012-12-03-00	Single Project Grant	\$1,000	Section 402MC
	402 Total	\$11,000	
	Total All funds	\$161,000	

SPEED MANAGEMENT PROGRAM AREA

Goal: Reduce the number of traffic fatalities and major injuries by half by 2030.

Speed Management Program Area: Budget Summary

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

ROADWAY SAFETY PROGRAM AREA

Goal: Reduce the number of traffic fatalities and major injuries by half by 2030.

Project Number: 164HE-2012-12-02-00

Project Title: Hazard Elimination Funds

Project Description

Hazard Elimination project will be funded in FY12 with section 164 as part of the Highway Safety Improvement Projects (HSIP) and HAS Web 12-200 Projects.

Budget: \$4,683,815 Section 164HE

Roadway Safety Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
164HE-2012-12-02-00	Hazard Elimination Funds	\$4,683,815	Section 164HE
	Total All funds	\$4,683,815	

OTHER PROGRAM AREA

Goal: Reduce the number of traffic fatalities and major injuries by half by 2030.

Other Program Area: Budget Summary

Project Number	Project Title	Budget	Budget Source
		0	0
	402 Total	\$0	
	Total All funds	\$0	

Program Area: Budget Summary

Budget Source	Est. carry-forward funds	Est. new funds	Est. total	Grants	Difference
Section 402	\$ 2,000.00	\$ 1,761,525.00	\$ 1,777,525.00	\$ 1,777,400.00	\$ 125.00
Section 405	\$ 174,479.00	\$ 150,000.00	\$ 324,479.00	\$ 262,061.00	\$ 62,418.00
Section 408	\$ 870,000.00	\$ 500,000.00	\$ 1,370,000.00	\$ 777,101.00	\$ 592,899.00
Section 410	\$ 1,502,363.00	\$ 964,130.00	\$ 2,466,493.00	\$ 2,465,863.00	\$ 630.00
Section 2010	\$ 185,000.00	\$ 100,000.00	\$ 285,000.00	\$ 150,000.00	\$ 135,000.00
Section 2011	\$ 84,000.00	\$ 78,500.00	\$ 162,500.00	\$ 81,312.00	\$ 81,188.00
Section 154AL	\$ 3,000,000.00	\$ 9,367,630.00	\$ 12,367,630.00	\$ 3,438,035.00	\$ 8,929,595.00
Section 164AL	\$ 2,800,000.00	\$ 4,683,815.00	\$ 7,483,815.00	\$ 7,481,900.00	\$ 1,915.00
Section 164HE	\$ 12,474,475.00	\$ 4,683,815.00	\$ 17,158,290.00	\$ -	\$ 17,158,290.00
Total All Funds	\$ 21,092,317.00	\$ 22,289,415.00	\$ 43,395,732.00	\$ 16,433,672.00	\$ 26,962,060.00

STATE CERTIFICATIONS AND ASSURANCES

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended

- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

(23 USC 402 (b)(1)(E));

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

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each 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-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and(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.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702:);

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:

1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
1. Taking appropriate personnel action against such an employee, up to and including termination.
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health,

law enforcement, or other appropriate agency.

- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or

entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended,

declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

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

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

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

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

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY TO BAN 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:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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



Governor's Representative for Highway Safety



State or Commonwealth

2012

For Fiscal Year

8/29/2011

Date

NHTSA/FHWA Program Area Codes

Funding Source	Program Code	Program Area
NHTSA 402		
	PA	Planning and Administration
	AL	Alcohol
	EM	Emergency Medical Services
	MC	Motorcycle Safety
	OP	Occupant Protection
	PS	Pedestrian/Bicycle Safety
	PT	Police/Traffic Services
	TR	Traffic Records
	DE	Driver Education
	SA	Safe Communities
	SB	School Bus
405 Occupant Protection		
	J2	Occupant Protection
	J2PM	Paid Media
405 OP SAFETEA-LU		
	K2	Occupant Protection
	K2PM	Paid Media
NHTSA 406		
	K4	Safety Belts Incentive
	K4PM	Safety Belts Paid Media
408 Data Program SAFETEA-LU		
	K9	Data Program Incentive
410 Alcohol SAFETEA-LU		
	K8	Alcohol SAFETEA-LU
	K8PA	Alcohol Planning and Administration
	K8PM	Alcohol SAFETEA-LU Paid Media
411 Data Program		
	J9	Data Program
2003B Child Pass. Protection		

Funding Source	Program Code	Program Area
	J3	Child Pass. Protection
2010 Motorcycle Safety		
	K6	Motorcycle Safety Incentive
2011 Child Seats		
	K3	Child Seat Incentive
157 Incentive Funds		
	157AL	Alcohol
	157PT	Police Traffic Services
	157TR	Traffic Records
154 Transfer Funds		
	154PA	Planning and Administration
	154AL	Alcohol
	154PM	Paid Media
163 Impaired Driving		
	163ID	Impaired Driving Mobilization 2004
	163DM	Impaired Driving Mobilization 2005

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2012-12-00-00	Planning & Administration	\$.00	\$.00	\$.00	\$176,000.00	\$176,000.00	\$.00
	Planning and Administration Total		\$.00	\$.00	\$.00	\$176,000.00	\$176,000.00	\$.00
Alcohol								
	AL-2012-12-01-00	Single Project Grants	\$.00	\$.00	\$.00	\$4,000.00	\$4,000.00	\$.00
	Alcohol Total		\$.00	\$.00	\$.00	\$4,000.00	\$4,000.00	\$.00
Emergency Medical Services								
	EM-2012-12-02-00	Single Project Grants	\$.00	\$.00	\$.00	\$1,000.00	\$1,000.00	\$.00
	EM-2012-12-02-01	SEREMSC Youth First Responders Emergency	\$.00	\$.00	\$.00	\$55,247.00	\$55,247.00	\$.00
	EM-2012-12-02-02	ARC-Safer Highways with Youth and Remote	\$.00	\$.00	\$.00	\$62,105.00	\$62,105.00	\$.00
	Emergency Medical Services Total		\$.00	\$.00	\$.00	\$118,352.00	\$118,352.00	\$.00
Motorcycle Safety								
	MC-2012-12-03-00	Single Project Grant	\$.00	\$.00	\$.00	\$1,000.00	\$1,000.00	\$.00
	MC-2012-12-03-01	AMSAC Travel	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$.00
	Motorcycle Safety Total		\$.00	\$.00	\$.00	\$11,000.00	\$11,000.00	\$.00
Occupant Protection								
	OP-2012-12-04-00	Single Project Grants	\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$.00
	OP-2012-12-04-01	ASTEP Summit	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$.00
	OP-2012-12-04-02	Alaska State Troopers-ABHP Visual & CIOT	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	OP-2012-12-04-03	SEARHC-S.E. Alaska Passenger Safety Prog	\$.00	\$.00	\$.00	\$30,977.00	\$30,977.00	\$.00
	OP-2012-12-04-04	DHSS-Prevent Child Motor Vehicle Related	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
	OP-2012-12-04-05	Alaska Injury Prevention Center-NOPUS	\$.00	\$.00	\$.00	\$37,832.00	\$37,832.00	\$.00

Governor's Representative for Highway Safety Cindy Cashen

Cindy Cashen 10/28/11
 (Signature) (Date)

State: Alaska

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	OP-2012-12-04-06	Market Wise-Statewide Highway Safety Med	\$.00	\$.00	\$.00	\$ 650.00	\$ 650.00	\$.00
Occupant Protection Total			\$.00	\$.00	\$.00	\$ 184,459.00	\$ 184,459.00	\$.00
Pedestrian/Bicycle Safety								
	PS-2012-12-05-00	Single Project Grants	\$.00	\$.00	\$.00	\$ 1,000.00	\$ 1,000.00	\$.00
Pedestrian/Bicycle Safety Total			\$.00	\$.00	\$.00	\$ 1,000.00	\$ 1,000.00	\$.00
Police Traffic Services								
	PT-2012-12-06-00	Single Project Grants	\$.00	\$.00	\$.00	\$ 5,000.00	\$ 5,000.00	\$.00
	PT-2012-12-06-01	ASTEP Seat Belt CIOT Enforcement	\$.00	\$.00	\$.00	\$ 300,000.00	\$ 300,000.00	\$.00
	PT-2012-12-06-02	Soldotna PD - Stealth Encounters	\$.00	\$.00	\$.00	\$ 17,000.00	\$ 17,000.00	\$.00
	PT-2012-12-06-03	Dillingham DPS - Impaired Driving, Speed	\$.00	\$.00	\$.00	\$ 14,895.00	\$ 14,895.00	\$.00
	PT-2012-12-06-04	Kenai PD - Safe Pace to Speed Reduction	\$.00	\$.00	\$.00	\$ 8,790.00	\$ 8,790.00	\$.00
	PT-2012-12-06-05	Law Enforcement Liaisons-Operation Glow	\$.00	\$.00	\$.00	\$ 24,000.00	\$ 24,000.00	\$.00
	PT-2012-12-06-06	Juneau PD-ARAS 360 Software Training	\$.00	\$.00	\$.00	\$ 6,615.00	\$ 6,615.00	\$.00
Police Traffic Services Total			\$.00	\$.00	\$.00	\$ 376,300.00	\$ 376,300.00	\$.00
Safe Communities								
	SA-2012-12-17-00	Single Project Grants	\$.00	\$.00	\$.00	\$ 4,000.00	\$ 4,000.00	\$.00
	SA-2012-12-17-01	AIPC-Safe Community Media Project	\$.00	\$.00	\$.00	\$ 45,517.00	\$ 45,517.00	\$.00
	SA-2012-12-17-02	VIP Highway Safety & Education Program	\$.00	\$.00	\$.00	\$ 91,000.00	\$ 91,000.00	\$.00
	SA-2012-12-17-03	AIPC-Safe Community Project	\$.00	\$.00	\$.00	\$ 512,772.00	\$ 512,772.00	\$.00
Safe Communities Total			\$.00	\$.00	\$.00	\$ 653,289.00	\$ 653,289.00	\$.00
Paid Advertising								
	PM-2012-12-25-00	Single Project Grants	\$.00	\$.00	\$.00	\$ 4,000.00	\$ 4,000.00	\$.00
	PM-2012-12-25-01	AIPC-Safe Community Media Project	\$.00	\$.00	\$.00	\$ 50,000.00	\$ 50,000.00	\$.00
	PM-2012-12-25-02	AST-ABHP Visual & CIOT Media	\$.00	\$.00	\$.00	\$ 150,000.00	\$ 150,000.00	\$.00

Governor's Representative for Highway Safety Cindy Cashen

Cindy Cashen 10/28/11
 (Signature) (Date)

State: Alaska

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	PM-2012-12-25-03	VIP Highway Safety & Education Program	\$.00	\$.00	\$.00	\$9,000.00	\$9,000.00	\$.00
	PM-2012-12-25-04	Soldotna PD-Stealth Encounters	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	Paid Advertising Total		\$.00	\$.00	\$.00	\$253,000.00	\$253,000.00	\$.00
	NHTSA 402 Total		\$.00	\$.00	\$.00	\$1,777,400.00	\$1,777,400.00	\$.00
405 OP SAFETEA-LU								
	K2-2012-12-00-00	Statewide Services	\$.00	\$.00	\$.00	\$174,479.00	\$174,479.00	\$.00
	K2-2012-12-00-01	FMH-The Fairbanks Safe Rider Program	\$.00	\$.00	\$.00	\$52,609.00	\$52,609.00	\$.00
	K2-2012-12-00-02	Safe Kids AK State Coalition-Safe Kids A	\$.00	\$.00	\$.00	\$34,973.00	\$34,973.00	\$.00
	405 Occupant Protection Total		\$.00	\$.00	\$.00	\$262,061.00	\$262,061.00	\$.00
	405 OP SAFETEA-LU Total		\$.00	\$.00	\$.00	\$262,061.00	\$262,061.00	\$.00
408 Data Program SAFETEA-LU								
	K9-2012-12-01-00	Statewide Services	\$.00	\$.00	\$.00	\$60,000.00	\$60,000.00	\$.00
	K9-2012-12-01-01	Traffic Records Assessment	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	K9-2012-12-01-02	Traffic Records Travel & License Fees	\$.00	\$.00	\$.00	\$90,000.00	\$90,000.00	\$.00
	K9-2012-12-01-03	ACS Improve Court Case MGT System Crimin	\$.00	\$.00	\$.00	\$92,350.00	\$92,350.00	\$.00
	K9-2012-12-01-04	HSS Annual Injury Surveillance Report	\$.00	\$.00	\$.00	\$70,680.00	\$70,680.00	\$.00
	K9-2012-12-01-06	HSS Alaska Trauma Registry Data Validati	\$.00	\$.00	\$.00	\$90,203.00	\$90,203.00	\$.00
	K9-2012-12-01-07	HSS Alaska Roadway Crash Outcomes Study	\$.00	\$.00	\$.00	\$58,125.00	\$58,125.00	\$.00
	K9-2012-12-01-08	TraCS Statewide Training / TraCS Program	\$.00	\$.00	\$.00	\$208,765.00	\$208,765.00	\$.00
	K9-2012-12-01-09	TraCS Hardware Installation for Local La	\$.00	\$.00	\$.00	\$76,978.00	\$76,978.00	\$.00
	408 Data Program Incentive Total		\$.00	\$.00	\$.00	\$777,101.00	\$777,101.00	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$.00	\$.00	\$777,101.00	\$777,101.00	\$.00
410 Alcohol SAFETEA-LU								
	K8-2012-12-01-00	Statewide Services	\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00

Governor's Representative for Highway Safety Cindy Cashen

Cindy Cashen
(Signature)

10/28/11
(Date)

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	K8-2012-12-01-02	Municipality of Anchorage-Traffic Safety	\$.00	\$.00	\$.00	\$163,788.00	\$163,788.00	\$.00
	K8-2012-12-01-03	DPS-Scientific Crime Detection Lab - Tox	\$.00	\$.00	\$.00	\$170,300.00	\$170,300.00	\$.00
	K8-2012-12-01-04	Law Enforcement Liaisons	\$.00	\$.00	\$.00	\$97,000.00	\$97,000.00	\$.00
	K8-2012-12-01-05	SFST Assessment	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	K8-2012-12-01-06	Market Wise - Statewide Highway Safety M	\$.00	\$.00	\$.00	\$3,250.00	\$3,250.00	\$.00
	K8-2012-12-01-07	DRE Program	\$.00	\$.00	\$.00	\$84,262.00	\$84,262.00	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$.00	\$.00	\$698,600.00	\$698,600.00	\$.00
	410 Alcohol Planning and Administration							
	K8PA-2012-12-00-00	Planning & Administration	\$.00	\$.00	\$.00	\$121,000.00	\$121,000.00	\$.00
	410 Alcohol Planning and Administration Total		\$.00	\$.00	\$.00	\$121,000.00	\$121,000.00	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$.00	\$.00	\$819,600.00	\$819,600.00	\$.00
	410 High Fatality Rate							
	K8FR-2012-12-03-00	BHP DUI Enforcement	\$.00	\$.00	\$.00	\$152,262.48	\$152,262.48	\$.00
	410 High Fatality Rate Total		\$.00	\$.00	\$.00	\$152,262.48	\$152,262.48	\$.00
	410 High Visibility							
	K8HV-2012-12-04-01	ASTEP DUI Enforcement	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	410 High Visibility Total		\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	2010 Motorcycle Safety							
	K6-2012-12-01-00	Statewide Services	\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	2010 Motorcycle Safety Incentive Total		\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	2010 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	2011 Child Seats							
	K3-2012-12-01-00	Statewide Services	\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$.00
	K3-2012-12-01-01	CPH-Safe Kids Kenai Peninsula Child Pass	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00

Governor's Representative for Highway Safety Cindy Cashen


 (Signature) 10/28/11
 (Date)

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	K3-2012-12-01-02	Mat-Su Service for Children & Adults/Mat	\$.00	\$.00	\$.00	\$27,000.00	\$27,000.00	\$.00
	2011 Child Seat Incentive Total		\$.00	\$.00	\$.00	\$72,000.00	\$72,000.00	\$.00
	2011 Paid Media							
	K3PM-2012-12-02-01	CPH-Safe Kids Kenai Peninsula Child Pass	\$.00	\$.00	\$.00	\$9,312.00	\$9,312.00	\$.00
	2011 Paid Media Total		\$.00	\$.00	\$.00	\$9,312.00	\$9,312.00	\$.00
	2011 Child Seats Total		\$.00	\$.00	\$.00	\$81,312.00	\$81,312.00	\$.00
	154 Transfer Funds							
	154PA-2012-12-00-00	Planning & Administration	\$.00	\$.00	\$.00	\$936,000.00	\$936,000.00	\$.00
	154 Planning and Administration Total		\$.00	\$.00	\$.00	\$936,000.00	\$936,000.00	\$.00
	154 Alcohol							
	154AL-2012-12-01-00	Statewide Services	\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	154AL-2012-12-01-01	Alaska Court Systems-DUI Courts	\$.00	\$.00	\$.00	\$1,494,000.00	\$1,494,000.00	\$.00
	154AL-2012-12-01-02	ASTEP Summit	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$.00
	154AL-2012-12-01-03	ASTEP DUI Enforcement	\$.00	\$.00	\$.00	\$800,000.00	\$800,000.00	\$.00
	154AL-2012-12-01-06	AST BHP-Visual Media Specialist and DUI	\$.00	\$.00	\$.00	\$185,954.00	\$185,954.00	\$.00
	154AL-2012-12-01-08	Market Wise-Statewide Highway Safety Med	\$.00	\$.00	\$.00	\$89,815.00	\$89,815.00	\$.00
	154AL-2012-12-01-11	AIPC-Statewide Highway Safety Media Camp	\$.00	\$.00	\$.00	\$55,080.00	\$55,080.00	\$.00
	154AL-2012-12-01-13	Fairbanks PD- DUI/Traffic Enforcement Un	\$.00	\$.00	\$.00	\$202,000.00	\$202,000.00	\$.00
	154AL-2012-12-01-14	City of North Pole PD-DUI/Traffic Enforc	\$.00	\$.00	\$.00	\$109,851.00	\$109,851.00	\$.00
	154 Alcohol Total		\$.00	\$.00	\$.00	\$3,111,700.00	\$3,111,700.00	\$.00
	154 Paid Media							
	154PM-2012-12-02-00	Statewide Services	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$.00
	154PM-2012-12-02-01	AST- BHP Visual Media Specialist and DUI	\$.00	\$.00	\$.00	\$530,000.00	\$530,000.00	\$.00
	154PM-2012-12-02-02	Market Wise-Statewide Highway Safety Med	\$.00	\$.00	\$.00	\$300,450.00	\$300,450.00	\$.00

Governor's Representative for Highway Safety Cindy Cashen Cindy Cashen 10/28/11
 (Signature) (Date)

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

State: Alaska

Highway Safety Plan Cost Summary

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Report Date: 10/28/2011

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	154PM-2012-12-02-03	AIPC-Statewide Highway Safety Media Camp	\$0.00	\$0.00	\$0.00	\$33,700.00	\$33,700.00	\$0.00
	154 Paid Media Total		\$0.00	\$0.00	\$0.00	\$874,150.00	\$874,150.00	\$0.00
	154 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$4,921,850.00	\$4,921,850.00	\$0.00
164 Transfer Funds								
	164PA-2012-12-00-00	Planning & Administration	\$0.00	\$0.00	\$0.00	\$258,028.00	\$258,028.00	\$0.00
	164 Planning and Administration Total		\$0.00	\$0.00	\$0.00	\$258,028.00	\$258,028.00	\$0.00
164 Alcohol								
	164AL-2012-12-01-00	Bureau of Highway Patrol	\$0.00	\$0.00	\$0.00	\$7,481,900.00	\$7,481,900.00	\$0.00
	164 Alcohol Total		\$0.00	\$0.00	\$0.00	\$7,481,900.00	\$7,481,900.00	\$0.00
164 Hazard Elimination								
	164HE-2012-12-02-00	Hazard Elimination Funds	\$0.00	\$0.00	\$0.00	\$4,683,815.00	\$4,683,815.00	\$0.00
	164 Hazard Elimination Total		\$0.00	\$0.00	\$0.00	\$4,683,815.00	\$4,683,815.00	\$0.00
	164 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$12,423,743.00	\$12,423,743.00	\$0.00
	NHTSA Total		\$0.00	\$0.00	\$0.00	\$21,465,329.48	\$21,465,329.48	\$0.00
	Total		\$0.00	\$0.00	\$0.00	\$21,465,329.48	\$21,465,329.48	\$0.00

Governor's Representative for Highway Safety Cindy Cashen

Cindy Cashen 10/28/11
 (Signature) (Date)

Grant Funding Requirements

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
Section 402	20% of total program costs; Exception: Select States use a sliding scale for State Match; Exempt: Indian Nations & Territories	Ceiling: P & A funds restricted to 10% of federal funds received annually; Note – Indian Nations restricted to 5% administrative takedown. Match: 50% hard match; Exception - Select States use a sliding scale for State Match; Exempt - Indian Nations & Territories	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC, Puerto Rico. Note: Indian Nations and Territories A total of 95% of federal funds must be spent for local benefit/participation of Indian tribes.	
Section 405 - K2 SAFETEA-LU	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program cost) *Beginning in FY04 for States awarded TEA-21 405 funds in FY03 and FY04. Exempt: Territories	None	None	State will maintain its aggregate expenditures from all other sources for occupant protection programs at or above the average level of expenditures for FYs 2004 & 2005
Section 406 – K4 SAFETEA-LU	None	Ceiling: P & A funds restricted to 10% of federal funds received annually; Match: None required.	None	At least \$1 million of grant funds received by each State must be obligated for behavioral highway safety activities.
Section 408 – K9 SAFETEA-LU	20% of total program costs; Exempt: Territories	None	None	State will maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of expenditures in its 2 fiscal years preceding the date of enactment of SAFETEA-LU.
Section 410 –	25% 1 st - 2 nd yr.	Ceiling: P & A funds	None	State will maintain its aggregate

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
K8 SAFETEA-LU	50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs); Exempt: Territories	restricted to 10% of Federal funds received annually; Match: 50% hard match; Exception Select States use a sliding scale for State Match; Exempt - Territories		expenditures from all other sources for alcohol traffic safety programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of enactment of SAFETEA-LU.
Section 1906 – K10 SAFETEA-LU	20% of total program costs Exempt: Indian Nations & Territories	None	None	
Section 2010 – K6 SAFETEA-LU	None	None	None	State will maintain its aggregate expenditures from all other sources for motorcyclist safety training programs and motorcyclist awareness programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of enactment of SAFETEA-LU.
Section 2011 – K3 SAFETEA-LU	25% 1 st – 3 rd yr. 50% 4 th yr.	None	None	State will maintain its aggregate expenditures from all other sources for child safety seat and children restraint programs at or above the average level of such expenditures in its 2 fiscal years preceding the date of enactment of SAFETEA-LU. Child Safety seat purchases limited to 50% of annual award.
Section 154 & 164 Transfer AL – Open Container & Repeat Offender Funds	None	Ceiling: P & A funds restricted to 10% of Federal funds received annually; Match: None required	AL: At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC, Puerto Rico & HE – Open Container & Repeat Offender Funds	AL – Alcohol funds take on the characteristics of Section 402 funds and HE – Hazard Elimination funds take on the characteristics of FHWA’s Section 148 funds.

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
HE – Open Container & Repeat Offender Funds TEA-21				
Section 157 Incentive Funds designated as a Section 402 program TEA-21	20% of total program costs;	Ceiling: P & A funds restricted to 10% of Federal funds received annually; Match: 50% hard match; Exception – Select States use a sliding scale for State Match.	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	These funds take on the characteristics of the Section 402 funds.
Section 157 Incentive Funds designated as a Sections 405, 410, or 411 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs);	None	None	These funds take on the characteristics of the Section 402 funds.
Section 163 designated as Section 402 program TEA-21	None	Ceiling: P & A funds restricted to 10% of Federal funds received annually; Match: None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	These funds take on the characteristics of Section 402 funds. These funds are retained by FHWA and accounted for by the State's Highway agency and specific codes: <u>QN1</u> for NHTSA highway safety programs and <u>QO8</u> for Federal-Aid highway type programs have been established to allow for separate accountability.
Section 163 designated as Sections 405, 410, or 411 TEA-21	None	None	None	These funds take on the characteristics of the program the funds in which they are used. These funds are retained by FHWA and accounted for by the State's Highway agency and specific codes: <u>QN1</u> for NHTSA highway safety programs and <u>QO8</u> for Federal-Aid highway type programs

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
				have been established to allow for separate accountability
Section 405 – J2 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs); Exempt: Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for occupant protection programs at or above the average level of expenditures for FYs 1996 & 1997.
Section 410 – J8 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs); Exempt: Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of expenditures for FYs 1996 & 1997.
Section 411 – J9 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs); Exempt: Indian Nations & Territories			State will maintain its aggregate expenditures from all other sources, except those authorized under Chapter 1 of Title 23 of the United States Code , for highway safety data and traffic records programs at or above the average level of expenditures for FYs 1996 & 1997.
Section 2003B – J3 TEA-21	20% of total program costs; Exempt: Indian Nations & Territories	None	None	
Section 153 Transfer Pre-TEA-215	None	Ceiling: P & A funds restricted to 10% of federal funds received annually; Condition: Cannot be used unless 10% 402 PA is obligated.	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
		Match: None required.		
Section 410 - J7 Pre-TEA-21	25% 1 st Year 50% 2 nd Year 75% 3 rd Year plus subsequent years (of total program cost) Exempt: Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of expenditures for FYs 1990 & 1991.
Section 410 - J8 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs) Exempt: Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources for alcohol traffic safety programs at or above the average level of expenditures for FYs 1996 & 1997.
Section 411 - J9 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs); Exempt: Indian Nations & Territories	None	None	State will maintain its aggregate expenditures from all other sources, except those authorized under Chapter I of Title 23 of the United States Code , for highway safety data and traffic records programs at or above the average level of expenditures for FYs 1996 & 1997.
Section 153 Incentive - HB Pre-TEA-21	25% 1 st Year 50% 2 nd Year 75% 3 rd Year (of total program costs)	None	None	State will maintain its aggregate expenditures from all other sources for traffic safety programs regarding education, training, monitoring, or enforcement of the use of safety belts and motorcycles helmets at or above the average level of expenditures for FYs 1990 & 1991.
Section 153 Transfer Pre-TEA-21	None	Ceiling: P & A funds restricted to 10% of federal funds received annually; Exempt - Indian Nations Condition: Cannot be used unless 10% 402 PA is obligated Match: None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	
Section 154 & 164 Transfer AL - Open Container & Repeat Offender Funds HE - Open Container & Repeat Offender Funds TEA-21	None	Ceiling: P & A funds restricted to 10% of federal funds received annually; Exempt - Indian Nations Match: None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC, Puerto Rico, & HE - Open Container & Repeat Offender Funds	AL - Alcohol funds take on the characteristics of Section 402 funds and HE - Hazard Elimination funds take on the characteristics of FHWA's Section 152 funds.

Program Area	State Match	Planning & Administration	Local Use	Miscellaneous Information
Section 157 Incentive funds designated as Section 402 program TEA-21	20% of total program costs; Exception: Select States use a sliding scale for State Match;	Ceiling: P & A funds restricted to 10% of federal funds received annually; Match: 50% hard match; Exception - Select States use a sliding scale for State Match;	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	These funds take on the characteristics of the Section 402 funds.
Section 157 Incentive funds designated as Sections 405, 410, or 411 TEA-21	25% 1 st - 2 nd yr. 50% 3 rd - 4 th yr. 75% 5 th - 6 th yr. (of total program costs);	None	None	These funds take on the characteristics of the program the funds are applied against.
Section 157 Innovative funds	None	None	None	
Section 163 designated as Section 402 program TEA-21	None	Ceiling: P & A funds restricted to 10% of federal funds received annually; Exempt - Indian Nations Match: None required	At least 40% of Federal funds spent by locals or designated as the benefit of locals; Exempt: DC & Puerto Rico	These funds take on the characteristics of Section 402 funds. These funds are retained by FHWA and accounted for by the State's Highway agency and specific codes: <u>QN1</u> for NHTSA highway safety programs and <u>QO8</u> for Federal-Aid highway type programs have been established to allow for separate accountability
Section 163 funds designated as Section 405, 410, or 411 TEA-21	None	None	None	These funds take on the characteristics of the program the funds in which they are used. These funds are retained by FHWA and accounted for by the State's Highway agency and specific codes: <u>QN1</u> for NHTSA highway safety programs and <u>QO8</u> for Federal-Aid highway type programs have been established to allow for separate accountability
Section 2003B - J3 TEA-21	20% of total program costs; Exempt: Indian Nation & Territories	None	None	

Alaska Department of Transportation and Public Facilities (DOT&PF)
Alaska Highway Safety Office (AHSO)
Alaska Highway System (AHS)
Alaska Traffic Records Coordinating Committee (ATRCC)
Alaska Uniform Table of Offenses (AUTO)
Alcohol Beverage Commission (ABC)
All Terrain Vehicles (ATV)
American Association of State Highway and Transportation Officials (AASHTO)
Blood Alcohol Concentration (BAC)
Driving Under the Influence (DUI)
Department of Transportation (DOT)
Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE)
Fatality Analysis Reporting System (FARS)
Federal Highway Administration (FHWA)
Federal Motor Carrier Safety Administration (FMCSA)
Governors Highway Safety Association's (GHSA)
Graduated Drivers Licensing (GDL)
Highway Safety Improvement Program (HSIP)
Long-range Transportation Plan (LRTP)
Memorandum of Understanding (MOU)
Metropolitan Planning Organization (MPO)
Mobile Data Terminal (MDT)
National Cooperative Highway Research Program (NCHRP)
National Highway Systems (NHS)
National Highway Traffic Safety Administration (NHTSA)
Off-highway Vehicle (OHV)
Run-off-road (ROR)
Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
Safe Routes to Schools (SRTS)
Strategic Highway Safety Plan (SHSP)
Traffic and Criminal Software (TraCS)
Uniform Offenses Citation Table (UOCT)
Vehicle Miles Traveled (VMT)