

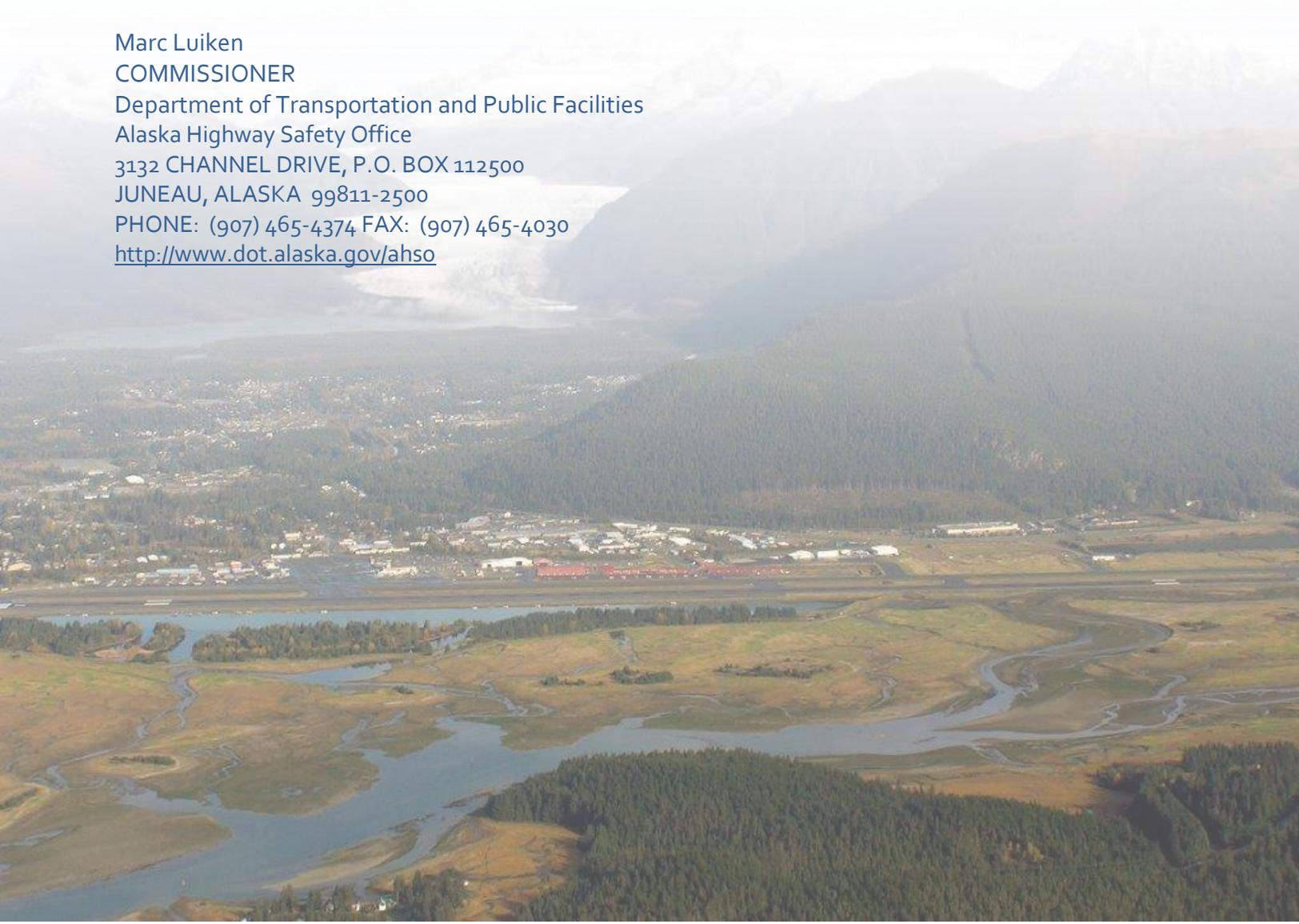


STATE OF ALASKA

Highway Safety Annual Report

Federal Fiscal Year 2015

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State of Alaska
Highway Safety Annual Report
Federal Fiscal Year 2015

prepared for

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developed and presented by

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EXECUTIVE SUMMARY

This Alaska Highway Safety Annual Report (AR) for Federal Fiscal Year (FFY) 2015 serves as the State's assessment of the 2015 Highway Safety Plan (HSP). Each year, the Alaska Highway Safety Office (AHSO) develops the HSP that identifies current highway safety problems, defines performance targets and measures, and describes safety programs and projects that will be implemented to address highway safety concerns and achieve safety performance targets. The AR reviews the yearly progress on implementing Alaska's HSP and documents the use of grant funding administered by National Highway Traffic Safety Administration (NHTSA) for Federal funds available under the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21).

The AHSO administers Federal funds to state, local, and nonprofit organizations who agree to work toward the shared goal of reducing death and major injuries due to motor vehicle crashes through implementation of programs and projects that address driver behavior and improvements in the traffic records systems.

Successes can be attributed to the combined efforts of the many traffic safety partners throughout the State. Most notable were decreases in fatalities resulting from crashes involving speeding. The AHSO thanks our local, state, and Federal partners for their commitment to our mission and is grateful for their support.

Fatalities spiked in 2014 after a three-year decline. Although there were other increases in fatalities as well, one-year does not translate into a trend and over time, many areas have seen significant declines over the years. Regardless, any life lost due to a motor vehicle crash is tragic. The AHSO and our safety partners continue to work toward our shared goal of Towards Zero Deaths – Everyone Counts on Alaska's Roadways through joint implementation of the HSP and our Strategic Highway Safety Plan (SHSP). The AHSO will continue to provide funding and support for the national mobilizations and effective highway safety programs aimed at reducing the unnecessary fatalities and injuries on Alaska's roadways.

1.0 SAFETY IN ALASKA

1.1 Measurable Progress

Federal regulations require the State to prepare the AR containing adequate project and system specific information to demonstrate measureable progress using performance-based measures. The AHSO is the primary agency responsible for implementing NHTSA-funded highway safety projects in Alaska. The AHSO is also responsible for maintaining and updating traffic fatality data and the Fatality Analysis Reporting System (FARS) for NHTSA. The Department of Transportation and Public Facilities (DOT&PF) Transportation Data Services Office maintains the Spatially Integrated Roadway Information System (SIRIS), a suite of three systems, which includes the Crash Data System (includes injury data), Roadway Data System and the Traffic Monitoring Systems.

The performance goals and measures included in the AR are from the FFY 2015 Alaska Highway Safety Plan (HSP). If available, 2014 and 2015 data are preliminary and have been included in graphs and tables. Fatality data included in the report are complete through 2014 and major injury data are complete through 2013. Previous years' data have been revised where necessary.

Traffic fatalities in Alaska spiked in 2014 increasing from 51 in 2013 to 73 in 2014. However, when looking at the three-year average of fatalities Alaska did meet the 2014 target. The AHSO is committed to implementing safety projects to maintain a long-term downward trend in the number of fatalities and major injuries.

Table 1 compares the fatality rates between Alaska and the United States (U.S.) from 2005 through 2014 and Table 2 compares fatalities and fatality rates among NHTSA Region 10 states in 2013.

Table 1. Fatality Rate Comparison

| Year | U.S. Fatality Rate (per 100 MVMT) | Alaska Fatality Rate (per 100 MVMT) |
|------|--------------------------------------|--|
| 2005 | 1.46 | 1.45 |
| 2006 | 1.42 | 1.49 |
| 2007 | 1.36 | 1.59 |
| 2008 | 1.26 | 1.27 |
| 2009 | 1.13 | 1.3 |
| 2010 | 1.11 | 1.17 |
| 2011 | 1.1 | 1.57 |
| 2012 | 1.14 | 1.23 |
| 2013 | 1.1 | 1.05 |
| 2014 | N/A | 1.51 |

Source: AHSO and FARS, 2015.

Table 2. Fatalities and Fatality Rates among NHTSA Region 10 States

| State | Fatalities | Fatality Rate (per 100 MVMT) |
|------------|------------|---------------------------------|
| Alaska | 51 | 1.05 |
| Idaho | 214 | 1.34 |
| Oregon | 313 | 0.93 |
| Montana | 229 | 1.9 |
| Washington | 436 | 0.76 |

Source: AHSO, FARS, and FHWA, 2014.

1.2 Key Accomplishments

- Observed seat belt rate climbed for the fourth-straight year to 89.3 percent in 2015.
- Speeding-related fatalities dropped from 22 in 2013 to 16 in 2014.
- Motorcyclist fatalities dropped slightly from 9 in 2013 to 8 in 2014.

Table 3. FFY 2015 Highway Safety Performance Report

| Performance Measure Type | PM ID | Performance Measure | 2014 Target | 2014 Actual | 2014 Target Met | Percent Difference (Actual versus Target) | 2015 Target | |
|--------------------------|--|---|--------------------------|-------------|-----------------|---|-------------|-----|
| Core Outcome Measures | C-1 | Fatalities | 60 | 73 | ○ | 22% | 59 | |
| | C-1a | Fatalities (three-year average) | 61 | 61 | ● | 0% | 58 | |
| | C-2 | Serious Injuries | 348 | N/A | ⊗ | Missing Data | 337 | |
| | C-3 | Fatalities per 100 MVMT | 1.21 | 1.51 | ○ | 25% | 1.17 | |
| | C-3a | Fatalities per 100 MVMT – Urban | 0.49 | 0.64 | ○ | 30% | 0.47 | |
| | C-3b | Fatalities per 100 MVMT – Rural | 1.72 | 0.86 | ● | -50% | 1.67 | |
| | C-4 | Unrestrained passenger vehicle occupant fatalities | 19 | 21 | ○ | 11% | 18 | |
| | C-5 | Alcohol-impaired fatalities (driver or motorcycle operator with BAC 0.08 or higher) | 18 | 23 | ○ | 28% | 18 | |
| | C-6 | Speeding-related fatalities | 25 | 16 | ● | -36% | 24 | |
| | C-7 | Motorcycle fatalities | 7 | 8 | ○ | 14% | 6 | |
| | C-8 | Unhelmeted motorcycle fatalities | 2 | 3 | ○ | 50% | 1 | |
| Core Behavior Measure | B-1 | Observed seat belt use | 87.60% | 88.40% | ○ | 0.90% | 90.00% | |
| | Activity Measures (during grant-funded activities) | A-1 | Seat belt citations | N/A | 612 | N/A | N/A | N/A |
| | | A-2 | Impaired driving arrests | | 80 | N/A | | |
| A-3 | | Speeding citations | | 438 | N/A | | | |

Key: ○ = Did Not Meet Target;
 ● = Met or Exceeded Target; and
 ⊗ = Data Missing.

1.3 Priorities

The AHSO identified seven priorities in the FFY 2015 HSP. These priorities are consistent with the three strategies and actions included in the Alaska SHSP. The SHSP emphasis areas include Driver Behavior (impaired driving, occupant protection, young drivers, and older drivers), Special Users (motorcycles, pedestrians, bicycles, and off-highway vehicles), and Roadways. Each emphasis area action plan identifies enforcement, education, engineering, and data strategies that are being implemented and tracked over the next five years. The seven AHSO priorities included:

- **Impaired Driving** – In 2014, the number of alcohol-impaired fatalities involving a driver with a BAC 0.08 or above saw an increase over the past several years to 23. This remains lower than the 29 alcohol-impaired fatalities seen in 2005. However, there has been a substantial increase in DUI arrests made during grant-funded events moving from 80 in 2014 to 192 in 2015.
- **Occupant Protection** – Unrestrained passenger vehicle fatalities increased in 2014 to 21 from 12 in 2013. Over the past ten years, the unrestrained fatalities have seen similar spikes and declines in the number of unrestrained fatalities. Encouraging signs in reducing unrestrained fatalities points to an all-time high observed seat belt usage rate of 89.3 percent in 2015 coupled with an increase in grant-funded seat belt citations (from 612 in 2014 to 725 in 2015).
- **Speeding** – Of all of the priority areas, speeding-related fatalities saw the most dramatic reduction, dropping over 27 percent in 2014 over 2013. Historically speeding-related fatalities have accounted for the largest percentage of all fatalities, however, in recent years they have fallen to around the same number of fatalities seen involving impaired driving and unrestrained. Furthermore, the number of speeding citations issued on grant-funded time increased to 457 in 2015 from 438 in 2014.

Table 4. Fatalities and Major Injuries Involving Speeding

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|--|------|------|------|------|------|------|------|------|------|
| Speeding Fatalities | 30 | 34 | 27 | 29 | 26 | 25 | 14 | 22 | 16 |
| Speeding Major Injuries | 114 | 85 | 98 | 82 | 112 | 64 | 91 | – | – |
| Speeding Fatalities as a Percent of All Fatalities | 41% | 41% | 44% | 45% | 46% | 35% | 24% | 43% | 22% |
| Speeding Major Injuries as a Percent of All Major Injuries | 26% | 20% | 25% | 18% | 23% | 16% | 25% | – | – |

Source: FARS and Alaska DOT&PF.

- **Motorcycle Safety** – Since 2012, motorcycle fatalities have been trending downward and have dropped from nine in 2013 to eight in 2014. This downward trend in recent years runs counter to the performance trend from 2005 to 2014 that shows a modest increase in motorcycle

fatalities, which may indicate a continued downturn in motorcycle fatalities in Alaska moving forward. Of the eight fatalities in 2014, three were unhelmeted.

- **Pedestrian and Bicycle Safety** – Pedestrian and bicyclist fatalities have been trending up in Alaska in recent years as well as nationally. Although the percentage of all fatalities involving pedestrians and bicyclists accounted for 23 percent of all fatalities in 2014, this is an increase from 14 percent of all fatalities seen in 2013. Bicyclist fatalities reached three in 2014, the highest number in the ten-year period, while pedestrian fatalities rose from six in 2013 to 14 in 2014.
- **Novice Drivers** – Nationally novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While risk-taking is involved in many teen crashes, most crashes occur because the teen behind the wheel does not have the skills or experience needed to recognize a hazard and take corrective action. Like their peers in the lower 48 states, Alaskan teens are most likely to crash due to driver error with recognition and decision errors topping the list. Novice drivers, those under 20 years old, involved in fatal crashes reached 11 in 2014 in Alaska, an increase from 8 in 2013.
- **Traffic Records** – Traffic Records is a unique priority in that it touches all areas in what the AHSO does to improve traffic safety in the State. Alaska’s robust traffic safety strategic plan continued to be followed in FFY 2015 to improve the timeliness, completeness, reliability, interoperability, accessibility, and utility of traffic records data to be used to develop and track countermeasures to address traffic safety in Alaska. Improvements in traffic records in FFY 2015 included the continued improvement of the timeliness of citation data of all law enforcement agencies in Alaska (except Anchorage and Fairbanks Police Departments) from 30.6% of citations submitted to the courts for adjudication on the day of service in 2014, to 33.8% in 2015. Additionally, the reliability of over 3,000 driver records was improved after being reviewed for citation disposition errors. Of these over 1,000 records were corrected due to erroneous data. Discovery of these errors has led the Courts and local jurisdictions to correct disposition data deficiencies in how they are reported to driver records.

1.4 Lessons Learned

AHSO recognizes emerging trends will influence traffic safety in the State. The economy has turned around, which has resulted in higher VMT rates. This in turn increases exposure to crashes, and an increased fatality rate that Alaska and much of the rest of the country have experienced. The AHSO recognizes the need to strengthen relationships with local police departments and the establishment of a law enforcement liaison program to help enhance the involvement of law enforcement across the State to address traffic safety issues.

Addressing the recent legalization of marijuana that will go into effect in early 2016 the AHSO recognized the need to strengthen training programs offered to Drug Recognition Experts and to expand training to more officers. The Impaired Driving Task Force, as well as the Traffic Records Coordinating Committee, worked closely together in FFY 2015 in an effort to stay ahead of the potential increase in drug impaired driving.

1.5 Legislative Efforts

With the passage of Ballot Measure 2, *Regulate Marijuana Like Alcohol*, and the State of Alaska facing unprecedented budget shortfalls, much of the 2015 Legislative agenda focused on these two areas. However, there was some Traffic Safety Legislation introduced during the first session of the 29th Legislature, including:

- SB30/HB79, "Marijuana Regulations; Cont. Substance; Crimes; Defenses" was introduced and passed the Senate. The bill is awaiting action in the House during the second session of this Legislature. This bill underwent numerous amendments during the Senate committee process. Chief among these was the removal of statues for driving while under the Influence of Marijuana. Guidelines setting the impairment levels are not in the version that passed the Senate. There is discussion among lawmakers of revisiting this topic during the House committee process.

One area included within the Senate passed version is an open container provision for marijuana. This section is nearly identical to Alaska's current rule on open alcohol containers, in that a person "may not operate a motor vehicle when there is an open marijuana container in the passenger compartment unless the container is in a trunk, behind the last upright seat, or behind a solid partition that separates drivers and occupants."

- HB7, "*Homicide Operating Vehicle, Plane, Boat*" was introduced and referred to the House Judiciary and Finance Committees, but received no hearings during the first session. HB7 adds operating a motor vehicle with "extreme indifference to the value of human life" to the list of aggravating factors in which a person can be charged with second degree murder. HB7 also adds that person can be charged with manslaughter if they "recklessly cause the death of another person while operating a motor vehicle. HB7 was introduced in response to a sharp annual increase in traffic fatalities in 2014.
- HB162 "*DMV Revocation of Driver's License*" was introduced and referred to the House State Affairs and Judiciary Committee and received no hearings. HB162 amends current DUI/Refusal revocation rules. This bill, allows courts to extend IID usage as a condition of probation/sentencing after the period of revocation is over; allows only the courts to grant limited license in specific situations; allows the courts to stay a license revocation (commercial and non-commercial) for refusal or BAC 0.08 or greater if it sees fit.

- HB91 "*Operating Motor Vehicles in Traffic Lane*" was introduced and referred to the House Transportation and Finance Committees, received two hearings in House Transportation and was held for further consideration. HB91 is nicknamed the "Keep Right" law. A new statute would be added that the left hand land of multi-lane same travel direction traffic ways are for immediate passing unless conditions necessitate travel in that lane. Violation of this law would be a traffic infraction and result in points to an operator's license.

2.0 PERFORMANCE DATA – ALASKA 2005 TO 2015

2.1 Crash Statistics Summary

In Alaska, fatalities resulting from motor vehicle crashes increased from 51 in 2013 to 73 in 2014. Details on Alaska's highway safety trends between 2005 and 2015 are provided in Table 5. Figures 1 through 14 illustrate select performance measures shown in Table 5. Fatality data are complete through 2014 and major injury data are complete through 2012. Previous years' data have been revised where necessary. Additional notes and citations regarding the figures can be located under the corresponding figures.

Table 5. Alaska Traffic Safety Trends

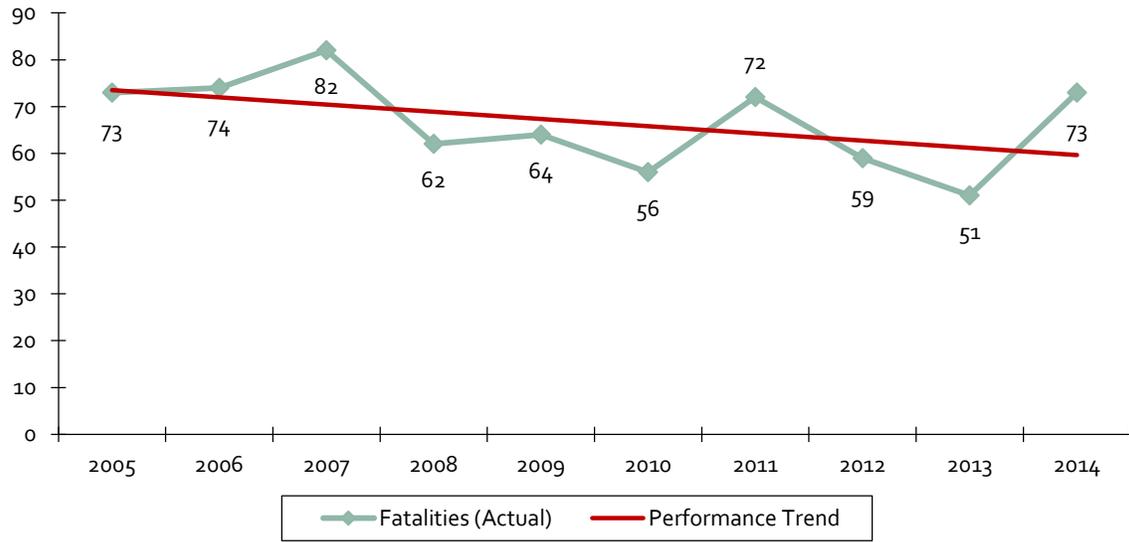
| Crash Data/Trends | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2013-2014 Percent Change | Average Annual Change |
|--|------|------|------|------|-------|-------|-------|------|------|------|------|--------------------------------|-----------------------------|
| Fatalities (Actual) | 73 | 74 | 82 | 62 | 64 | 56 | 72 | 59 | 51 | 73 | NA | 43.10% | 0 |
| Fatalities per 100 MVMT | 1.5 | 1.5 | 1.6 | 1.3 | 1.3 | 1.2 | 1.6 | 1.2 | 1.05 | 1.51 | NA | 43.80% | 0 |
| Serious Injuries | 580 | 437 | 433 | 391 | 452 | 488 | 404 | 359 | NA | NA | NA | NA | NA |
| Alcohol-Impaired Fatalities (Driver with BAC 0.08 or Higher) | 29 | 19 | 25 | 21 | 20 | 15 | 21 | 15 | 13 | 23 | NA | 76.90% | -0.7 |
| Unrestrained Passenger Vehicle Occupant Fatalities | 22 | 17 | 28 | 23 | 12 | 13 | 20 | 20 | 12 | 21 | NA | 75% | -0.1 |
| Speeding-Related Fatalities | 28 | 30 | 34 | 27 | 29 | 26 | 25 | 14 | 22 | 16 | NA | -27.30% | -1.3 |
| Motorcyclist Fatalities | 4 | 9 | 6 | 8 | 7 | 9 | 10 | 9 | 9 | 8 | NA | -11.10% | 0.4 |
| Unhelmeted Motorcyclist Fatalities | 1 | 2 | 1 | 2 | 2 | 6 | 1 | 5 | 2 | 3 | NA | 50% | 0.2 |
| Young Drivers (20 or under) Involved in Fatal Crashes | 13 | 17 | 21 | 17 | 10 | 7 | 4 | 7 | 8 | 11 | NA | 37.50% | -0.2 |
| Pedestrian Fatalities | 7 | 9 | 13 | 3 | 10 | 6 | 9 | 8 | 6 | 14 | NA | 133.30% | 0.8 |
| Bicyclist Fatalities | 1 | 1 | 2 | 1 | 2 | 0 | 2 | 1 | 1 | 3 | NA | 200% | 0.2 |
| Observed Seat Belt Use (Front Seat Passenger Vehicle Occupants) | 78% | 83% | 82% | 85% | 86% | 87% | 89% | 88% | 86% | 88% | 89% | 2% | 0.01 |
| Seatbelt Citations Issued During Grant- Funded Events | 0 | 0 | 0 | 0 | 4,100 | 1,726 | 1,526 | 547 | 508 | 612 | 725 | | |

| Crash Data/Trends | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2013-2014 Percent Change | Average Annual Change |
|---|------|------|------|------|-------|-------|-------|-------|------|------|------|--------------------------------|-----------------------------|
| DUI Arrests Made During Grant- Funded Events | 0 | 0 | 0 | 0 | 1,896 | 1,474 | 1,330 | 783 | 250 | 80 | 192 | | |
| Speeding Citations Issued During Grant- Funded Events | 0 | 0 | 0 | 0 | 3,376 | 1,985 | 2,067 | 1,089 | 712 | 438 | 457 | | |

Source: FARS data used when available otherwise AHSO data was used.

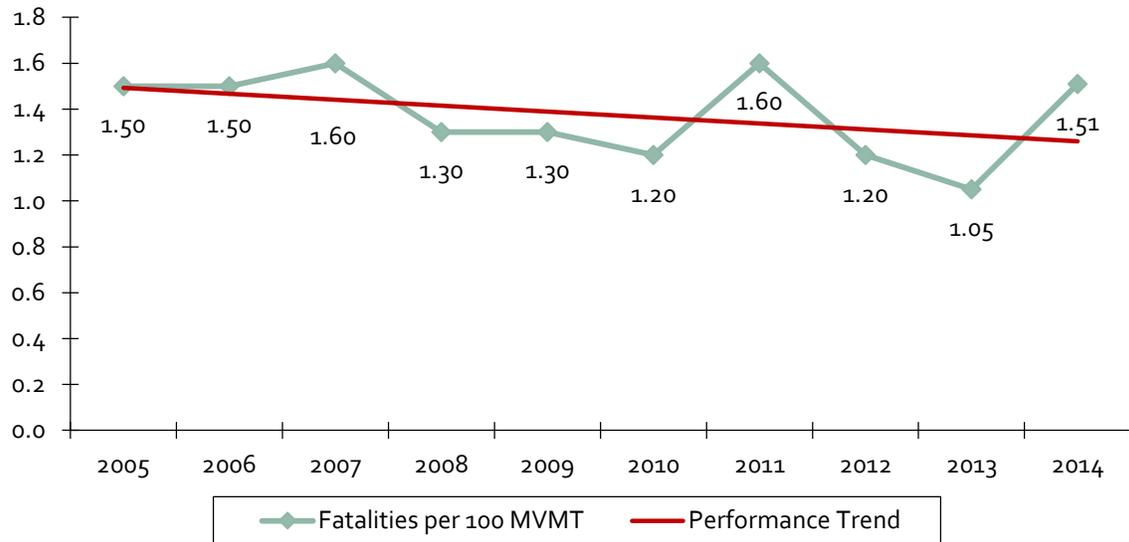
Note: Seatbelt citations, DUI arrests, and speeding citations prior to 2013 were not limited to grant-funded activity.

Figure 1. Statewide Fatalities



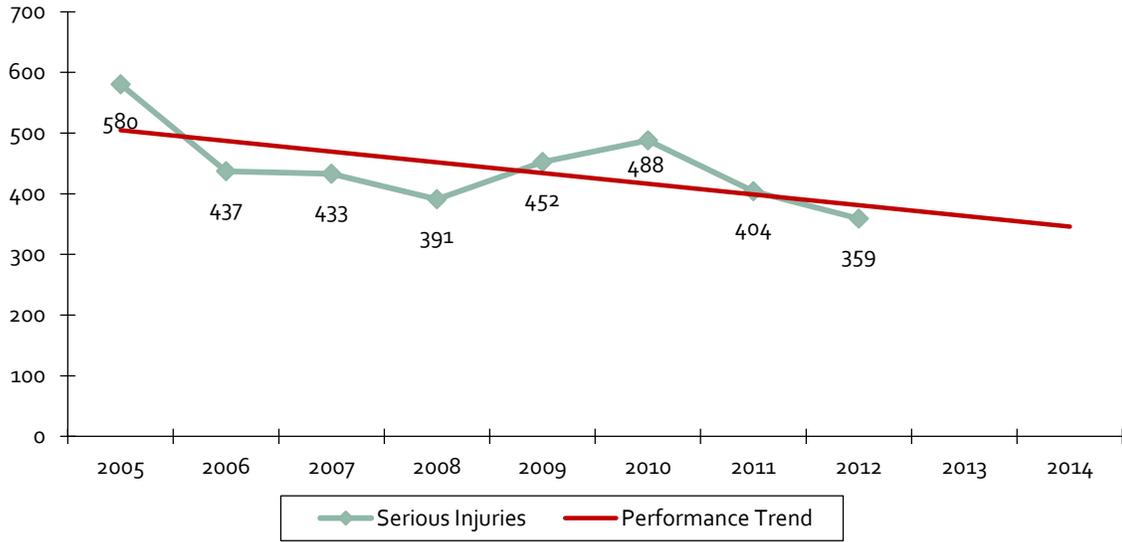
Source: AHSO, 2015.

Figure 2. Statewide Fatality Rate



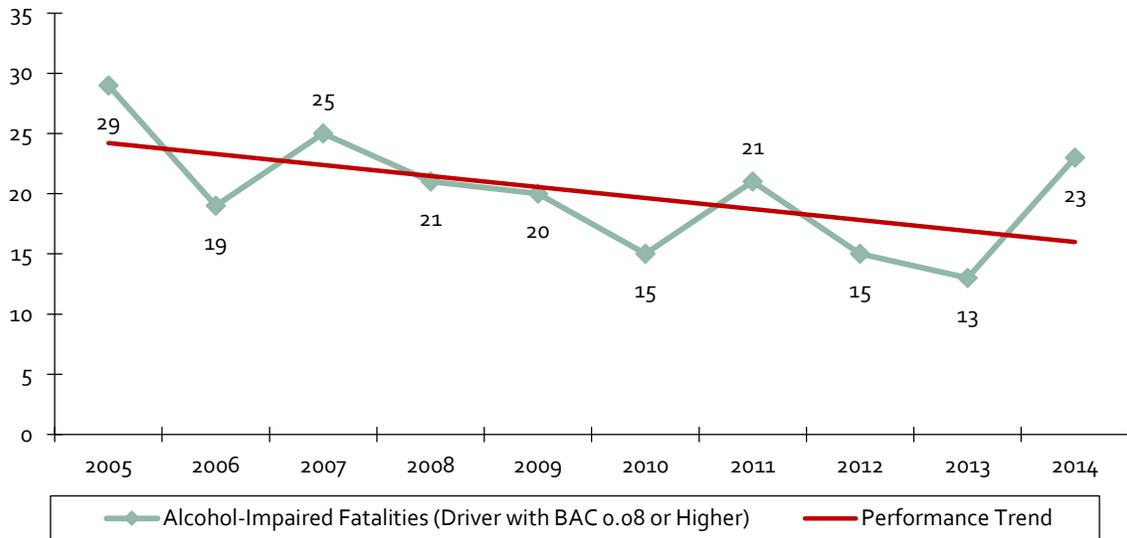
Source: AHSO, 2015.

Figure 3. Statewide Serious Injuries



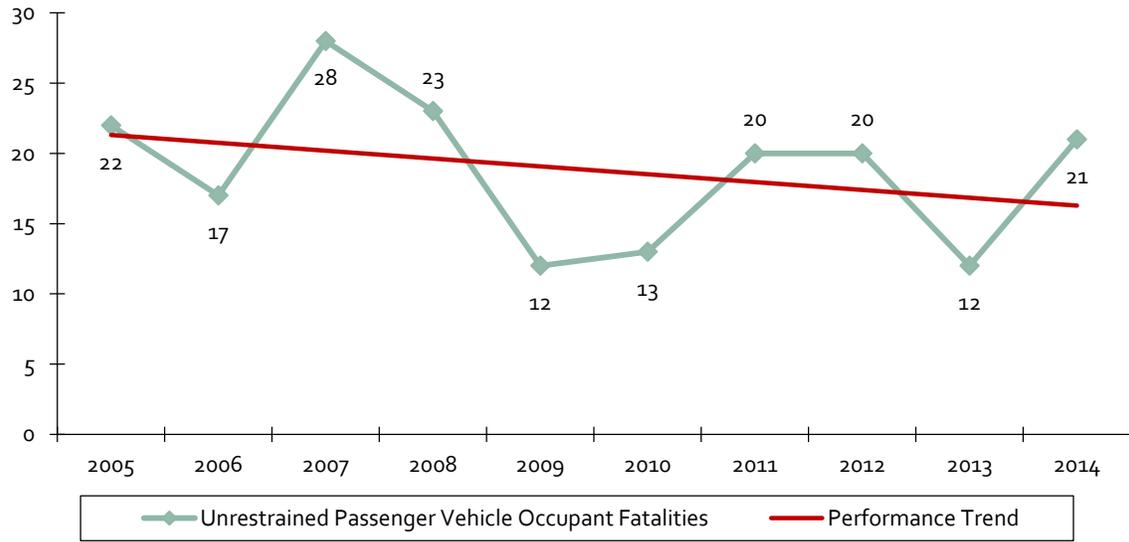
Source: Alaska DOT&PF, 2015. Serious Injury data for 2013 are unavailable.

Figure 4. Fatalities Involving Driver or Motorcycle Operator with Greater Than 0.08 BAC



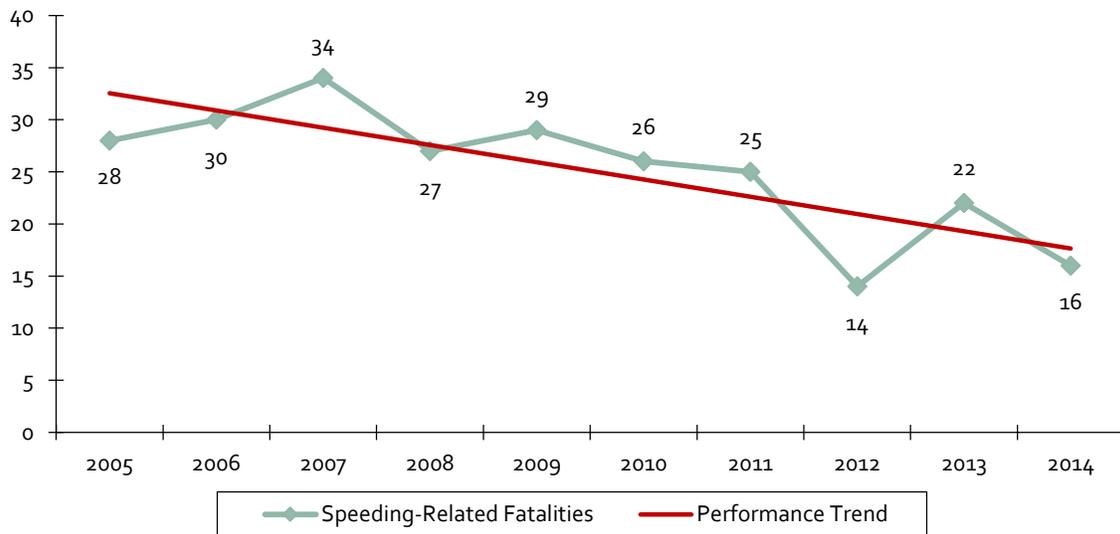
Source: AHSO, 2015.

Figure 5. Unrestrained Passenger Vehicle Occupant Fatalities



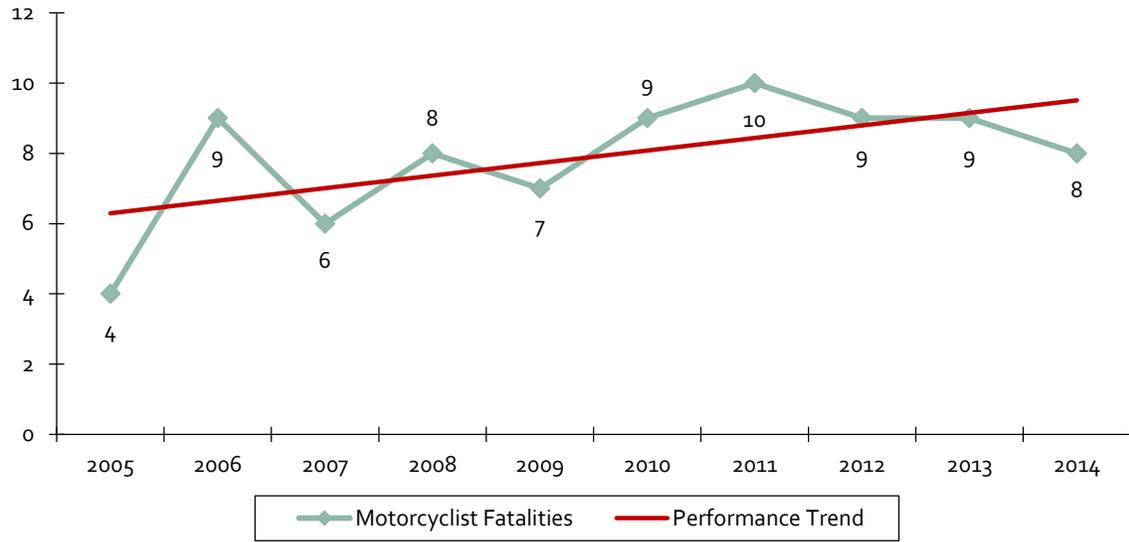
Source: AHSO, 2015.

Figure 6. Speeding-Related Fatalities



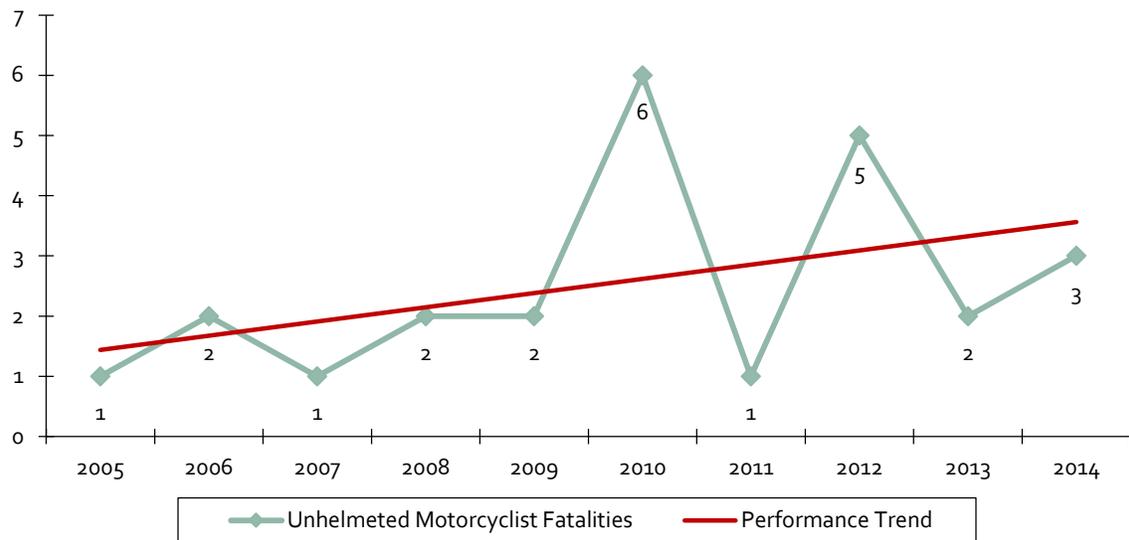
Source: AHSO, 2015.

Figure 7. Motorcycle Fatalities



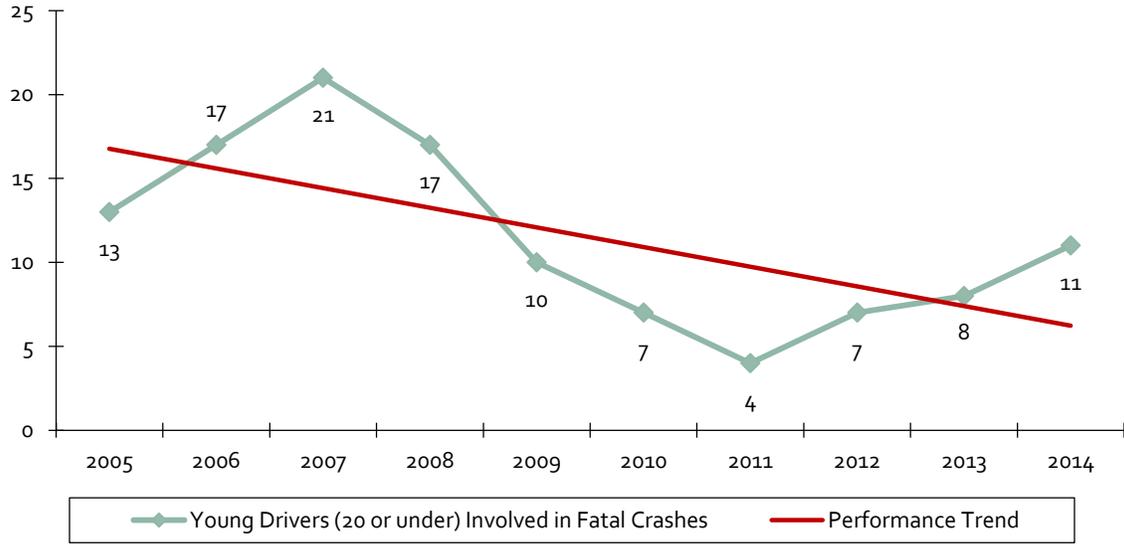
Source: AHSO, 2015.

Figure 8. Unhelmeted Motorcycle Fatalities



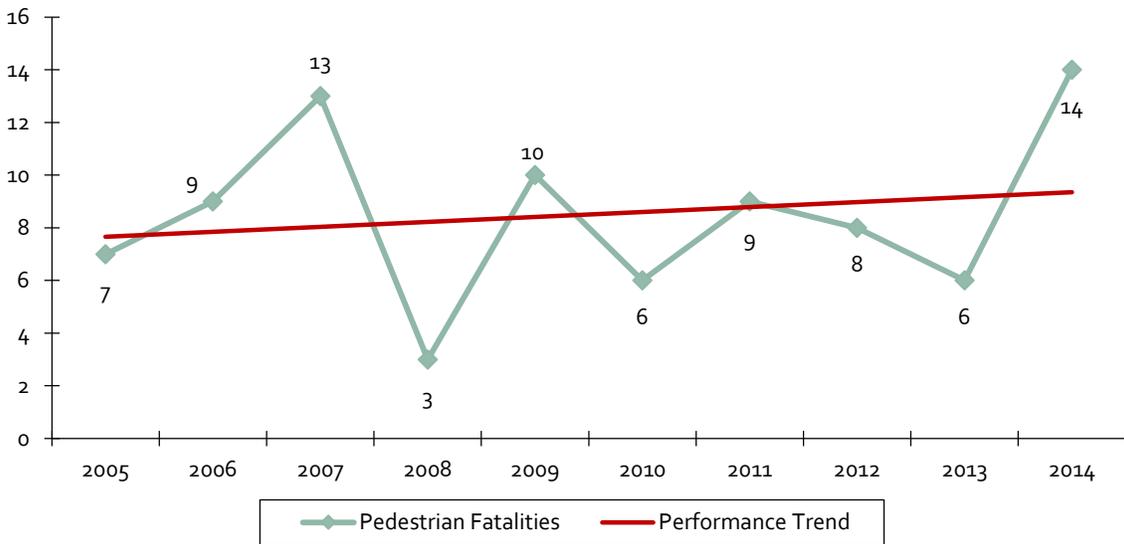
Source: AHSO, 2015.

Figure 9. Drivers Age 20 or Younger Involved in Fatal Crashes



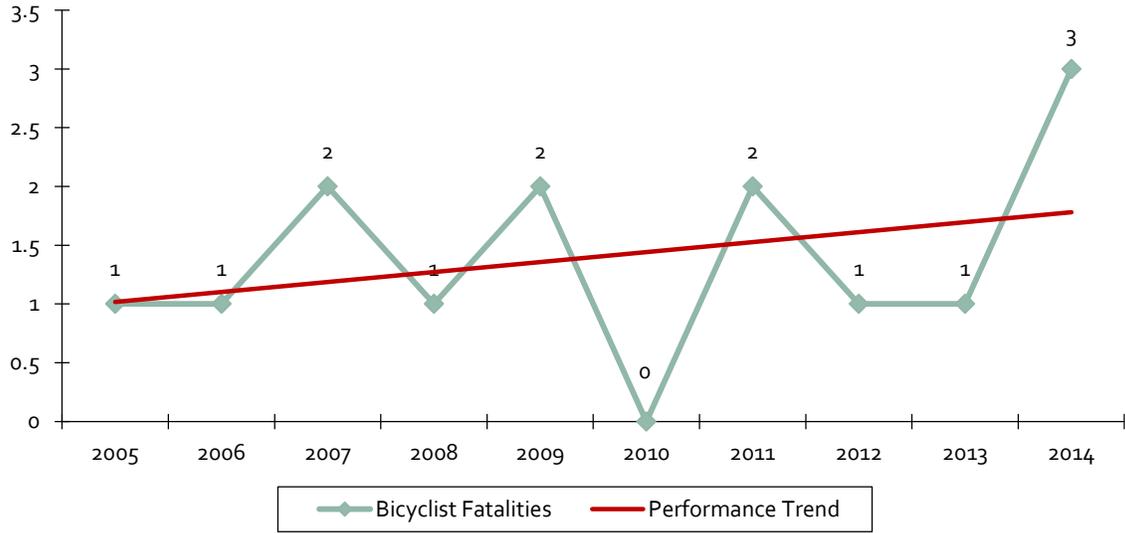
Source: AHSO, 2015.

Figure 10. Pedestrian Fatalities



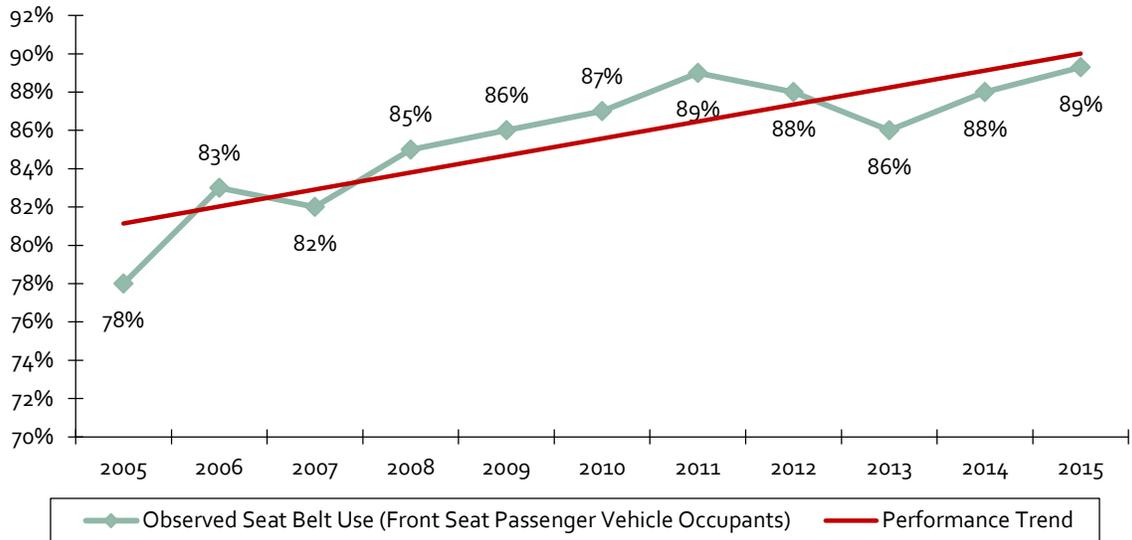
Source: AHSO, 2015.

Figure 11. Bicyclist Fatalities



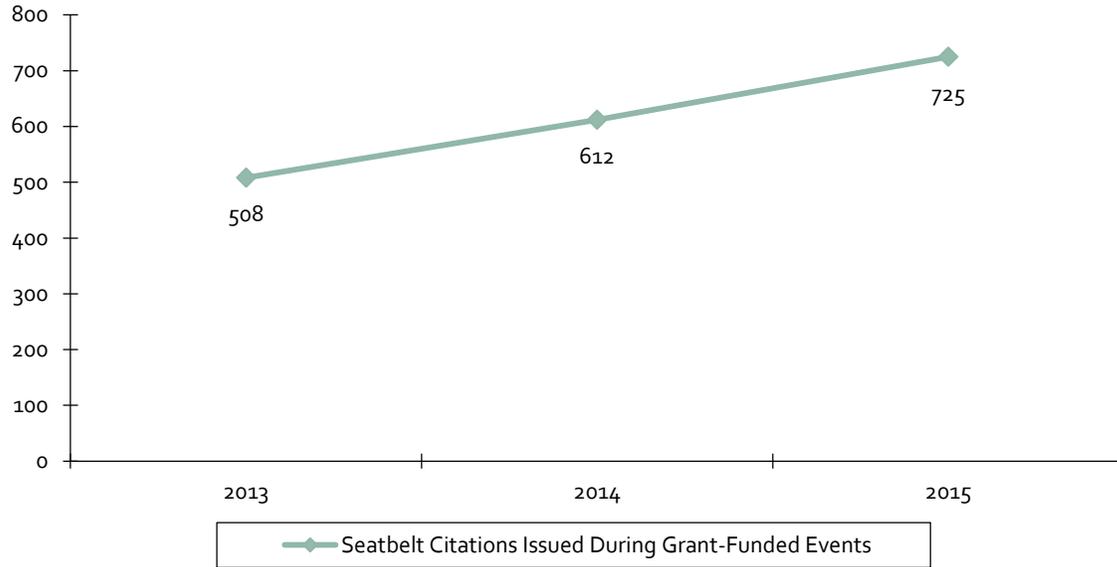
Source: AHSO, 2015.

Figure 12. Observed Belt Use for Passenger Vehicles



Source: AHSO, 2015.

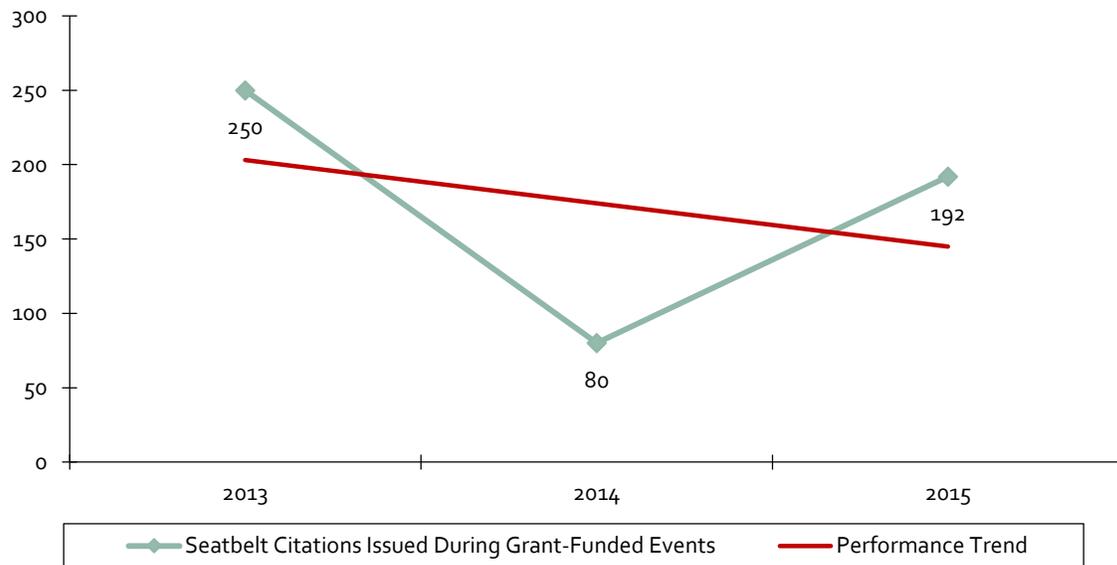
Figure 13. Seatbelt Citations Issued During Grant Funded Events



Source: AHSO, 2015.

Note: Seatbelt citations, DUI arrests, and speeding citations prior to 2013 were not limited to grant-funded activity.

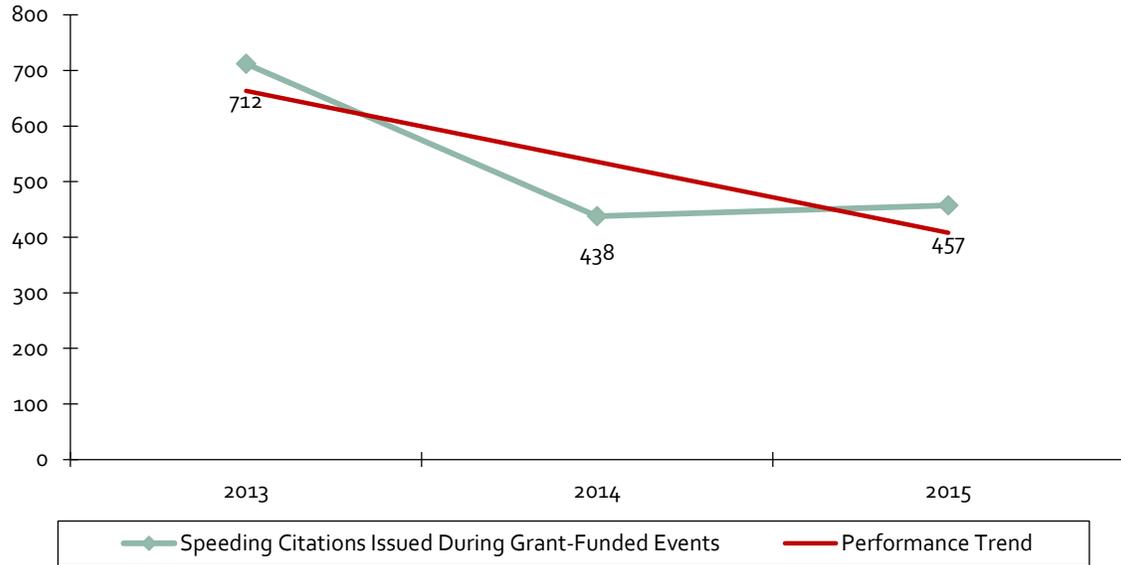
Figure 14. DUI Arrests Made During Grant Funded Events



Source: AHSO, 2015.

Note: Seatbelt citations, DUI arrests, and speeding citations prior to 2013 were not limited to grant-funded activity.

Figure 15. Speeding Citations Issued During Grant Funded Events



Source: AHSO, 2015.

Note: Seatbelt citations, DUI arrests, and speeding citations prior to 2013 were not limited to grant-funded activity.

3.0 PROGRAM AREAS

The program goals, performance measures, and projects identified for the seven program areas addressed in the FFY 2015 HSP are described in this section.

3.1 Impaired Driving

Problem Statement

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 and drug use continues to be a major contributing factor to motor vehicle crashes and fatalities. Alcohol was a factor in 32 percent of traffic fatalities in 2014, 27 percent in 2013, 19 percent in 2012, and 32 percent in 2011. These figures include non-occupant roadway users (e.g., pedestrians, pedal cyclists, etc.) in addition to drivers and passengers of motor vehicles.

Performance Targets

1. Decrease fatalities at 0.08 BAC or above by 20 percent from 22 (2006 to 2008 average) to 18 by 2015.
2. Monitor and report the number of impaired driving arrests made during grant-funded enforcement activities.

Projects and Funding

The 2015 HSP included impaired driving projects to address the above performance targets and counter impaired driving in the State. Table 7 in Section 7.0 contains a list of the projects, the funding sources, and funds spent on each project.

Performance Results

During FFY 2015, 10 agencies participated in the national mobilizations and quarterly high-visibility enforcement activity at high-risk times resulting in 192 impaired driving arrests. With the legalization of marijuana, the AHSO has and will continue to redouble our efforts to maintain and increase the current number of 26 DREs in the State.

The FFY 2015 telephone survey indicated that almost half, 51 percent, of Alaskan drivers think they are certainly or very likely to be arrested for driving after drinking (Figure 16). This is an increase from 30 percent noted by respondents in the 2011 survey.

Figure 16. Chances for Arrest if Driving After Drinking by Weekly Reported Miles Driven



Source: Alaska Highway Safety Phone Survey, AIPC and Craciun Research Group, Inc., 2015.

Project Descriptions

Project Title – High-Visibility DUI Enforcement (164 AL-15-01-00(A))

Project Description – The AHSO utilized 164 funds for police departments to participate in High Visibility Enforcement efforts on impaired driving initiatives in FFY 2015.

Project Title – Statewide LEL – Impaired Driving (410 funding)

Project Description – The AHSO elected not to use 410 funds on a Statewide LEL program in FFY 2015.

Project Title – Statewide DRE Program (405d M5X-15-01-00(A))

Project Description – The recreational use of marijuana has become legal in Alaska heightening the importance of the DRE program. At the end of FFY 2015, accounting for attrition, Alaska had 26 active DRE officers, one more than the previous FFY. The Alaska Highway Patrol is poised to train an additional 16 DRE officers in FFY 2016. Additionally, 40 more Alaska law enforcement officers completed an ARIDE course in FFY 2015, a statewide DRE in-service training conference was conducted, and 4 ARIDE courses were held.

Project Title – AK DPS Toxicology Services (402 AL-15-01-00(A))

Project Description – This program pays for evidence from impaired traffic related cases to be sent to the Washington State laboratory for forensic toxicology drug analysis. As needed, expert testimony is also provided. For all of FFY 2015 at least 95 percent of all samples submitted for testing were submitted to the lab in 15 days or less.

Project Title – Anchorage DUI Traffic Enforcement Unit (164 grant)

Project Description – The AHSO elected not to use 154/164 funds on Anchorage DUI Traffic Enforcement Unit and initiatives in FFY 2015 as the NHTSA settlement letter prevented them from funding this project.

Project Title – Fairbanks DUI Traffic Enforcement Unit (164 AL-15-01-00(B))

Project Description – This project targeted suspected impaired drivers in the Fairbanks area. In FFY 2015 3,084 DUI enforcement hours were worked, resulting in 9,556 contacts, 2,276 citations, 1,184 misdemeanor DUI arrests, and 107 felony DUI arrests.

Project Title – North Pole Police Department DUI Officer (164 grant)

Project Description – The AHSO elected not to use 164 grant funds on North Pole Police Department and initiatives in FFY 2015 after they withdrew their application.

Project Title – Scholarship Travel for Training and Workshops (405d AL-15-01-00(E))

Project Description – The AHSO used 405d grant funds on the Scholarship Travel for Training and Workshops in FFY 2015 for an officer from Anchorage Police Department to travel to Seattle and Boise to gain training and insights for developing a DUI unit at Anchorage Police Department.

Project Title – AHSO Drug Enforcement High Visibility Enforcement – Anchorage Police Department (405d M5HVE-15-01-00)

Project Description – Recreational use of marijuana became legal in Alaska on February 24, 2015. Within the cannabis culture 420, 4:20, and 4/20 are tied to the consumption of marijuana and includes smoking around the time 4:20 as well as on the date 4/20. This project funded the Anchorage Police Department (APD) to conduct drug impaired driving HVE details, combined with paid and earned media, between April 17 and 20, 2015. APD worked 112 hours of marijuana specific OUI overtime that resulted in 98 traffic stops, 77 citations and 16 arrests, of which 12 included OUI. One arrest was known to be the result of marijuana use. The enforcement details included at least one DRE.

3.2 Occupant Protection

Problem Statement

Alaska's observed seat belt usage rate increased from 77 percent in 2004 to a historic high of 89.3 percent in 2015. According to the 2015 statewide phone survey respondents indicated that they use their seatbelt "always" 91 percent of the time. Respondents noted also that their chance of being injured in a collision without a seatbelt was "almost certain" or "very likely" 82 percent of the time. The survey also noted respondents believed they had a 27 percent chance of receiving a seatbelt ticket for not wearing one would occur "always" or "nearly always" of the time.

Performance Target

1. Reduce unrestrained fatalities by 20 percent from 23 (2006 to 2008 average) to 18 by 2015.
2. Increase observed belt use from 84.9 percent in 2008 to 89.1 percent in 2015.
3. Monitor and report the number of seat belt citations during grant-funded enforcement activities.

Projects and Funding

The 2015 HSP included occupant protection projects to make progress towards reducing unrestrained injuries and fatalities and achieving the aforementioned performance targets. Additionally, funds were spent on communication efforts that are outlined in more detail in Section 3.8 for Paid Media. Table 7 in Section 7.0 contains a list of the projects, the funding sources, and funds spent on each project.

Performance Results

Alaska surpassed the performance target of increasing the observed seat belt use from 84.9 percent in 2008, to the target of 89.1 percent; with an actual observed seat belt rate of 89.3 percent. Seatbelt citations issued during grant-funded activity increased also to 725 in 2015 over 612 reported in 2014. At the time of this report, the data for the 2015 performance target for reducing unrestrained fatalities to 18 by 2015 was not available.

The 2015 observational seat belt survey indicated the metropolitan areas of Anchorage, Fairbanks, and Juneau all have an observed seat belt rate at or above 90 percent. The Kenai and Matanuska-Susitna regions both recorded an observed seat belt usage rate of 82 percent, bringing the statewide average rate down slightly.

Project Descriptions

Project Title – Occupant Protection Use Survey (405b M2X-15-04-00(A))

Project Description – In accordance with the NHTSA Uniform Criteria for State Observational Surveys of Seat Belt Use, the Alaska Injury Prevention Center (AIPC) conducted the seat belt observations for 2015. 35,256 vehicles were observed during the study period. The results indicated an all-time high observed usage rate of 89.3 percent in Alaska.

Project Title – Statewide Click It or Ticket Mobilization and State Blitzes (402 PT-15-06-00(E))

Project Description – The AHSO utilized 402 funds for funding the Statewide Click It or Ticket Mobilization and state blitzes in FFY 2015 with numerous law enforcement agencies.

Project Title – Safe Kids Kenai Peninsula CPS Program (405b M2CPS-15-04-00(B))

Project Description – The Safe Kids Kenai Peninsula CPS Program in FFY 2015 achieved all of its eight performance measures that had been set. The program increased total car seats checked from 330 in FFY 2013 to 400 in FFY 2015, increased car seats distributed from 164 in FFY 2013 to 200 in FFY 2015, and reached 1,000 children and 1,400 adults with their public awareness campaign in schools, churches, and community events.

Project Title – Fairbanks Safe Rider Program (405b M2CPS-15-04-00(C))

Project Description – This program provided car seat checkup events, education, and earned media in the Fairbanks area about the importance and proper use of car seats. The Fairbanks Safe Rider Program conducted seven car seat checkup events, seven community educational events, one booster seat event, 114 parents or guardians of newborns were educated on car seats before discharge, checked 86 child safety seats, conducted a joint Click It or Ticket campaign with Fairbanks Police Department, conducted two school outreach events with young children and parents, and conducted a child safety seat observational survey in FFY 2015.

Project Title – Mat-Su Child Passenger Safety Program (405b M2CPS-15-04-00(A))

Project Description – In FFY 2015, the Mat-Su Services for Children and Adults, Inc. provided training to 134 families and checked 228 car seats, and educated 422 new parents about child passenger safety, including an additional 391 family members who were visiting with parents at the time of the training. Overall, 55.5 percent of parents who delivered at the Mat-Su Regional Medical Center were trained, this is an increase of 3.5 percent over FFY 2014.

Project Title – Scholarship Travel for Training and Workshops (405b M2TR-15-04-00(A))

Project Description – The AHSO utilized 405b funding for the Scholarship Travel for Training and Workshops in FFY 2015. Funding was used to send one representative from AIPC and Central Peninsula Hospital and two from Fairbanks Memorial Hospital to the CPS Coordinator Conference at Lifesavers.

Project Title – Statewide CPS Coordinator (405b M2CPS-15-04-00(D))

Project Description – A statewide CPS Coordinator position was created in 2014. The coordinator oversaw the CPS (technician, instructor, and inspection station) database, monitored the recertification rate, scheduled four CPS technician training classes, compiled an event calendar, participated in Click It or Ticket events, assisted with the occupant protection portion of the AHSO web site, and provided support to the AHSO with occupant protection communications and other activities as needed.

This project also supported the Alaska Injury Prevention Center’s (AIPC) design, conduct, and analysis of the National Occupant Protection Use Survey (NOPUS) in compliance with NHTSA’s scientific and statistical standards.

3.3 Speeding

Problem Statement

From 2005 to 2014, Alaska has made great strides in reducing speeding-related fatalities by an annual change of -1.3 percent. In 2007, 34 people were killed in speeding-related crashes, in 2014 that number plummeted to 16. Although in recent years speeding related fatalities have gone down, it still remains one of the leading causes of death and major injury in motor vehicle crashes in Alaska.

Performance Targets

1. Reduce speeding-related fatalities by 20 percent from 30 (2006 to 2008 average) to 24 by 2015.
2. Number of speeding citations issued and arrests made during grant-funded enforcement activities.

Projects and Funding

The FFY 2015 HSP outlined a number of strategies to address speeding related crashes and achieve the aforementioned performance targets. The AHSO awarded a substantial grant to the Alaska State Troopers in FFY 2015 to conduct data-driven high-visibility enforcement operations

throughout Alaska to address the identified problem areas, times, and events with a high incidence of speeding and aggressive driving behavior. Table 7 in Section 7.0 contains a list with the project, the funding source, and funds spent on the project.

Performance Results

Although 2015 speeding related fatality data was not available at the time of this report in 2014 Alaska had 16 speeding related fatalities that exceeded the target of 24 set for 2015. Recent trends have indicated that speeding related fatalities have fallen in Alaska and it appears when the 2015 data becomes available that the target will be met.

The other performance measure tracks the number of speeding citations made during grant-funded activity. In 2014, there were 438 speeding citations written and in 2015 that number rose to 457 citations written during grant-funded activities.

Project Descriptions

Project Title – AST Speeding Fatality Reduction Effort (402 PT-15-06-00(C))

Project Description – The Alaska State Troopers (AST) utilized funding from this program to procure and install 83 new radars in FFY 2015 across the State to better counter speeding on Alaska’s roadways. After training was completed on the new radar systems the AST conducted High-Visibility Enforcement campaigns throughout the State.

3.4 Motorcycle Safety

Problem Statement

In 2013, Alaska recorded 32,004 registered motorcycles. An increase over the previous year and a trend seen for several years now that leads to greater exposure for Alaskan motorcyclists in being involved in crashes. Between 2004 and 2012, 1,396 motorcycle crashes were reported in the State, an average of 155 crashes per year. However, in both 2011 and 2012, the most recent year data are available, motorcycle crashes declined once again to 154 crashes and 125 crashes, respectively, signaling some progress in this area.

Performance Targets

1. Reduce motorcyclist fatalities by 20 percent from eight (2006 to 2008 average) to six by 2015.
2. Reduce unhelmeted motorcyclist fatalities by 50 percent from two (2006 to 2008 average) to one by 2015.

Projects and Funding

The FFY 2015 HSP included a number of motorcycle safety projects to address and make progress towards the above performance targets. Table 7 in Section 7.0 contains a list with the project, the funding source, and funds spent on each project.

Performance Results

At the time of this report, 2015 data were not available for the motorcycle performance measures. In 2014 however, motorcyclist fatalities were eight, a reduction from nine the previous year. Of the eight motorcyclist fatalities, three of them were unhelmeted. Although there has been an increase in the number of registered motorcyclists in the State since 2011, the motorcycle fatalities in Alaska have stayed steady or decreased every year since. This is promising and hopefully the trend continues into 2015 and beyond in Alaska in comparison to much of the other states that have seen their motorcycle fatality numbers increase.

Project Descriptions

Project Title – Anchorage ABATE Rider Ed Motorcycle Replacement (2010 K-6-15-03-00(A))

Project Description – This project provided funding for the purchase of seven 250 cc motorcycles to be used in motorcycle training and education classes. As of August 14, 2015, 739 riders took the Basic Rider Course, 175 were trained in the Experienced Riders Course, and 58 were tested for the Division of Motor Vehicles motorcycle license test. The Anchorage ABATE Rider Ed course was utilized to train military personnel on rider training classes in FFY 2015.

3.5 Pedestrian and Bicycle Safety

Problem Statement

Pedestrians and bicyclists, like motorcyclists, are more vulnerable than other roadway users in crashes. Between 2004 and 2011, crashes involving pedestrians and bicyclists accounted for 2.8 percent of all crashes in Alaska. However, this same roadway user group was involved in 23 percent of the fatal crashes in 2014. There was a substantial increase in pedestrian fatalities in 2014 to 14, an increase from six the year prior. Bicyclist fatalities increased also from one in 2012 and 2013 to three in 2014.

Performance Target

1. Reduce pedestrian fatalities by 20 percent from eight (2006 to 2008 average) to seven by 2015.
2. Reduce bicyclist fatalities by 100 percent from one (2006 to 2008 average) to zero by 2015.

Projects and Funding

The FFY 2015 HSP included a number of bicyclist and pedestrian safety projects to address and make progress towards the above performance targets. Table 7 in Section 7.0 contains a list of the projects, the funding sources, and funds spent on each project.

Performance Results

At the time of this report, the 2015 data for the bicycle and pedestrian performance targets were not available. In 2014, there were 14 pedestrian fatalities which have trended up on average 0.8 percent since 2005. Bicyclist fatalities reached three in 2014 and have trended up; on average only marginally 0.2 percent since 2005. It is unclear if the pedestrian and bicyclist VMT have increased, thus increasing exposure and vulnerability to being involved in traffic crashes.

Project Descriptions

Project Title – Alaska Bicycle and Pedestrian Safety (402 PS-15-05-00(A))

Project Description – The Alaska Bicycle and Pedestrian Safety program had a number of staff changes occur this year. Even so, the program was able to participate in several planning meetings with key partners, recruitment of a grant coordinator, the League of American Cyclists training occurred in the summer, new helmets were ordered and distributed, held a Bicycle Safety Summit in August, updated the safety web site, and a bicycle safety training event occurred in Anchorage in August.

Project Title – SHSP Bicycle/Pedestrian Project (402 grant)

Project Description – The AHSO elected not to use 402 funding for the SHSP Bicycle/Pedestrian Project in FFY 2015.

3.6 Novice Drivers

Problem Statement

Novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While many teens crash because of risk-taking, most crashes occur because the teen behind the wheel does not have the skills or experience needed to recognize a hazard and take corrective action. Alaskan teens, however, may begin driving at an earlier age than most U.S. teens. Under the State's graduated driver license program (GDL), teens under 18 years of age may, with parental consent, obtain a learner's or instruction permit at the age of 14. This increases teens' exposure to crashes in Alaska. Since 2011, fatal crashes involving young drivers 20 or under has steadily increased and in 2014 reached 11 fatalities.

Performance Target

1. Reduce drivers 20 or under involved in fatal crashes by 20 percent from 18 (2006 to 2008 average) to 14 by 2015.

Projects and Funding

The FFY 2015 HSP included a number of novice driver safety projects to address and make progress towards the above performance target. Table 7 in Section 7.0 contains a list of the projects, the funding sources, and funds spent on each project.

Performance Results

At the time of this report, 2015 novice driver data were not available. Novice driver fatalities increased from eight in 2013 to 11 in 2014, however, this is still lower than the target of 14 noted in the FFY 2015 HSP. Furthermore, from 2005 to 2014 the average annual change for novice driver fatalities has decreased 0.2 percent.

Project Descriptions

Project Title – Safe Streets Alaska (402 SA-15-17-00(A))

Project Description – The Alaska Injury Prevention Center (AIPC) coordinated and participated in efforts to promote motor vehicle safety in Alaska. AIPC coordinated the Raise Your Voice and the Buckle Up campaign to promote safe driving for young drivers in Alaska. Ten high schools participated in the Raise Your Voice campaign creating short videos on the dangers of impaired, unbelted, and distracted driving which were shared with nearly 1,000 students. An additional ten student groups participated in the Buckle Up campaign from Anchorage, Kenai, and Juneau high schools. Prior to the Buckle Up campaigns initiated at these high schools, there was an observed

seat belt use rate of 85.7 percent that went up to 90.3 percent after the campaign. AIPC served also as a fitting station and provided 388 car seat checks.

Project Title – Homer Police Department Project Drive (402 PT-15-06-00(B))

Project Description – In FFY 2015, the Homer Police Department received City Council approval for initiating Project Drive. The purchase of an all-terrain vehicle and a trailer to transport it were conducted. Clinics were presented in Homer, Vosnesenka, and Ninilchik. Project Drive was also introduced to Alaska State Troopers in Anchor Point. Information about the Project Drive program was sent to the Kenai Peninsula Youth Court and during the Homer Safe Kids fair Project Drive was demonstrated.

3.7 Traffic Records

Problem Statement

Timely, accurate, complete, consistent, and well-documented traffic records information is critical for monitoring, assessing, and addressing safety on Alaska’s roadway system. An assessment of Alaska’s traffic records system was conducted in 2012 and a five-year (2013 to 2018) strategic plan was adopted in March 2013 and revised in January 2014 by the Alaska Traffic Records Coordinating Committee (ATRCC), of which AHSO is a member. The plan calls for ongoing coordination among all stakeholders, including the AHSO, in support of initiatives and projects that improve the quality of the State’s traffic records.

Performance Targets

Alaska’s Traffic Records Strategic Plan, revised by the ATRCC in January 2014, identified the following seven goals:

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

Projects and Funding

The FFY 2015 HSP included a number of traffic records improvement projects to address and make progress towards the above performance targets. Table 7 in Section 7.0 contains a list of the projects, the funding sources, and funds spent on each project.

Performance Results

The projects funded in 2015 served to improve the timeliness, accuracy, completeness, consistency, and accessibility of traffic records data necessary to identify priorities for Alaska's traffic safety programs. Specifically, projects related to the consistency and accuracy were funded which helped in achieving the goals of the ATRCC Strategic Plan by improving the accuracy of citation and adjudication data system. Updating the Uniform Minor Offense Table in Court system's database ensures that citations issued within the corrected jurisdictions are accurate, complete and consistent.

Project Descriptions

Project Title – Uniform Minor Offense Table (UMOT) (405c M3DA-15-08-00(B))

Project Description – This program, administered by the Alaska Court System, reviewed and researched local and state offense codes as a result of responses to requested updates from cities and state agencies. In-depth research and analysis of offense code issues were conducted for Anchorage, Kenai Peninsula Borough, Nome, Petersburg, Soldotna, Unalakleet, Fairbanks North Star Borough, Ketchikan Gateway Borough, Juneau, Wrangell, Hoonah, Wasilla, Wainwright, and Fort Yukon. This work contributed to the overall accuracy and completeness of the court's case management system and ensured that numerous cities came into compliance with the court's UMOT. The program helped also to update or correct local and state offense codes in the UMOT and related data entries into the larger uniform offense database.

Project Title – Statewide TraCS Project (405c M3DA-15-08-00(D))

Project Description – In the AHSO's effort to modernize and improve crash and traffic records, installation of TraCS for law enforcement agencies continues to be a priority. Dillingham and Petersburg Police Departments were awarded 405c grants via the Alaska Department of Public Safety to install Toughbook Terminals with the TraCS program. Prior to this, these agencies were issuing citations and completing crash reports on paper forms. Once the full TraCS installation, training, and electronic transfer system are complete, these agencies will begin to show an improvement in the timeliness, accuracy, completeness, uniformity, integration, and accessibility of their citation/adjudication and crash data.

Additionally, the project included a large contractual budget with a DPS vendor to handle the transition of programming and provide support from an outside contractor to DPS staff. As of the start of FFY 2016 (October 1, 2015) TraCS programming and help support is completely housed within the Department of Public Safety. This aided in the sustainability of the TraCS programming going forward.

Project Title – Crash Outcome Linkage Exploration (405c grant)

Project Description – The agency withdrew their application in FFY 2015, no project was conducted.

Project Title – License Fee (405c M3DA-15-08-00(A))

Project Description – AHSO continues to pay the license and maintenance fees for TraCS, Easy Street Draw, Incident Tool Locator, and other license and maintenance fees as required by state and local law. The project ensures agencies currently using the TraCS Suite of programs continue to do so, and entices agencies without an electronic solution for citation and crash data collection to join the TraCS program. This project aids smaller law enforcement agencies when contemplating TraCS to know that long-term license costs will be covered.

Project Title – Scholarship Travel for Training and Workshops (405c M3DA—05-08-00(F))

Project Description – Two Department of Public Safety employees, which included the Statewide TraCS Coordinator and the Data Processing Manager II, attended the TraCS National Model Meetings representing Alaska's interests in the program. As the coordinator and main programmer, respectively, of Alaska TraCS (used by approximately half of Alaska's sworn officers for citation and traffic data collection) their attendance at these meetings improves the sustainability and stability of the statewide program while ensuring Alaska's needs are addressed during TraCS National Model program planning and design meetings. Attendance at these meetings by Alaska delegates ensures that the significant investment already devoted and yet to be obligated to TraCS remains stable as TraCS usage continues to grow throughout the state.

Project Title – Disposition Data Quality Project (405c M3DA-15-08-00E)

Project Description – The Alaska Court System researched and corrected a substantial number of disposition data errors and data gaps using various source documents and the court's case management system (Court View). The Analyst researched 3,680 citations and notified DMV and DPS to correct or update 1,100 records.

3.8 Paid Media

Problem Statement

Alaska's Highway Safety Coordinated Media program was managed by a media contractor in 2015. Audio, video, print, and web ads were produced and released to media outlets. The media campaigns were coordinated to coincide with the local and national impaired driving mobilizations and local and national occupant protection campaign.

Target

Conduct public outreach and support national mobilizations that support AHSO grant activities and meet performance measures in other HSP program areas. The overarching/umbrella campaign focus was *Toward Zero Deaths, Everyone Counts on Alaska's Roadways* in alignment with the SHSP. The goals of the campaign were to:

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

Projects and Funding

The 2015 HSP included paid media projects to support the above goals and to address and make progress towards the HSP performance targets. Table 7 in Section 7.0 contains a list with the project, the funding sources, and funds spent on the project.

Performance Results

The Paid Media project activities support the attainment of the performance targets for impaired driving, occupant protection, speeding, motorcycle safety, pedestrian and bicycle safety, and novice driver activities identified in the FFY 2015 HSP.

Project Descriptions

Project Title – Paid Advertising Budget (402 PM 15-25-00(A), 402 PM 15-25-00(B), and 164 PM 15-25-00(A))

Project Description – The AHSO contracted with a communications consultant to oversee the development and implementation of a statewide strategic communications plan that supports the strategies outlined in the 2015 HSP and Alaska's Strategic Highway Safety Plan. The strategic

communications plan focused on alcohol-impaired, distracted, and aggressive driving (which includes speeding); pedestrian, bicycle and motorcycle safety (motorist awareness), teen driving, and proper restraint for motor vehicle occupants of all ages. The plan also supported Alaska's participation in the national Click It or Ticket and Drive/Ride Sober or Get Pulled Over high-visibility enforcement mobilizations. The creative and media buys were targeted to reach key demographic groups (e.g., the parents of teen drivers, males between 18 and 35 years of age, alcohol-impaired motorcyclists) with critical safety messages (e.g., make time for practice and control the keys, Drive/Ride Sober or Get Pulled Over) at key times of the year (e.g., late/spring and summer for teen drivers, in conjunction with national mobilizations). All media materials were tagged with the Zero Fatalities logo.

3.9 Planning and Administration

Problem Statement

The Alaska Highway Safety Office serves as the primary agency responsible for ensuring the State's behavioral and traffic records highway safety concerns are identified and addressed through the development and implementation of data-driven and evidence-based countermeasures.

Goal

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

Performance Targets

1. Conduct a Stakeholders' meeting to receive input for development of the FFY 2016 Highway Safety Performance Plan.
2. Deliver the FFY 2014 Annual Report by December 31, 2014.
3. Deliver the Federal Fiscal Year 2016 Highway Safety Plan by July 1, 2015.

Projects and Funding

The 2015 HSP included planning and administration projects to support the above sections and to address and make progress towards the HSP performance targets. Table 7 in Section 7.0 contains a list of the projects, the funding sources, and funds spent on each project.

Project Descriptions

Project Title – Alaska Highway Safety Office Operations (402 and 164 PA-15-00-00)

Project Description – Funded AHSO personnel, operating costs, travel expenses, and contractual services that provide statewide program direction, financial and clerical support, property management, and audit for 402 statewide programs.

4.0 ALASKA HIGHWAY SAFETY PHONE SURVEY – 2015

The Alaska Injury Prevention Center (AIPC) in conjunction with Craciun Research Group Inc. (Craciun) designed and implemented the 2015 phone survey in compliance with the recommended NHTSA guidelines. A randomly selected representative sample of Alaska licensed drivers was asked a series of questions. The questions addressed driver attitudes, awareness of highway safety enforcement and communication activities, and self-reported driving behavior. The questions addressed seatbelt use, booster seats, drinking and driving, cell phone usage, and ad recall.

The interviews were conducted August 31, 2015 – September 3, 2015 and averaged five minutes in length. The random sample of 400 (n = 400) was drawn from drivers in the Anchorage, Mat-Su, Fairbanks, Kenai, and Juneau area. The respondents were screened to ensure they were all drivers, and the ratio of men to women and of age group levels was kept in proportion to state population figures. The sample is exactly the same as that taken in 2013 and 2014.

Survey Findings and Highlights

The following findings from the 2015 traffic safety telephone survey are from the executive summary of the report.

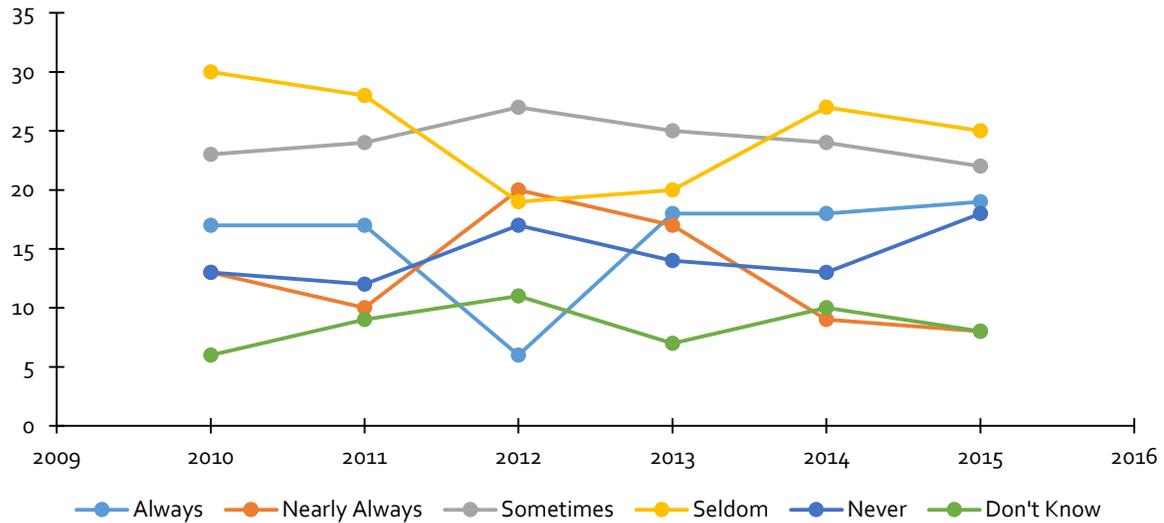
Background and Driving in Alaska

- Similar to 2014, about a third of Alaska residents (30 percent) drive fewer than fifty miles a week;
- The type of vehicle choice has been consistent the past few years, with slightly more than a third of Alaskans driving a car (36 percent), a third driving a SUV (32 percent), and one out of four (25 percent) driving a truck; and
- The percentage of respondents who answered the survey on their cell phone (43 percent) increased again this year, compared to 39 percent in 2014 and 27 percent in 2013.

Seatbelt Usage and Ads

- Same as the last four years, over nine in ten respondents (91 percent) said they always wore a seatbelt; and
- More than four out of five Alaskans (82 percent) think that being injured in a car accident while not wearing a seatbelt is very likely or almost certain.

Figure 17. Survey Responses on Chances for a Seatbelt Ticket



Source: Alaska Highway Safety Phone Survey, AIPC and Craciun Research Group, Inc., 2015

Ad Recall

- As in 2014, 40 percent of Alaska residents read, saw, or heard an advertisement or message about seatbelt enforcement in 2015;
- The percentage of respondents who viewed seat belt ads on television decreased from 65 percent to 56 percent and about one-third (31 percent) heard an advertisement or message on the radio; and
- The “Click It or Ticket” message was recalled by most respondents (86 percent).

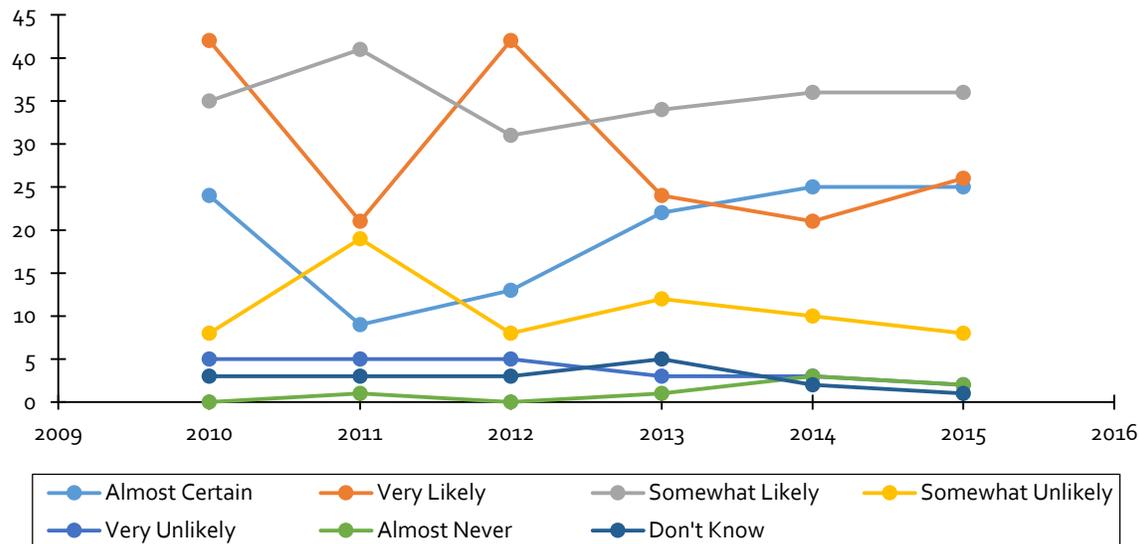
Booster Seats

- Eighty-five percent (85 percent) of respondents driving with a child ages 4 to 8, always or nearly always secure the child in a booster seat.

Drinking and Driving

- In 2015, over half (51 percent) of Alaskan drivers think they are certainly or very likely to be arrested for driving after drinking.
- Only one out of ten (10 percent) think it is unlikely to be arrested if driving while drunk.

Figure 18. Survey Responses on Chances for Arrest After Drinking



Source: Alaska Highway Safety Phone Survey, AIPC and Craciun Research Group, Inc., 2015.

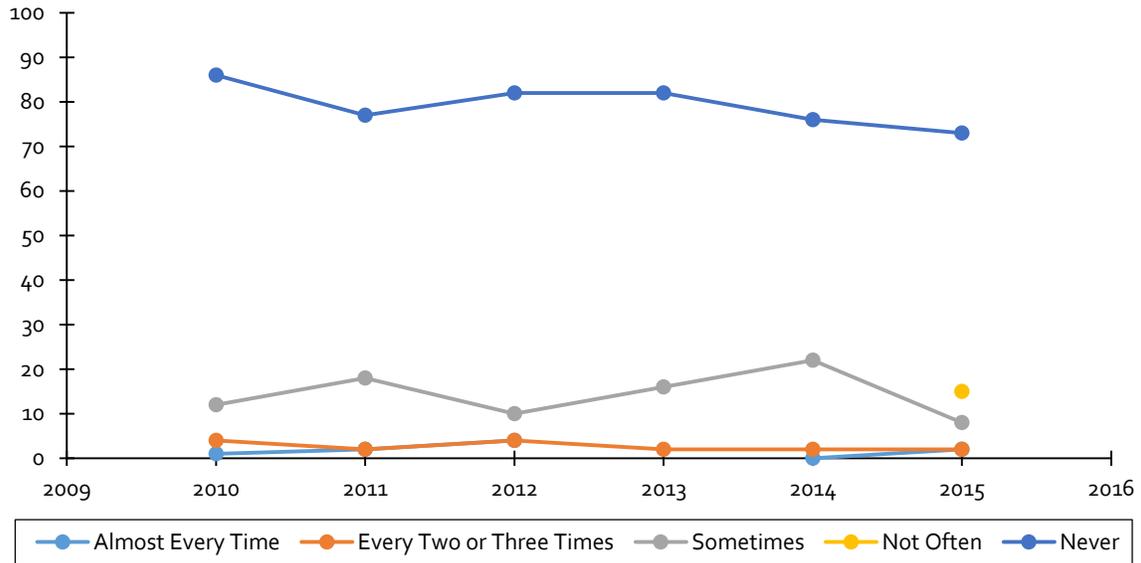
Ad Recall

- Two-thirds (64 percent) of respondents had heard or read an advertisement or message about drunk driving enforcement in the past 60 days.
- The most recalled ads were Drive Sober or Get Pulled Over (66 percent) and Drunk Driving is a Dead End (61 percent).

Cell Phone

- Texting while driving remained about the same as last year (24 percent), with twenty-three percent (23 percent) admitting to texting while driving, at least sometimes in 2015.
- More Alaskans (42 percent) now use a hands-free method of talking while driving, as compared to 35 percent in 2014.
- Alaska residents' attitudes about talking and texting while driving remained essentially the same, with 93 percent believing it is dangerous to text while driving.

Figure 19. Survey Responses on How Often You Read or Text While Driving



Source: Alaska Highway Safety Phone Survey, AIPC and Craciun Research Group, Inc., 2015

Demographics

- Forty-one percent (41 percent) of the sample is male and fifty-nine (59 percent) is female.
- Twenty-nine percent (25 percent) of the sample were college graduates.
- Seventy-two percent (72 percent) are Caucasian and about one in ten (9 percent) of the survey respondents were Alaska Native.

5.0 ALASKA OBSERVATIONAL SURVEYS OF SEAT BELT USE – 2015

The AHSO, as required by NHTSA, conducted an observational study in 2015 of driver and front row outboard passenger seat belt use in Alaska. The AHSO provided funding for the Alaska Injury Prevention Center (AIPC) to conduct the 2015 observational survey of seat belt use in Alaska per NHTSA's Uniform Criteria for State Observational Surveys of Seat Belt Use published in 2011.

The 2015 observations took place from June 1 to 9. Seat belt use was recorded for drivers and front seat outboard passengers in passenger cars, trucks, SUVs, and vans. A total of 35,256 vehicle occupant drivers and outboard passengers were observed. Seat belt use could not be determined for 94 observations and are not included in the analysis. Thirty-four percent of the observed vehicles were cars, 30 percent sport utility vehicles (SUV), 29 percent trucks, and 8 percent were vans. A statistical sample of major and rural (i.e., local) roads in communities encompassing 85 percent of the State's passenger vehicle crash-related fatalities from 2005 to 2009 was selected for the surveys.

Findings

- The overall weighted seat belt rate was measured at 89.3 percent. This corresponds to the 2011 rate for the highest seat belt level ever measured and the highest rate since the new NHTSA survey methodology took effect in 2012.
- Seat belt use rate in 2015 varied by vehicle type:
 - **Car** – 91 percent;
 - **SUV** – 91.1 percent;
 - **Truck** – 84.9 percent; and
 - **Van** – 89.5 percent.
- Seat belt use varied by region observed:
 - **Anchorage** – 90.6 percent;
 - **Fairbanks** – 91.9 percent;
 - **Juneau** – 90 percent;
 - **Kenai** – 82.6 percent; and

- **Matanuska-Susitna** – 82.5 percent.
- Handheld cell phone use also was observed at 3.6 percent.
- Motorcycle helmet use was observed at 73.4 percent.

6.0 PAID MEDIA REPORT

Alaska's Highway Safety Coordinated Media program is managed through grants to a media contractor, Walsh Sheppard. Audio, video, print, and web ads were produced and released to media outlets. The media campaigns are coordinated to coincide with the local and national impaired driving mobilizations and occupant protection campaign. Table 6 details the FFY 2015 paid media buys coordinated by Walsh Sheppard and includes media type, audience size, evaluation results, funding source, and total paid by media source.

Table 6. FFY 2015 Paid Media

| Media | Audience Size | Total |
|--|--------------------|------------------|
| <i>Drive Sober – December 2014</i> | | |
| TV – 0 Paid; 202 Bonus | Statewide: 735,132 | TV: \$0 |
| Radio – 756 Paid; 0 Bonus | | Radio: \$16,640 |
| <i>Click It or Ticket – Memorial Day May 2015</i> | | |
| TV – 206 Paid; 201 Bonus | Statewide: 735,132 | TV: \$17,503 |
| Radio – 1010 Paid; 31 Bonus | | Radio: \$17,186 |
| Other Media – 1,065,027 Web Impressions; 115,034 Video Views; 2,569 Web click-throughs | | Digital: \$5,126 |
| <i>Drive Sober Labor Day August 2015</i> | | |
| TV – 579 Paid; 649 Bonus | Statewide: 735,132 | TV: \$18,567 |
| Radio – 846 Paid; One ADP on air interview, six air checks promoting SafeRide App Bonus | | Radio: \$16,673 |
| Digital – 1,100,949 impressions; 42,241 video views; Web 3,577 clicks-throughs; | | Digital: \$8,378 |
| GRAND TOTALS: TV \$36,070; Radio \$50,499; Internet \$13,504; All Media \$100,073 | | |

Source: Walsh Sheppard.

7.0 FINANCIAL SUMMARY

In 2015, the State of Alaska began utilizing a new accounting system. The system has impacted the AHSO's ability to query and extract financial information in accounting for expenditures in FFY 2015. The following is an extract of the system pulled and accurate as of December 29, 2015.

Table 7. Financial Summary of Expenditures

| Program | HSP Project | Name of Project | Total |
|-----------------------------|-------------------|---|--------------|
| 402 | | | |
| | PA-15-00-00 | Planning and Administration Federal | \$147,682.87 |
| Planning and Administration | | TOTALS Reflect GTS Lines | \$147,682.87 |
| | AL-15-01-00(A) | DPS-Toxicology SVCS | \$154,697.60 |
| | AL-15-01-01 | Alcohol Program Area Management | \$799.24 |
| Alcohol | | TOTALS Reflect GTS Lines | \$155,496.84 |
| | PS-15-05-00(A) | H&SS Alaska Bicycle and Pedestrian | \$27,378.62 |
| | PS-15-05-00(B) | Bike/Pedestrian SHSP Projects | - |
| | PS-15-05-01 | Pedestrian/Bicycle Safety Program Area Management | \$1,740.71 |
| Pedestrian/Bicycle Safety | | TOTALS Reflect GTS Lines | \$29,119.33 |
| | PT-15-06-00(A) | Fairbanks DUI Officer Equipment | \$0.00 |
| | PT-15-06-00(B) | Homer PD Project Drive | \$25,691.89 |
| | PT-15-06-00(C) | AST Speed Fatality Reduction | \$170,268.09 |
| | PT-15-06-00(D) | LEL Program | - |
| | PT-15-06-00(E) | ASTEP CIOT Enforcement HVE | \$76,716.10 |
| | PT-15-06-00(E)-1 | Alaska State Troopers | \$22,736.60 |
| | PT-15-06-00(E)-2 | Anchorage PD | \$38,610.89 |
| | PT-15-06-00(E)-3 | Dillingham PD | \$0.00 |
| | PT-15-06-00(E)-4 | Fairbanks PD | \$1,492.60 |
| | PT-15-06-00(E)-5 | Homer PD | \$4,187.84 |
| | PT-15-06-00(E)-6 | Juneau PD | - |
| | PT-15-06-00(E)-7 | Kenai PD | \$1,477.67 |
| | PT-15-06-00(E)-8 | North Pole PD | \$387.35 |
| | PT-15-06-00(E)-9 | Palmer PD | - |
| | PT-15-06-00(E)-10 | Seward PD | \$779.52 |

| Program | HSP Project | Name of Project | Total |
|-----------------------------|-------------------|---|-----------------------|
| | PT-15-06-00(E)-11 | Wasilla PD | \$7,043.63 |
| | PT-15-06-00(E)-12 | Unalaska PD | - |
| | PT-15-06-00(F) | Scholarships Travel for Training and Workshops | - |
| | PT-15-06-01 | Police Traffic Services Program Area Management | \$8,514.84 |
| Police Traffic Services | | TOTALS Reflect GTS Lines | \$281,190.92 |
| | SA-15-17-00(A) | AIPC Safe Streets | \$259,702.47 |
| | SA-15-17-00(B) | FFY 15 AIPC Telephone Survey | \$19,983.61 |
| | SA-15-17-01 | Safe Communities Program Area Management | \$5,079.91 |
| Safe Communities | | TOTALS Reflect GTS Lines | \$284,765.99 |
| | PM-15-25-00(A) | Communications Contractor | \$32,722.89 |
| | PM-15-25-00(B) | Media Buys | \$80,832.12 |
| Paid Advertising | | TOTALS Reflect GTS Lines | \$113,555.01 |
| | TSP-15-31-00 | AHSO Teen Safety Program Statewide Services | - |
| | TSP-15-31-01 | Teen Safety Program Area Management | - |
| Teen Safety Program | | TOTALS Reflect GTS Lines | - |
| 402 Total | | | \$1,011,810.96 |
| 2010 | | | |
| | K6-15-03-00(A) | Anchorage ABATE | \$17,850.00 |
| | K6-15-03-00(B) | Motorcycle Safety Media Awareness | - |
| Motorcycle Safety | | TOTALS Reflect GTS Lines | \$17,850.00 |
| 2010 Total | | | \$17,850.00 |
| 164 | | | |
| 20.608 | PA-15-00-00 | Planning and Administration Federal | \$14,432.61 |
| Planning and Administration | | TOTALS Reflect GTS Lines | \$14,432.61 |
| | AL-15-01-00(A) | ASTEP DUI Enforcement HVE | \$245,262.94 |
| | AL-15-01-00(A)-1 | Alaska State Troopers | \$63,611.80 |

| Program | HSP Project | Name of Project | Total |
|-------------------|--------------------|---|---------------------|
| | AL-15-01-00(A)-2 | Anchorage PD | \$146,825.45 |
| | AL-15-01-00(A)-3 | Dillingham PD | - |
| | AL-15-01-00(A)-4 | Fairbanks PD | \$3,199.98 |
| | AL-15-01-00(A)-5 | Homer PD | \$6,104.05 |
| | AL-15-01-00(A)-6 | Kenai PD | - |
| | AL-15-01-00(A)-7 | North Pole PD | - |
| | AL-15-01-00(A)-8 | Palmer PD | \$13,742.58 |
| | AL-15-01-00(A)-9 | Seward PD | \$3,255.21 |
| | AL-15-01-00(A)10 | Wasilla PD | \$8,523.87 |
| | AL-15-01-00(B) | City of Fairbanks DUI Traffic Enforcement | \$201,426.23 |
| | AL-15-01-00(C) | North Pole PD DUI Officer | - |
| | AL-15-01-00(D) | Anchorage DUI Unit | - |
| | AL-15-01-00(E)-1 | APD DUI Coordinator Travel | \$2,158.43 |
| Alcohol | | TOTALS Reflect GTS Lines | \$448,847.60 |
| | PM-15-25-00(A) | Media Buys | \$16,572.00 |
| Paid Media | | TOTALS Reflect GTS Lines | \$16,572.00 |
| 164 Total | | | \$479,852.21 |
| 405b | | | |
| | M2X-15-04-00(A) | OPUS | \$48,534.91 |
| | M2X-15-04-01 | 405b OP Low Program Area Management | \$246.03 |
| 405b OP Low | | TOTALS Reflect GTS Lines | \$48,780.94 |
| | M2TR-15-04-00(A)-1 | AIPC Lifesavers Conference – Sylvia Craig | \$2,209.92 |
| | M2TR-15-04-00(A)-2 | Central Peninsula Hospital Lifesavers Conference | \$3,070.40 |
| | M2TR-15-04-00(A)-3 | Fairbanks Memorial Hospital Lifesavers Conference | \$2,878.00 |
| | M2TR-15-04-01 | 405b Low Training Program Area Management | \$1,084.53 |
| 405b Low Training | | TOTALS Reflect GTS Lines | \$9,242.85 |

| Program | HSP Project | Name of Project | Total |
|---------------------------------|---------------------|---|---------------------|
| | M2CPS-15-04-00(A) | Mat-Su Services Child Passenger Safety Program | \$27,072.91 |
| | M2CPS-15-04-00(B) | Central Peninsula Hospital-Safe Kids Kenai | \$36,023.24 |
| | M2CPS-15-04-00(C) | Fairbanks Safe Rider | \$81,791.15 |
| | M2CPS-15-04-00(D) | Statewide CPS Coordinator | \$27,649.26 |
| | M2CPS-15-04-01 | 405b Low Community CPS Program Area Management | \$10,926.75 |
| 405b Low Community CPS Services | | TOTALS Reflect GTS Lines | \$183,463.31 |
| 405b Total | | | \$241,487.10 |
| 405c | | | |
| | M3DA-15-08-00(A) | AHSO Traffic Maintenance License Fees | \$76,632.62 |
| | M3DA-15-08-00(B) | ACS Improve Court Case MGMT System Criminal and Minor Offense Records | \$19,079.43 |
| | M3DA-15-08-00(C) | H&SS Crash-Outcome Linkage Exploration | - |
| | M3DA-15-08-00(D) | DPS TraCS Project | \$192,356.69 |
| | M3DA-15-08-00(E) | ACS Improve Court Case MGMT System-Disposition Data Quality | \$45,366.06 |
| | M3DA-15-08-00(F) | Scholarships Travel for Training and Workshops | \$3,367.38 |
| | M3DA-15-08-00(F)-1 | DPS Alaska State Troopers-TraCS National Model Meeting Travel Scholarship (LT Rick Roberts) | \$2,366.66 |
| | M3DA-15-08-00(F)-2 | DPS Alaska State Troopers-TraCS National Model Meeting Travel Scholarship (Josh Garcia) | \$1,000.72 |
| 405c Data Program | | TOTALS Reflect GTS Lines | \$336,802.18 |
| 405c Total | | | \$336,802.18 |
| 405d | | | |
| | M5HVE-15-01-00(A)-1 | Anchorage PD Drug Enforcement HVE | \$11,198.50 |
| 405d HVE Mid | | TOTALS Reflect GTS Lines | \$11,198.50 |
| | M5X-15-01-00(A) | DPS-Statewide DRE | \$18,951.48 |
| | M5X-15-01-01 | 405d M5X Impaired Driving Mid Program Area Management | \$783.20 |
| 405d Impaired Driving Mid | | TOTALS Reflect GTS Lines | \$19,734.68 |
| | M5TR-15-01-00(A)-1 | Alaska State Troopers DRE Certification Training | \$7,878.26 |
| | M5TR-15-01-00(A)-2 | Alaska State Troopers IACP 21st Annual DRE Training Conference | \$35,699.48 |

| Program | HSP Project | Name of Project | Total |
|-----------------------------|--------------------|--|-----------------------|
| | M5TR-15-01-00(A)-3 | Alaska State Troopers s Region I Midyear Meeting | \$1,003.64 |
| | M5TR-15-01-01 | 405d Training Mid Program Area Management | \$275.86 |
| 405d Training Mid | | TOTALS Reflect GTS Lines | \$44,857.24 |
| 405d Total | | | \$75,790.42 |
| NHTSA and FHWA TOTAL | | | \$2,163,592.87 |

Source: AHSO, 2015.



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

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

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

Regional Administrator

January 26, 2016

Ms. Tammy Kramer, Administrator
Alaska Highway Safety office
P.O. Box 112500
Juneau, AK 99811-2500

RE: FY 2015 Annual Report

Dear Ms. Kramer,

We reviewed your FY 2015 Performance Plan Annual Evaluation of the State of Alaska's Highway Safety Program. I find the report to be satisfactory and we accept it as fulfillment of the Highway Safety Program requirements in 23 CFR 1200.35 Annual Report and the corresponding FY 2015 Performance Plan.

Alaska continues to develop their highway safety programs and shows a strong commitment to save lives with enhanced Impaired Driving Prevention Programs, Occupant Protection and Traffic records. I am especially encouraged with the reported seatbelt use rate as the state continues to climb towards that 90% milestone (89.3%), I am confident you will hit this milestone in FY 2016. This is reflective of your continued work in this area. I would encourage you to look at pedestrian safety in the next fiscal year as this is an area of increasing fatalities in Alaska as well as across the United States.

We appreciate the continued efforts in building a network of highway safety partners and look forward to helping you build a stronger program in 2016.

Sincerely,

John M. Moffat

cc. Sandra Garcia-Aline, Division Administrator, Federal Highway Administration, Alaska;
Maggi Gunnels, Associate Administrator, NHTSA



VEHICLE SAFETY HOTLINE 888-327-4236



NHTSA REGION # 10 Annual Report Review Fiscal Year 2015

(Uniform Procedures 23 CFR Part 1200.35)

State: Alaska Fiscal Year: 2015 Date Received: 12.31.15

Reviewed by: Linda Fisher Date Reviewed: 01.22.16

Date uploaded to Sharepoint: 1.22.16

Annual Report (AR)

Criteria: (Uniform Procedures 23 CFR Part 1200.35)

§ 1200.35 Annual Report

Within 90 days after the end of the fiscal year, each State shall submit an Annual Report describing:

- (a) A general assessment of the State's progress in achieving highway safety performance measure targets identified in the Highway Safety Plan;
- (b) A general description of the projects and activities funded and implemented under the Highway Safety Plan;
- (c) The amount of Federal funds expended on projects from the Highway Safety Plan; and
- (d) How the projects funded during the fiscal year contributed to meeting the State's highway safety targets. Where data becomes available, a State should report progress from prior year projects that have contributed to meeting current State highway safety targets.

(a) Performance Targets/Measures (FY2015 Requirements):

| | |
|--|--|
| | Review the State's progress on each of the NHTSA/GHSA core outcome and behavior performance measures. Refer to the Highway Safety Plan (same Fiscal Year as Annual Report) to ensure that each target is included. Note: If the State addressed additional targets, insert rows into the document to add that information. |
| | C-1) Traffic Fatalities Baseline: 60 Target: 59 Current: 73 FARS Data x Year <u>2014</u> |
| | C-2) Serious Injuries Baseline: 348 Target: 337 Current: N/A State Data x FARS Data x Year <u>2014</u> |
| | C-3) Fatalities/VMT – Total Baseline: 1.21 Target: 1.17 Current: 1.51 FARS Data x Year <u>2014</u> |
| | C-3) Fatalities/VMT - Rural (if available) Baseline: 1.72 Target: 1.67 Current: .86 |

| | | | | |
|--|--|--|----------------|--------------|
| | | FARS Data X | Year__2014____ | |
| | | C-3) Fatalities/VMT – Urban (if available) | | |
| | | Baseline:.49 | Target:.47 | Current:.64 |
| | | FARS Data X | Year_2014____ | |
| | | C-4) Unrestrained passenger vehicle occupant fatalities, all seat positions | | |
| | | Baseline: 19 | Target: 18 | Current: 21 |
| | | FARS Data X | Year__2014____ | |
| | | C-5) Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above | | |
| | | Baseline: 18 | Target: 18 | Current:23 |
| | | FARS Data X | Year__2014____ | |
| | | C-6) Speeding-related Fatalities | | |
| | | Baseline:25 | Target:24 | Current:16 |
| | | FARS Data X | Year_2014____ | |
| | | C-7) Motorcyclist Fatalities | | |
| | | Baseline:7 | Target:6 | Current:8 |
| | | FARS Data X | Year_2014____ | |
| | | C-8) Unhelmeted Motorcyclist Fatalities | | |
| | | Baseline:2 | Target:1 | Current:3 |
| | | FARS Data X | Year_2014____ | |
| | | C-9) Drivers age 20 or younger involved in fatal crashes | | |
| | | Baseline:14 | Target:14 | Current:11 |
| | | FARS Data X | Year__2014____ | |
| | | C-10) Pedestrian Fatalities | | |
| | | Baseline:7 | Target:7 | Current:14 |
| | | FARS Data X | Year__2014____ | |
| | | C-11) Bicyclist Fatalities | | |
| | | Baseline:1 | Target:0 | Current:3 |
| | | FARS Data X | Year__2014____ | |
| | | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants | | |
| | | Baseline: 87.6 | Target:90 | Current:88.4 |

| | | |
|--|--|--|
| | | A-1) Seat belt citations issued during grant-funded enforcement activities Current: 612 |
| | | A-2) Impaired driving arrests made during grant-funded enforcement activities Current: 80 |
| | | A-3) Speeding citations issued during grant-funded enforcement activities Current: 438 |

COMMENTS: Noticed that there was a significant drop in the activity over the past three years. Fewer law enforcement agencies have been participating in the program and a significant loss of the Alaska State Troopers after the 2011 Management Review found problems.

Certifications & Assurances (For Evaluation by NHTSA, Not Required for AR)

| Page # | Y/N | |
|-----------|-----|--|
| | | Is there a description of the activities implemented to: |
| p.13 & 27 | Y | Support national safety belt and impaired driving mobilizations? How? Participated in all required mobilizations. |
| p.12-13 | Y | Sustain enforcement of impaired driving, OP, and speed statutes? How? Activity Measures |
| p.26 | Y | Conduct annual safety belt survey? Certification received or will provide by March 1? |
| p. 33-35 | Y | Develop statewide data systems? How? |
| p. 33-35 | Y | Coordinate data collection and information systems with the State's SHSP? |

COMMENTS:

| (b) Program Area Analysis | | |
|---|------------|---|
| Occupant Protection | | <input type="checkbox"/> N/A |
| Page # | Y/N | |
| 26 | y | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?: Yes |
| | | Funding source(s): 402 and 405b |
| Describe Strengths and Weaknesses: Alaska almost hit the 90 mark with the 2015 survey showing an 89.3% usage rate, however, this is not reflected in the above information since 2014 information was used. | | |
| State Traffic Safety Information System Improvements | | <input type="checkbox"/> N/A |
| Page # | Y/N | |
| 23 | y | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? Yes |
| | | Funding source(s):402 and 405a,b,c,d |
| Describe Strengths and Weaknesses: Alaska has a variety of projects that were funded in the FY 2015. There were many projects that were not funded as well. Though Alaska is moving forward, it is at a very slow pace. | | |
| Impaired Driving Countermeasures | | <input type="checkbox"/> N/A |
| Page # | Y/N | |
| 23 | y | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? |
| | | Funding source(s): 164, 402, 405d |
| Describe Strengths and Weaknesses: Alaska has several projects with different agencies, getting more and more involved in HVE as well as an engaged DRE program that lead to 14 new DRE's and 4 ARIDE courses. | | |
| Ignition Interlock | | <input checked="" type="checkbox"/> N/A |
| Page # | Y/N | |
| | | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? |
| | | Funding source(s): |
| Describe Strengths and Weaknesses: | | |

| | | |
|--|------------|---|
| Distracted Driving | | XN/A |
| Page # | Y/N | |
| | | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? |
| | | Funding source(s): |
| Describe Strengths and Weaknesses: | | |
| Motorcycles | | <input type="checkbox"/> N/A |
| Page # | Y/N | |
| 29 | y | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? |
| | | Funding source(s):2010 |
| Describe Strengths and Weaknesses: At the time of the AR, the performance results of this project were not yet completed | | |
| Graduated Driver Licensing Laws | | XN/A |
| Page # | Y/N | |
| | | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? |
| | | Funding source(s): |
| Describe Strengths and Weaknesses: | | |
| Child Passenger Safety | | XN/A |
| Page # | Y/N | |
| | | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? |
| | | States receiving Section 2011 funds must adhere to the specific reporting requirements in SAFETEA-LU. If applicable, does the State meet reporting requirements for Section 2011 as specified under SAFETEA-LU? |
| | | Funding sources(s): |

| | | | |
|---|------------|--|------------------------------|
| Pedestrian/Bicycles | | | <input type="checkbox"/> N/A |
| Page # | Y/N | | |
| 30 | y | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? | |
| | | Funding Source(s):402 | |
| Describe Strengths and Weaknesses: Though Alaska does have activities in this area, the pedestrian deaths for 2015 nearly doubled, there needs to be more emphasis in this area. | | | |
| Police Traffic Services | | | X N/A |
| Page # | Y/N | | |
| | | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? | |
| | | Funding source(s): | |
| Describe Strengths and Weaknesses: | | | |
| Paid Media | | | <input type="checkbox"/> N/A |
| Page # | Y/N | | |
| 36 | y | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? | |
| | | Funding source(s): 402, 164 PM | |
| Describe Strengths and Weaknesses: | | | |
| Speed | | | <input type="checkbox"/> N/A |
| Page # | Y/N | | |
| 28 | y | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? | |
| | | Funding source(s): 402 | |
| Describe Strengths and Weaknesses: Alaska had speed enforcement projects. As with many states law enforcement personnel resources are low and it can be difficult to get participation. | | | |

| | | |
|--|------------|--|
| | | |
| Safe Communities/Community Traffic Safety Programs | | XN/A |
| Page # | Y/N | |
| | | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? |
| | | Funding source(s): |
| Describe Strengths and Weaknesses: | | |
| Other Program Area: N/A | | |
| Page # | Y/N | |
| | | Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan? |
| | | Funding source(s): |
| Describe Strengths and Weaknesses: | | |
| (c) Financial/GTS Review (For NHTSA Information/Review): | | |
| Attach GTS Reports - m. Voucher Match Review Report (select Final Voucher). u. Obligations vs. Expenditures | | |
| Date of GTS Reports: 01.22.2016 | | |
| Was Final Voucher Reviewed to Determine Amounts Expended on Projects? Yes | | |
| Does the State provide expended amounts on all projects listed in the highway safety plan? Yes | | |
| Note: Project expenditures are only required in FY 14 and beyond as stated in §1200.11(e) <i>Program Cost Summary and List of Projects</i> . | | |
| Is the State compliant with the 40% to local requirement under Section 402 and 154AL and 164AL? If not, explain: Yes 44% | | |
| Are there major unexpended balances for specific funding categories (for example, Section 1906, Section 405 (e))? If yes, explain: Yes, primarily due to the 2011 MR where this issue is still pending. Alaska is continuing with the minimum projects until this issue is resolved. | | |
| Is the State compliant with matching requirements for applicable programs? If no, explain: Yes | | |

COMMENTS: Alaska has a lot of un-used funds. I will be addressing funds in the Traffic records area that will be lost if not obligated to projects as well as impaired driving funds. Part of the issue with Alaska's unused funds is the ongoing C-9 findings from the 2011 MR. This is currently with legal counsel.

(d) Target Progress:

| Page # | Y/N | |
|--------|-----|--|
| 3 | y | Does the State specify other measures that would be indicative of program and/or project success toward attainment of the performance measures? |
| 4 | y | Can it be determined if the State is progressing toward the attainment of its stated long range performance targets? If no, explain. |
| 6,7,8 | y | Does the narrative describe how the projects and activities funded during the Fiscal Year and/or prior years, contributed to meeting the State's highway safety goals as identified in the Highway Plan? |
| 39 | y | Did the State conduct the attitude and awareness surveys? Note: These surveys are strongly recommended, not required. |
| | n | Is there any indication that the State used the results from previous attitude and awareness surveys? |
| | | List any other evaluations that were conducted and obtain a copy of the reports? Note: For NHTSA information/review. |

COMMENTS: As part of the lessons learned, Alaska has gone through some large impacts based on the oil industry. There are now more VMT with changes in the economy. Alaska is working at implementing a Law Enforcement Liaison Program to increase communication with law enforcement agencies and continue a joint effort in the reduction of fatalities and other traffic safety events.

Implications for Future Planning:

Based on the AR review, list lessons learned and/or considerations for future HSPs.

COMMENTS:
Alaska needs to place a priority focus on pedestrian fatalities which nearly doubled from FY2014 to FY2015.

Overview of Annual Evaluation Report

Strengths: Overall Alaska has a strong program with a focus on seatbelts and child safety

restraints. They have a strong HVE program with a focus on Impaired driving.

Weaknesses: Alaska needs to work on getting more agencies involved in the HVE projects and needs a focus on pedestrian safety.

Other Comments, Recommendations or Best Practices:

Reviewer Signature

Linda Fisher



Date

1-22-2016

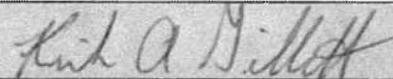
Upon completion of form, attach draft approval letters and submit to DRA & RA

DRA/RA Comments: Alaska did a nice job of drafting their 2015 Annual Evaluation Report. I like the way they highlighted the successes of the various projects conducted during the year. I did notice that there has been a significant drop in the number of activity measures conducted over the past three years.

Alaska is basically maintaining a minimal highway safety program until such time as the C-9 finding from the 2011 Management Review is resolved and settled.

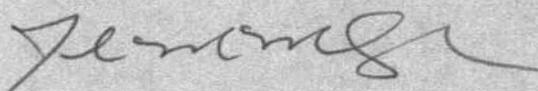
Overall, there are no major concerns or issues with Alaska's 2015 Annual Evaluation Report.

DRA Signature Kirk A. Gillett



Date: 1-26-2016

RA Signature John M. Moffat



Date: 3/1/2016