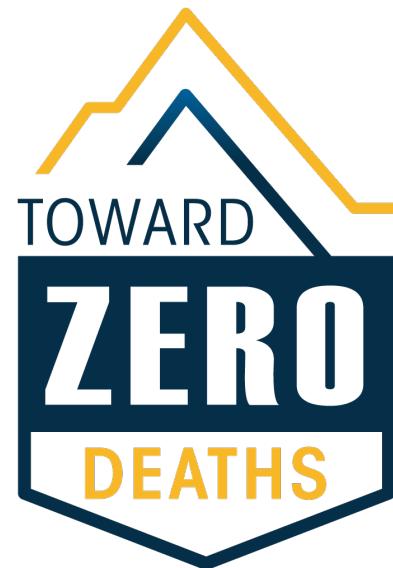


# Alaska Annual Grant Application

*Federal Fiscal Year 2026*



*prepared for*

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

*prepared by*

**Tammy Kramer**

**Alaska Highway Safety Office**

**Department of Transportation and Public Facilities**



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**Tammy Kramer  
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Department of Transportation and Public Facilities**

*date*

**July 31, 2025**

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# 1.0 Updates to Alaska's Triennial Highway Safety Plan

Alaska's 2024—2026 Triennial Highway Safety Plan was submitted to the National Highway Traffic Safety Administration (NHTSA) on June 30, 2023.

## July 2025 Amendments

The Triennial Highway Safety Plan submitted to NHTSA in June of 2023 required the addition of additional countermeasures to account for a new project planned to be funded in FFY 2026, Impaired Driving Victim Impact Panel Improvement and Evaluation, in the Traffic Safety Information System Improvements section.

Each State should access and analyze reliable data sources for problem identification and program planning. Each State should conduct several different types of evaluation to effectively measure progress and to plan and implement new program strategies, as identified by NHTSA in the Uniform Guidelines for Highway Traffic Safety Program.

This project aligns with NHTSA Highway Safety Program Guideline No. 10 (Traffic Records) by improving data collection through post-panel surveys to evaluate the effectiveness of the Victim Impact Panel. It supports Guideline No. 8 (Alcohol and Drug Impaired Driving) by enhancing efforts to reduce impaired driving through personal testimony, education, and resource sharing. The project also addresses gaps by providing support materials and tools for participants, ensuring a more comprehensive, data-informed, and trauma-aware approach to impaired driving prevention.

Countermeasure(s): Alaska's Traffic Records Strategic Plan and the elements in NHTSA's Highway Safety Program Guideline No. 10—Traffic Records and Guideline No. 8- Alcohol and Drug Impaired Driving

## September 2024 Amendments

The Triennial Highway Safety Plan submitted to NHTSA in June of 2023 required the addition or clarification of two countermeasures. The first is the addition of countermeasures from Countermeasures That Work (CTW) Chapter 9: Sections 1.2 in the nonmotorized section. The second edit is the addition of CTW Appendix 4, Section 2.1 to correct the previous notation of Appendix 4, Section 2.2 in the distracted driving section.

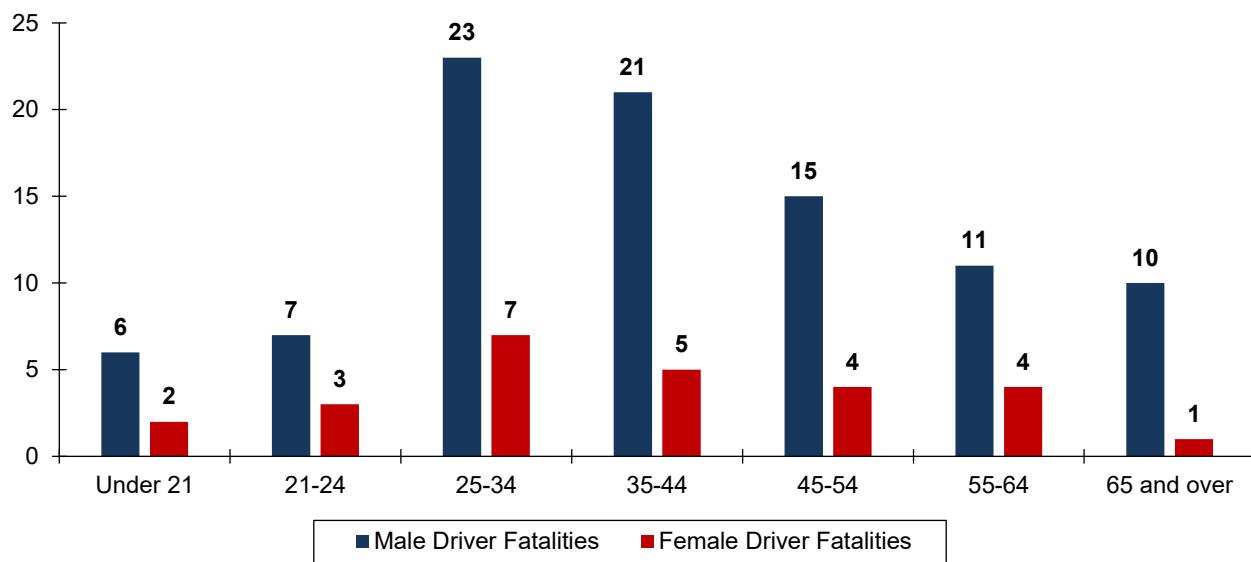
Previously the AHSO had novice and young driver countermeasures embedded under the occupant protection section. To strengthen and clarify the countermeasures to address novice drivers the AHSO is updating the 3HSP to add a Novice Driver section.

### 1.1 Novice Drivers

#### *Problem ID the Strategy Addresses*

Although novice drivers are not legally able to drink alcohol impaired driving fatalities are still a concern. Impaired driving fatalities were greatest among 25- to 34-year-olds (30), followed by 35- to 45-year-olds (26) between 2017 and 2021, as shown in Figure 1. Impaired driving fatalities were lowest among those under 21 (8), between 21 and 24 years old (10), and those 65 and above (11) between 2017 and 2021. Overall, male drivers were more than three times as likely to be killed in an impaired driving crash than female drivers.

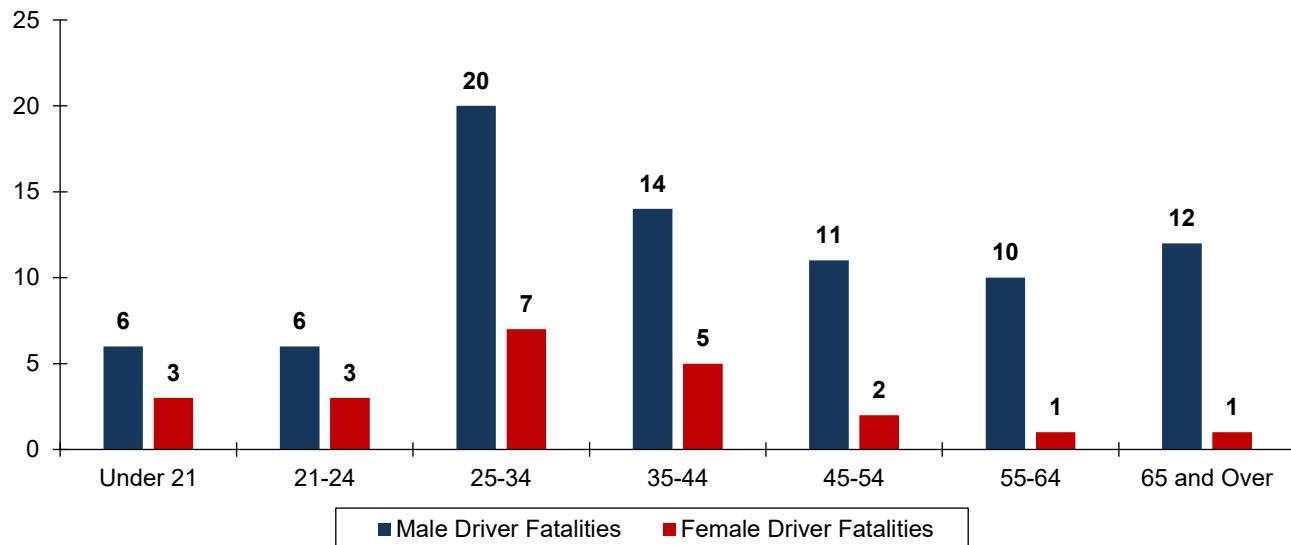
**Figure 1      Alcohol-Suspected Driving Fatalities by Driver Gender and Age Group**



Source/Date Accessed: FARS FIRST, May 2023

Figure 2 illustrates the number of speeding-related fatalities by driver gender and age group between 2017 and 2021. Male drivers were over three times more likely to be killed in a speeding-related crash than female drivers. Drivers of both genders between the ages of 25 and 34 had the highest numbers of speeding-related fatalities (20 males and 7 females), followed by the 35 to 44 age group (14 males and 5 females). While female drivers ages 55 and above had the lowest number of fatalities, there were much higher numbers of fatalities among male counterparts of the same ages.

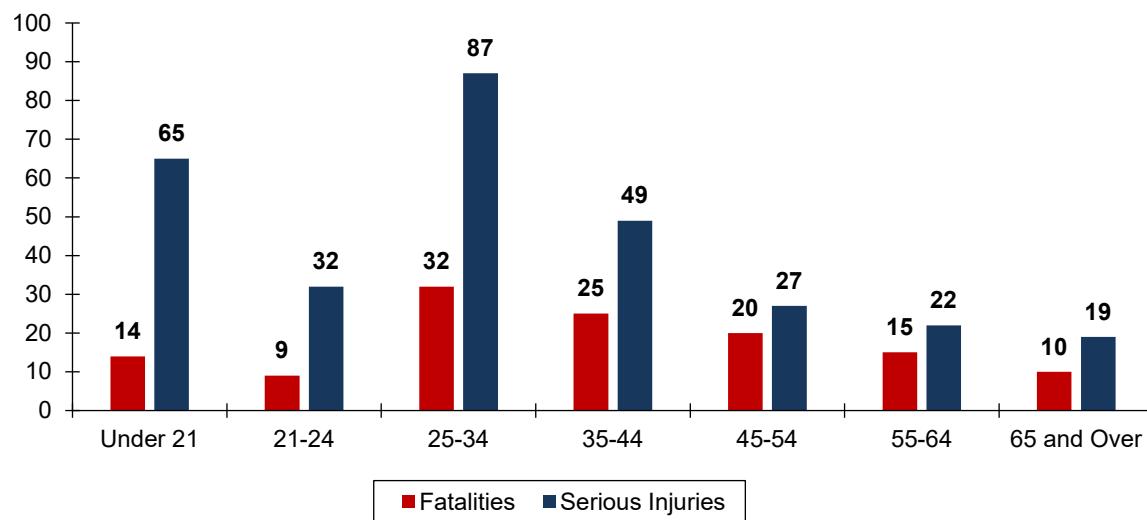
**Figure 2      Speeding-Related Fatalities by Driver Gender and Age Group**



Source/Date Accessed: FARS FIRST, May 2023.

Motor vehicle occupants between the ages of 25 and 34 represented the largest number of unrestrained fatalities (32) and serious injuries (87) between 2017 and 2021, as shown in Figure 3. Motor vehicle occupants between the ages of 35 and 44 also represented a high number of fatalities (25) and serious injuries (49). In addition, occupants under age 21 represented 65 serious injuries.

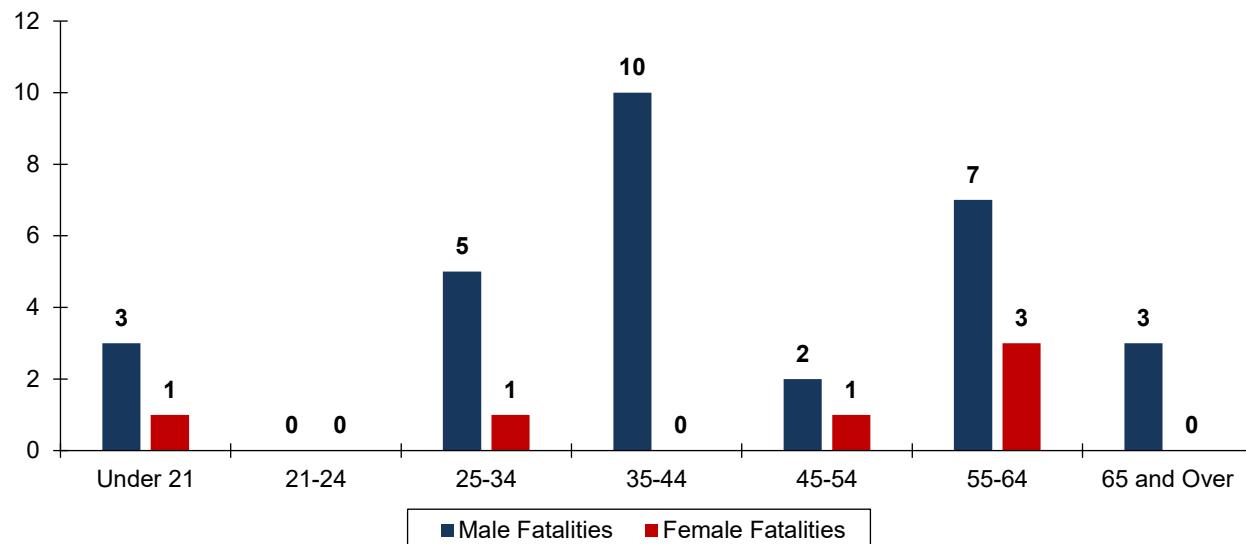
**Figure 3      Unrestrained Fatalities and Serious Injuries by Age Group**



Source/Date Accessed: Alaska CARE and FARS, May 2023.

Fatalities among male motorcyclists far exceeded female motorcyclist fatalities across all age groups, as shown in Figure 4. From 2017 to 2021, where operator's gender is known, females accounted for just 17 percent of all motorcyclist fatalities (six out of 36). Three out of six female motorcyclists killed were between the ages of 55 and 64. For male motorcyclist fatalities, over one-quarter were between the ages of 35 and 44 (10).

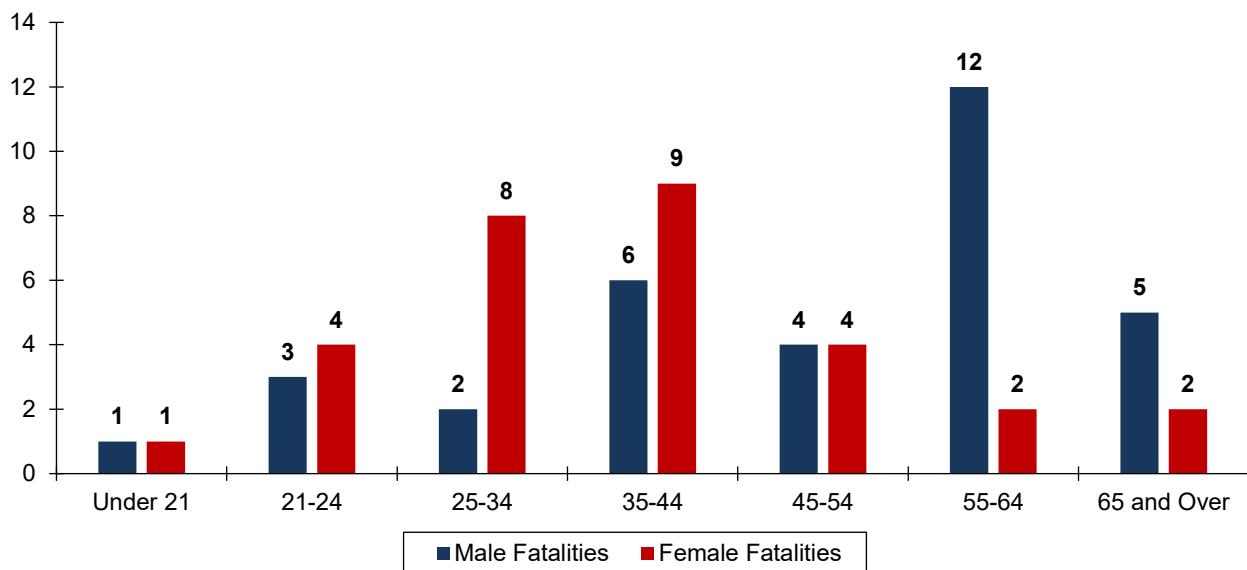
**Figure 4      Motorcyclist Fatalities by Gender and Age**



Source/Date Accessed: Alaska CARE, May 2023.

The age distribution for pedestrian fatalities was different between male and female pedestrians between 2017 and 2021, as illustrated in Figure 5. Male pedestrians age 55 to 64 years had the highest number of fatalities, accounting for 19 percent of all pedestrian fatalities. Males ages 35 to 44 years were the next highest for male pedestrians, with six fatalities. In comparison, female pedestrians ages 35 to 44 years had nine fatalities, followed closely by 8 female pedestrian fatalities age 25 to 34 years old.

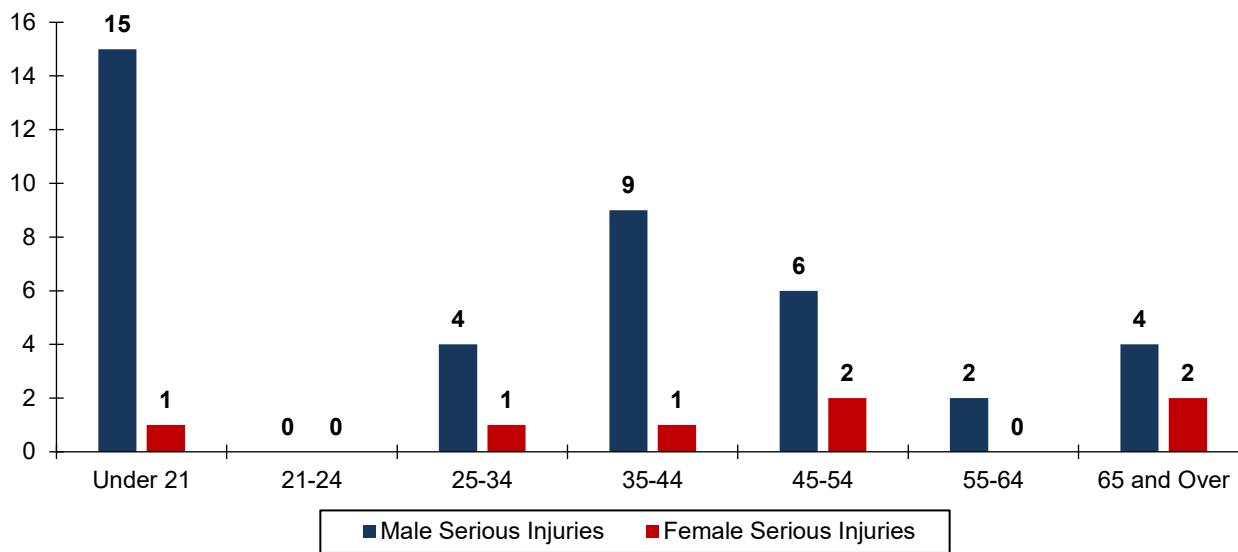
**Figure 5** Pedestrian Fatalities by Age and Gender



Source/Date Accessed: FARS FIRST, May 2023.

Figure 6 breaks down bicycle serious injuries by age group and gender between 2017 and 2021. Bicyclists under age 21 had the highest risk for serious injury, with 16 total serious injuries, 15 of which were male. The age group with the next highest number of serious injuries were 35- to 44-year-olds with 10 serious injuries, 9 of which were male. In general, male bicyclists were over four times more likely to be involved in more injury crashes than female bicyclists during this period.

**Figure 6** Bicycle Serious Injuries by Age Group and Gender



Source/Date Accessed: Alaska CARE, May 2023.

### *Countermeasure Strategy*

In recent years, the AHSO has put additional resources towards programming and education of young drivers. However, fatalities have fluctuated from six in 2017 to ten in 2019 and 2020 and back down to seven in 2021. The number of drivers 20 or under involved in fatal crashes averaged eight per year between 2017 and 2021, therefore a target of seven for 2024 and maintaining that in 2025 appears achievable based on recent fluctuations while working towards reducing the young driver fatalities to six or fewer by 2026.

Alaska utilizes data driven decision-making to select, assess, and monitor projects that lead to safer roadways in combination with the totality of our safety planning. Alaska's statewide novice driver-based program includes prevention strategies focused on young drivers who are most likely to take risks while driving, walking or biking and the sorts of risks they may take. Proven countermeasures, including the use of high-visibility enforcement and statewide education, including paid and earned media, and the use of radars by law enforcement and mobile radar display units to address some contributing factors of young driver fatalities.

AHSO, in partnership with the Center for Safe Alaskans and law enforcement agencies, remains committed to addressing novice drivers on the State's roadways through enforcement and education.

Particular emphasis will continue to be given to outreach and messaging to novice drivers about how to ensure they drive, walk and bike safely. According to CTW, "a comprehensive program aimed at increasing restraint use among 8- to 15-year-olds in Berks County, Pennsylvania (Alonge et al., 2012). The program included education at elementary, middle, and high schools, law enforcement participation, earned and paid media, and participation in community events. Restraint use increased significantly following the program (13% at elementary schools, 17% at middle schools, and 20% at high schools)." The AHSO intends to work collaboratively with our communications partners, sports media partners, and the Center for Safe Alaskans to look at opportunities to educate and inform novice drivers about their responsibilities to travel safely.

Addressing novice driver safety is a multi-pronged approach that falls under most of the other emphasis areas that the AHSO already supports, such as impaired, occupant protection, and speeding. AHSO will partner with law enforcement as well throughout the state which will also help to supplement the safety of younger drivers through educational partnership efforts with law enforcement as well as enforcement of the states traffic safety laws.

**Evidence of Effectiveness:** CTW, Chapter 2: Sections 2, 3, 5, 6 and 7, Chapter 6: Sections 3.1, 3.2, and 4.1.

### *Performance Targets the Strategy Addresses*

1. Maintain or reduce drivers age 20 and younger involved in fatal crashes from the 2017–2021 rolling average of 8 to the following in each year: 7 in 2024; 7 in 2025; and 6 in 2026.

### *Federal Funds the State Plans to Use*

**Estimated Allocation of Funds: \$313,000**

**Funding Source(s): 402**

### *Considerations Used to Determine What Projects to Fund for the Strategy*

When determining what projects will be funded each year to implement this countermeasure strategy, the AHSO will consider analysis of Alaska's traffic safety data, affected communities and impacted locations, input received from our public engagement efforts, and solicitation of proposals.

### *How the Countermeasure Strategy was Informed by NHTSA's Uniform Guidelines*

Although there is no Highway Safety Program Guidelines specific to novice or young drivers, the activities described in this countermeasure strategy align with various elements in NHTSA's Highway Safety Program Guideline No. 8 – Impaired Driving, No. 14 – Pedestrian and Bicycle Safety, No. 19 – Speed Management, and No. 20 – Occupant Protection including Problem Identification, Communications Program, Enforcement Countermeasures, and Data and Evaluation.

### **Previous Amendments**

The State of Alaska had previously made an adjustment to the countermeasure strategy for programming funds for Therapeutic Court Monitoring in the impaired driving section in September of 2023 because it was not included in the Triennial Highway Safety Plan submitted to NHTSA in June of 2023. Additionally, in September of 2023 an amendment was made to add targets for the core measures (C-1 through C-3) for FY25 and FY26 in the Performance Measure section of the Triennial Highway Safety Plan.

The State of Alaska has made no further updates, including:

- No changes to the Performance Plan in the 2024—2026 Triennial Highway Safety Plan and no amendments to any common performance targets developed under § 1300.11(b)(3)(ii)(C).

## 2.0 Project and Subrecipient Information

### 2.1 Previous Performance

The most recent Annual Report, submitted in January 2025, noted many of Alaska's Core Performance Measures appeared to be trending in the right direction in FFY2023.

In FFY2023, Alaska met targets established for Total Traffic Fatalities, Serious Traffic Injuries, Fatalities per 100M VMT, Unrestrained Passenger Vehicle Occupant Fatalities, Speeding Fatalities, Unhelmeted Motorcycle Fatalities, and Observed Seat Belt Use Rate from the State survey. Targets were not met (from 2016-2020 averages to 2019-2023) for the following Performance Measures:

- Motorcycle Fatalities
- Drivers Age 20 or Younger Involved in Fatal Crashes
- Pedestrian Fatalities
- Bicyclist Fatalities
- Distracted Driving

This AGA reflects Alaska's ongoing strategy to continue to invest in areas identified in the Problem Identification process, public engagement, and performance reporting. Alaska will continue to fund targeted overtime enforcement/mobilizations, promote highway safety-related public information and education through various programs, and continue its multiple media campaigns through a variety of means (television, radio, social media, billboards, etc.) to improve our results.

Additionally, we intend to take action to review and potentially refocus the education and messaging to further improve motorcycle fatalities. Similar efforts will be made to better address the Drivers Age 20 or Younger involved in fatal crashes with plans to communicate with our safety partners in education and media to utilize additional tools to evaluate their impact in reducing young driver fatalities. The AHSOs efforts to educate the motoring public about the dangers of Distracted Driving are still in its infancy and believe that continued sustained efforts will improve awareness of the dangers of Distracted Driving. The AHSO will also look into potentially adding or editing questions on the annual attitudinal telephone survey for collecting more information on drivers attitudes.

Over the last two years, additional efforts utilizing both behavioral and engineering safety improvements, have been made to help address pedestrian and bicyclist fatalities utilizing the comprehensive analysis completed through Alaska's Vulnerable Road User (VRU) analysis. We believe continued focus on the areas identified as VRU hot spots in education and enforcement will reap benefits. Furthermore, there are now five proposed projects for FFY2026 to help address VRU crashes. Some of the new projects aim is to help educate and inform both motorists and nonmotorists about sharing the road with VRUs and how to pedestrians and bicyclists can be safer on the roadways in areas outside of Anchorage, which previously was the focus area for most programmatic efforts for addressing nonmotorized fatalities in the state. By providing more nonmotorist programming throughout the state we believe fatalities will begin to go down.

Lastly, Alaska plans to continue PP&E activities, especially in support of the development of the upcoming 2027 – 2029 Triennial Highway Safety Plan, which may help to address these performance area concerns.

## 2.2 Impaired Driving

Alaska's Impaired Driving Task Force (IDTF), led by the AHSO, has met quarterly since being established in 2013 by the adoption of a set of bylaws, with the exception of during the COVID-19 pandemic. The Impaired Driving Strategic Plan was revised and approved in June 2024. The Impaired Driving Strategic Plan is based on Highway Safety Guideline No. 8 and its strategies and actions steps (A.S.) include the following:

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### **Strategy 1: Build partnerships designed to reduce impaired driving crashes.**

AS 1.1.1:Conduct quarterly Alaska Impaired Driving Task Force meetings to review and track strategic plan progress and identify new initiatives.

AS 1.1.2:Identify new partners when needed to remove roadblocks.

### **Strategy 2: Prevention**

AS 2.1:Improve understanding of impaired driving among youth and implement outreach programs.

AS 2.1.1:Improve knowledge of factors leading to impaired driving and other unsafe driving behavior by Alaska youth.

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

AS 2.2.1:Conduct data-driven compliance checks.

AS 2.3:Conduct mandatory alcohol server training.

AS 2.3.1:Increase accountability for alcohol server training and marijuana handlers permits.

### **Strategy 3: Criminal Justice System**

AS 3.1:Improve and enhance the effectiveness of Alaska's Ignition Interlock (IID) program through an effective and consistent policy and oversight.

AS 3.1.1:Conduct research on ignition interlock devices for consideration by the Legislature.

AS 3.2:Improve enforcement and prosecution of impaired drivers who crash into special users.

AS 3.2.1:Determine the charges typically leveraged against impaired drivers who crash into special users.

### **Strategy 3.3: Enforce and publicize High Visibility Enforcement**

AS 3.3:Continue statewide, high-visibility saturation enforcement and media campaigns to reduce impaired driving.

AS 3.3.1:Conduct high-visibility enforcement using saturation patrols during the national Drive Sober or Get Pulled Over mobilization and at times and in areas identified as having a high impaired driving crash rate.

AS 3.3.2:Increase coverage of impaired enforcement activity, including during special events and campaigns such as Drive Sober or Get Pulled Over.

AS 3.4:Enhance impaired driving enforcement in the four safety corridors.

AS 3.4.1:Conduct data-driven enforcement efforts in the Seward, Parks, Knik/Goose Bay Road and Sterling Safety Corridors on times and days and where data suggest a high rate of impaired driving occurs.

AS 3.5:Reduce the incidence of DUI/drugged driving through enhancement of DUI/Drugged driving evidence collection and preservation practices.

AS 3.5.1:Increase the number of officers trained and recertified in standardized DUI/Drugged driving detection and apprehension.

AS 3.6:Develop a program to increase enforcement of drug-impaired driving.

AS 3.6.1:Increase the number of Drug Recognition Experts (DREs) in the State and ensure there is sufficient access to DREs for smaller departments.

AS 3.7:Develop a Statewide Law Enforcement Liaison program to increase support for impaired driving efforts.

AS 3.7.1:Deploy a Statewide Law Enforcement Liaison (LEL) program.

AS 3.8:Educate prosecutors and court system on traffic safety issues specifically impaired driving.

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AS 3.8.1:Hire a Traffic Safety Resource Prosecutor (TSRP).

AS 3.8.2:Provide statewide prosecutor training and technical assistance throughout Alaska.

AS 3.9:Provide information to judges on impaired driving issues and best practices.

AS 3.10:Suspend a driver license administratively upon arrest.

AS 3.10.1:Continue program to suspend or revoke licenses based on test refusal or test result.

#### **Strategy 4: Communications Program**

AS 4.1:Establish a comprehensive communications plan that includes impaired driving initiatives.

AS 4.1.1Develop a statewide traffic safety communications plan which incorporates initiatives from the Alaska Impaired Driving Strategic Plan.

AS 4.1.2:Implement the impaired driving communications plan to increase coverage of enforcement activity during special events and campaigns.

#### **Strategy 5.1: Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, Rehabilitation**

AS 5.1:Develop and implement a screening, treatment, and rehabilitation program.

AS 5.1.1:Evaluate the effectiveness of implementing SB 91 (which requires risk assessment screening for alcohol and drug use).

#### **Strategy 6.1: Program Evaluation and Data**

AS 6.1:Conduct an annual impaired driving program evaluation.

AS 6.1.1: Conduct data analysis and reporting of IDTF activities and grant funded impaired driving related programs.

AS 6.2:Improve toxicology services for impaired driving cases.

AS 6.2.1:Ensure the services of a forensic toxicologist to analyze blood test results and provide expert testimony in impaired driving cases.

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The Alaska Impaired Driving Task Force includes the following members:

<b>Name</b>	<b>Title</b>	<b>Agency/Organization</b>
Tammy Kramer	Governor's Representative for Highway Safety	Alaska Highway Safety Office
Vacant	Traffic Records/ FARS	Alaska Highway Safety Office
Hans Brinke	Law Enforcement Liaison	Alaska Highway Safety Office
Stephanie Hinckle	AHSO Impaired Driving Program Manager	Alaska Highway Safety Office
Vacant	Regulations Specialist	Alcohol and Marijuana Control Office
Deputy Commander Daron Cooper	Alaska State Troopers representative (DRE)	Alaska State Troopers
Vacant	Traffic Safety Resource Prosecutor	TBD
Tony Piper	Alaska Safety Alcohol Program, Program Manager	Alaska Department of Health and Social Services, Division of Behavioral Health
Michelle Bartley	Therapeutic Courts Program Coordinator	Alaska Courts
Vacant	Manager of Driver Services	Alaska Department of Administration, Division of Motor Vehicles
Vacant	Armed Forces representative	US Air Force, Joint Base Elmendorf-Richardson

Chief Ron Dupee	Local Law Enforcement representative	Fairbanks Police Department
Sgt. David Noll	Local Law Enforcement representative	Anchorage Police Department
Senior Patrol Officer Severin Stalmarck	Local Law Enforcement representative	Anchorage Police Department
Chief Tim Putney	Local Law Enforcement representative	Kodiak Police Department
Marcia Howell	Executive Director	Alaska Injury Prevention Center
Kelby Murphy	Public Affairs Coordinator	Walsh Sheppard Advertising

## FY2026 Projects

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**Countermeasure(s):** CTW, Chapter 1: Sections 2.2, 2.5 & 5.2

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

**Project Description:** Highly visible enforcement is widely recognized as an effective countermeasure for reducing impaired driving fatalities and serious injuries. The AHSO will fund the Alaska State Troopers (AST) and 11 local agencies to conduct data-driven integrated enforcement which includes high visibility enforcement and saturation patrols in areas of high risk for impaired driving crashes in coordination with national mobilizations. As part of this effort, the ASTs Alaska Wildlife Troopers (AWT), who monitor when boaters retrieve their boats from the water, will also be monitoring for impaired drivers who have been drinking on the water and are leaving impaired with their vehicle.

*Location where the Project is Performed:* Anchorage, Wasilla, Palmer, Fairbanks, North Pole, Soldotna, Kenai, Homer, Whittier Mat-Su, Kenai, Fairbanks, Juneau, Wrangell, Ketchikan, Seward, Metlakatla, Skagway, Haines, Nome, Kotzebue, Cooper Landing, Tok, Delta, Glennallen, Nenana, Cantwell, Dillingham

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405d Mid/\$250,000.00

**Project Agreement Number:** 405dM5HVE-26-01-BL(A)

**Subrecipient(s):** Local and State Law Enforcement Agencies

**Eligible Use of Funds:** High Visibility Enforcement

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 1: Sections 2.2, 2.5 & 5.2

**Project Name:** Anchorage Police Department Impaired Driving Enforcement Unit

**Project Description:** This project will support the Anchorage Police Department Impaired Driving Enforcement Unit's (IDEU) enforcement effort. The IDEU will focus on sustained, high visible enforcement using data driven methods to improve efficiency and effectiveness. The IDEU will continue to combat impaired driving with targeted enforcement, high-visibility patrols and continued partnership and community outreach with the AHSO. IDEU officers will maintain a visible presence in geographical areas of Anchorage associated with drinking establishments. IDEU will also review the list of catering permit applications to determine the need for additional presence in locations where events take place. The IDEU will deploy resources as needed on Federal, state, and local holidays, events, and other dates supported by arrest data,

including but not limited to the Alaska State Fair, opening of sport fishing season, hunting season, the Alyeska Slush Cup, Anchorage community events, and all HVE dates provided by the AHSO (e.g., the national You Drink, You Drive, You Lose, campaign). The IDEU will also coordinate public outreach campaigns with APD, AHSO, and Alaska DOT's public information officers and public relations. A portion of the funding will be used for officer training and fleet maintenance to enable officers to work with the impaired driving enforcement patrols. APD is requesting three new vehicles this year to be utilized by the IDEU, the AHSO will be reviewing this for consideration.

*Location where the Project is Performed:* Anchorage Metropolitan area

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 164/ \$2,166,850

**Project Agreement Number:** 164ENFAL-26-00-BL(A)

**Subrecipient(s):** Anchorage Police Department

**Eligible Use of Funds:** Impaired Driving

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Sections 2.2, 2.5 & 5.2

**Project Name:** FFY2026 Fairbanks Police Department Traffic Enforcement Unit

**Project Description:** The Fairbanks DUI Traffic Enforcement Unit will conduct highly visible and sustained enforcement through deployment of saturation patrols in areas of high risk for impaired driving crashes. A Traffic Enforcement Officer will be assigned by unit supervisor to commit 50 percent of their total work time performing sole DUI enforcement duties, keep daily statistics and participate in all high visibility enforcement. Data-driven enforcement operations will be conducted throughout the year and in coordination with the national mobilizations.

*Location where the Project is Performed:* Fairbanks Area

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405d Mid/\$88,600.00

**Project Agreement Number:** 405dM5HVE-26-01-BL(B)

**Subrecipient(s):** City of Fairbanks Police Department

**Eligible Use of Funds:** High Visibility Enforcement

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 1: Section 7.1

**Project Name:** Statewide Drug Recognition Expert (DRE) Program

**Project Description:** This project will support Alaska's DRE program activities in an attempt to increase DREs in the state or help to negate the attrition of officers stepping away from DRE certification after receiving it. This project will support a three-day statewide annual DRE in-service training in Anchorage; DRE instructors conducting up to one Drug Impairment Training for Educational Professionals (DITEP) class; DRE instructors to teach up to five Advanced Roadside Impaired Driving Enforcement (ARIDE) courses; participation in the National Annual DRE Training Conference and Annual DRE Regional Mid-Year Meeting;

DRE Instructor training for up to two existing DREs; DRE certification for up to five DRE applicants; DRE Instructor travel for certification schools; DRE Certification travel for field certifications; equipment, callouts, and out-of-state toxicology testing.

*Location where the Project is Performed:* Anchorage area

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405d Mid/\$277,500

**Project Agreement Number:** 405dM5TR-26-01-BL(A)

**Subrecipient(s):** Alaska State Troopers, Statewide

**Eligible Use of Funds:** Mid Training

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 1: Sections 2.5, 2.5 & 7.1

**Project Name:** Alaska State Public Health Laboratory (ASPHL) Toxicology Services

**Project Description:** Previously the State of Alaska outsourced forensic drug toxicology services out of State. In FFY2019 the Alaska State Public Health Laboratory (ASPHL) began providing in-state forensic drug toxicology services for criminal prosecution. To increase the rate of prosecution of drug facilitated impaired driving cases, toxicology services must be performed in-state. The project will provide forensic toxicology services between ASPHL and AHSO to analyze evidence collected from drug- impaired driving offenses. The AHSO will hold the grant and will have a Memorandum of Understanding (MOU) with ASPHL to continue testing and will invoice the AHSO for each test performed. Grant funding will support a mechanism for Alaska law enforcement agencies to submit evidence to a forensic toxicology laboratory for the analysis of samples in drug-impaired driving cases. Project activities also include development of in-state expert witness testimony skills for the criminal prosecution of individuals for Driving Under the Influence of Drugs. Anticipated results will include instate analysis and in-person expert forensic testimony at a reduced expense, as well as an increase in the prosecution of drug impaired drivers in the state.

*Location where the Project is Performed:* Anchorage area

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405d Mid/\$272,000

**Project Agreement Number:** 405dB5BAC-26-01-BL(A)

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Mid BAC Testing; Reporting

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 1: Section 7.1

**Project Name:** Alaska DUI/Drug Courts Outcome Improvement

**Project Description:** The overall objective of this project is to promote public safety and reduce criminal recidivism by admitting addicted offenders into treatment and the court program as quickly as possible and supporting them through the program to successful completion. This would be done by the leasing of 12

alcohol-monitoring ankle bracelets for use on new high-risk participants in the state's therapeutic court program. There are five objectives of this program:

One, to increase the capacity utilization of DUI/drug courts to 90 percent by the end of the fiscal year by keeping participants engaged in the program through to completion of the program. Two, to increase approved referrals to DUI/drug courts by 10 percent over the fiscal year. Three, to increase use of DUI-specific screening and assessment tools to 100 percent of all DUI applicants to appropriately assess for their charges and criminal history. Four, to increase the utilization of Medication for Addiction Treatment by 10 percent to ensure individuals are being appropriately assessed for MAT. Five, to increase participant retention by 10 percent which involves judges, attorneys, treatment providers, and community supervision providing support and holding the participant accountable and keeping them on track in the program.

*Location where the Project is Performed:* Anchorage area

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405d Mid/\$32,066.00

**Project Agreement Number:** 405dB5TST-26-01-BL(A)

**Subrecipient(s):** Alaska Court System

**Eligible Use of Funds:** Mid BAC Testing; Reporting

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 1: Sections 2.2, 2.5 & 5.2

**Project Name:** Educational Traffic Safety Media Buys (Impaired Driving)

**Project Description:** This project funds media buys on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals to reduce impaired driving related crashes. A mass media campaign consists of intensive communications and outreach activities regarding alcohol-impaired driving that use radio, television, print, and other mass media, both paid and/or earned. Mass media campaigns are a standard part of every state's efforts to reduce alcohol-impaired driving. Funding will also help to support the national You Drink. You Drive. You Lose. campaign.

*Location where the Project is Performed:* Anchorage, Gulf Coast Region, Interior Region, Mat-Su Region, Northern Region, Southeast Region, Southwest Region

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405d Mid/\$700,000.00

**Project Agreement Number:** 45dB5PEM-26-01-BL(A)

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Mid Media; Impaired Driving Training; Enforcement Related

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 1: Sections 2.2, 2.5 & 5.2

**Project Name:** Special Events and Sports Marketing (Impaired Driving)

**Project Description:** This project funds media and educational activities on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals to reduce impaired driving related crashes. This project is designed to

reach high-risk target demographics gathered for sporting events and entertainment venues located throughout the state which are not currently addressed directly in other impaired driving paid media activities. At many community and sporting events in Alaska, alcohol is served at the events and attendees may often times drive home impaired. This project addresses these individuals directly at the events with a combination of consistent and repeated messaging about the dangers of drunk driving. The team will be present at many of these events to provide hands-on demonstrations utilizing tools like drunk googles to provide an immersive learning experience on the dangers of impaired driving. Planned activities for FFY2024 will occur at motorsport, hockey, rodeos, motorcycle rides, and community festival events where drinking is prominent.

*Location where the Project is Performed:* Fairbanks, Anchorage, Chugiak-Eagle River, Palmer, Kenai, Kodiak, North Pole, Willow, Girdwood, Juneau, Haines

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL) / \$244,000

**Project Agreement Number:** 402PM-26-26-BL(F) -AL

**Subrecipient(s):** Alliance Highway Safety

**Eligible Use of Funds:** Paid Media

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 1: Sections 5 and 7; Chapter 6: Sections 3 and 4

**Project Name:** AST Impaired Driving Education

**Project Description:** This project funds the purchase and implementation of polysubstance-drug impairment goggles and interactive educational tools to address the growing concern of impaired driving – particularly involving the combination of substances. DPS has identified impaired driving as a safety related problem, which is identified in the Alaska's SHSP as an Emphasis Area under Safe Road Users. To address existing challenges, this project will conduct impactful community outreach and youth education programs to demonstrate the dangers of impaired driving. Instructed by law enforcement, the training will focus on the effects of alcohol, marijuana, opioids, and polysubstances on the body through experimental learning opportunities and hands-on activities. This project sets a quantifiable goal of training trainers and reaching 5,000 students over the next two years, conduct a goal of 10 training courses each month, and strive to have attendees or co-organizers request additional training courses to reach more students.

*Location where the Project is Performed:* Statewide

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 402/\$34,168

**Project Agreement Number:** 402AL-26-01-BL(A)

**Subrecipient(s):** Alaska Department of Public Safety

**Eligible Use of Funds:** Education and outreach

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No



## 2.3 Occupant Protection

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. The AHSO remains committed to improving the seat belt use rate. AHSO's goal is to increase the observed seat belt use to 93 percent by the end of the year in 2026.

The AHSO convened a multidisciplinary Occupant Protection Task Force (OPTF) in 2013 to review data, proven countermeasures, and best practices. Based, in part, on recommendations from a NHTSA occupant protection assessment conducted in 2013, the task force developed a comprehensive Occupant Protection Strategic Plan to reduce injuries and fatalities by increasing seat belt and child restraint use. This multi-year plan is reviewed by the task force on an annual basis, with changes made as needed.

The OPTF met in March 2023 to discuss progress made to date, input received from stakeholders and the public during the SHSP update process and public participation and engagement activities, as well as address changes in OPTF membership. The OPTF, led by the AHSO, also reviewed the plan's strategies and actions and discussed which should remain, be revised, removed, and any additional ones which should be added to the plan. Following are the plan's strategies and actions steps prioritized for FFY 2024 (AS):

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#	Action	Champion	Performance Targets	Timeframe
1.1	Increase the number of HVE occupant protection participating LEAs.	AKHSO	<ul style="list-style-type: none"><li>• Seat belt and CPS citation numbers.</li><li>• Seat belt/CPS contact numbers</li><li>• Earned media spots for CIOT.</li></ul>	Years 1–5, ongoing
1.2	Increase the number of officers who participated in HVE OP enforcement efforts.	AKHSO	<ul style="list-style-type: none"><li>• Increase in # of officer OP HVE participation year over year</li><li>• Determine number of officers involved in OP enforcement projects. (Year one)</li><li>• Add to HVE reporting form the number of officers who participated. (Year one)</li></ul>	Years 1–5, ongoing
1.3	Target low seat belt users for education programs.	AKHSO	<ul style="list-style-type: none"><li>• Look at questions from telephone survey. (Year one)</li><li>• Implementation of new communication strategies (year 2–3)</li><li>• Evaluation of efforts (year 3–4)</li></ul>	Years 1–5, ongoing
1.4	Increase statewide presence and support for small and rural CPS programs in traditionally overlooked populations.	CPS Coordinators	<ul style="list-style-type: none"><li>• # of new communities reached out to each FY</li><li>• Child occupant protection media campaign with a strong effort to reach underserved populations.</li><li>• Travel to at least three rural communities for CPS Events and educational presentations based on public participation and engagement.</li></ul>	Years 1–5, ongoing

#	Action	Champion	Performance Targets	Timeframe
1.5	Collect and analyze critical child passenger safety data of funded occupant protection programs for children.	CPS Coordinators	<ul style="list-style-type: none"> <li>The number of car seat checks completed</li> <li>The number of car seats and booster seats distributed</li> <li>The number of check-up events.</li> <li>The number of community education events.</li> <li>Maintain fitting stations with certified technicians and supplies.</li> </ul>	Years 1–5, ongoing
1.6	CPS Technician and Instructor certification.	CPS Coordinators	<ul style="list-style-type: none"> <li>The annual number of statewide National Child Passenger Safety Technician Certification Training courses. One will be hybrid to remove barriers to attendance by law enforcement.</li> <li>The number of technicians and instructors certified statewide.</li> </ul>	Years 1–5, ongoing
1.7	Increase Law Enforcement (LE) knowledge of child occupant protection resources.	CPS Coordinators	<ul style="list-style-type: none"> <li>Track the number of officers completing the Car Seat Basics for Law Enforcement.</li> <li>Survey LE to make sure they are aware of CPS Technicians and resources.</li> </ul>	Years 1–5, ongoing

The AHSO oversees implementation of the State's Occupant Protection Strategic Plan with the assistance of the State CPS Coordinator and Assistant State Coordinator who oversee and support CPS activities.

Working with nationally certified Child Passenger Safety Technicians statewide, AHSO will promote the proper use of child restraints through child passenger safety seat checks and check-up events held in local communities across the state and at designated inspection stations. These activities will be posted on Car Seats Alaska and promoted via press releases and community outreach. Particular emphasis will be given to educating underserved and indigent (high-risk) populations that typically do not have access to car and booster seats. Both education and age/weight/height appropriate seats will be provided to families as needed.

CPS Technicians will distribute information on the importance and use of child restraints through community clinics, health practitioners, and hospitals. At these events parents and guardians are advised about the dangers of leaving unattended passengers in the car who could be in danger from hot cars. Additionally, the statewide CPS Coordinator and Assistant State Coordinator will plan, implement, and promote a coordinated CPS event in support of National Child Passenger Safety Week/Seat Check Saturday in September, 2026 that focuses on both car and booster seats. Alaska's permanent inspection stations will be key sites for this coordinated event. The state's present active network of fitting stations, including whether they service rural or urban areas of the state, are identified in Table 2.1 below. Most fitting stations provide services for at-risk and low-income populations. These fitting stations are expected to service the state in FFY2026. Each planned event will be staffed with at least one current nationally certified CPS Technician. The AHSO CPS Coordinator will support other locations where seat checks can be conducted as needed to ensure statewide coverage continues. The AHSO will also support technician certification, re-certification and instructor certification via in-state conferences and technician certification courses.

**Table 2.1 Alaska FFY2026 Child Restraint Inspection Stations**

Name	City	Notes	Rural or Urban
Alaska Injury Prevention Center dba Center for Safe Alaskans <sup>1</sup>	Anchorage	By appointment only. NHTSA Training Resource Special Needs Transportation Resource	Urban <sup>1</sup>
Anchorage Fire Department (AFD)	Anchorage	By appointment only. AFD has 13 Inspection Stations.	Urban
Safe Kids Alaska State Coalition Coordinator Providence Alaska Medical Center <sup>1</sup>	Anchorage	By appointment only. Special Needs Transportation Instructor	Urban
Bethel Fire Department	Bethel	By appointment only.	Rural
Native Village of Eyak	Cordova	By appointment only.	Rural
Craig Tribal Association	Craig	By appointment only.	Rural
Eielson Air Force Base Fire Emergency Services	Eielson AFB	By appointment only.	Rural
Ester Volunteer Fire Department	Ester	By appointment only.	Rural
Chena Goldstream Fire & Rescue	Fairbanks	By appointment only.	Rural
Fairbanks Police Department	Fairbanks	By appointment only.	Urban
Fort Wainwright Fire Department <sup>1</sup>	Fairbanks	By appointment only. Special Needs Transportation Resource	Rural
North Star Volunteer Fire Department	Fairbanks	By appointment only.	Rural
Steese Volunteer Fire Department	Fairbanks	By appointment only.	Rural
The Fairbanks Safe Rider Program <sup>1</sup> Fairbanks Memorial Hospital	Fairbanks	By appointment only. Special Needs Transportation Resource	Rural
Sprout Family Services	Homer	By appointment only.	Rural
Bartlett Regional Hospital Safe Kids Alaska CPS Program	Juneau	By appointment only.	Rural
Juneau Police Department Safe Kids Alaska CPS Program <sup>1</sup>	Juneau	By appointment only.	Urban
SEARHC Juneau	Juneau	By appointment only.	Rural
City of Nikiski	Kenai	By appointment only.	Rural
Kenai Fire Department	Kenai	By appointment only.	Rural
Ketchikan Fire Department Safe Kids Alaska CPS Program	Ketchikan	By appointment only.	Rural
Kodiak Bayside Fire Station Safe Kids Alaska CPS Program	Kodiak	By appointment only.	Rural
Knik Tribe, Safe Kids Alaska CPS Program	Mat-Su	By appointment only.	Rural
Western Emergency Services <sup>1</sup>	Ninilchik	By appointment only. Special Needs Transportation Resource	
CAMP – Norton Sound Health Corporation	Nome	By appointment only.	Rural
North Pole Fire Department	North Pole		
Seward Providence Mountain Haven	Seward	By appointment only.	Rural
SEARHC Sitka	Sitka	By appointment only.	Rural
Central Emergency Services <sup>1</sup>	Soldotna	By appointment only. Special Needs Transportation Resource	Rural
Safe Kids Kenai Peninsula <sup>1</sup>	Soldotna	By appointment only. Special Needs Transportation Resource	Rural

<sup>1</sup> Denotes the station provides a Special Needs Transportation Resource.

The statewide CPS Coordinator and Assistant Statewide Coordinator will determine the current level and geographic distribution of certified CPS technicians in Alaska, monitor the state's recertification rate, and schedule technician trainings. AHSO will provide funding for new technician certification training and technician recertification. Emphasis will be given to ensuring that there are certified technicians in remote communities. The anticipated number of CPS technician courses for FFY2026, their location, and estimated number of participants is shown below. Given current conditions, the statewide CPS Coordinator anticipates these courses will ensure Alaska will have the needed number of technicians to maintain required coverage at the state's fitting stations and planned events.

**Table 2.2 FFY2026 Child Passenger Safety Technician Courses**

Course Location	Number of Courses	Estimated Number of Participants
Anchorage	3	35
Fairbanks	2	20
Rural Alaska (Tok, Sikta or Nome)	1	5
Soldotna	2	10
<b>Total</b>	<b>8</b>	<b>70</b>

The statewide CPS Coordinator will also collect, analyze, and report car seat check data to ensure levels of service are being maintained, and identify common misuse problems and other critical information. The statewide CPS Coordinator will also identify and publicize other opportunities (e.g., online, conferences) for certified technicians to obtain continuing education through [Car Seats Alaska](#) and [www.cert.safekids.org](http://www.cert.safekids.org). Additionally, the statewide CPS Co-Coordinator will help further expand CPS programs into hospitals that currently do not have any type of programs.

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

In addition, motor vehicle crashes are the second leading cause of serious injury to Alaskans aged 55 and over (Alaska Trauma Registry, 2020). According to the Centers for Disease Control and Prevention, the risk of being injured or killed in a motor vehicle crash increases with age. Alaska's Occupant Protection Program Assessment recommended outreach be made to drivers aged 55 and older. Older drivers are more likely to be killed or seriously injured when a crash does occur due to their greater fragility. Age also brings changes to vision, cognition, flexibility, and speed of reflexes.

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

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

Alaska utilizes data driven decision-making to select, assess, and monitor projects that in combination with the totality of our safety planning will lead to safer roadways. To provide the maximum impact and likelihood for increasing restraint use, the AHSO provides leadership, training, and technical assistance to other state agencies, law enforcement agencies, and to local occupant protection projects. The AHSO conducts problem identification to identify the areas and populations with the highest rate of unrestrained fatalities and lowest usage rates. Alaska's CPS program is comprehensive in its geographic coverage, reach to high-risk populations, engagement with safety partners and advocates who implement evidence-based countermeasures, and the funding support to ensure success.

### Participation in the Click It or Ticket (CIOT) Mobilization in May

Alaska's CIOT enforcement campaign will run in conjunction with the National CIOT Mobilization scheduled for May 2026. Funds will be granted to law enforcement agencies based on a pre-developed enforcement plan. It is anticipated that the following agencies will participate in the 2026 CIOT Mobilization:

Alaska State Troopers	Juneau P.D.	Kenai P.D.
Anchorage P.D.	Ketchikan P.D.	Soldotna P.D.
Wasilla P.D.	Whittier P.D.	Palmer P.D.
Kodiak P.D.	Bethel P.D.	Sitka P.D.

### FY2026 Projects

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**Countermeasure(s):** CTW, Chapter 2, Sections 2.1, 2.3 & 3.1

**Project Name:** Statewide Click It or Ticket Mobilization and State Blitzes (CIOT HVE)

**Project Description:** The AHSO will provide grants to AST and local law enforcement agencies to conduct seat belt enforcement activity in their jurisdictions. The AST, in collaboration with local law enforcement agencies (Anchorage, Bethel, Kodiak, Sitka, Juneau, Ketchikan, Kenai, Soldotna, Palmer, Wasilla, and Whittier Police Departments), will conduct high-visibility overtime enforcement during the Click It or Ticket mobilization and state blitzes through directed and saturation patrols, and seat belt informational checkpoints. Enforcement will focus on roadways with identified low seat belt use rates as determined by crash data and Alaska's annual Observational Survey of Seatbelt Use and Occupant Protection Use Survey. Participating agencies also will conduct earned media activities and participate in education events.

*Location where the Project is Performed:* Statewide and, Anchorage, Wasilla, Palmer, Soldotna, Kenai, Whittier, Juneau, Ketchikan, Kodiak, Bethel, and Sitka

*Affected Communities (if applicable):* Tribal and underserved communities

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL)/\$250,000.00

**Project Agreement Number:** 402OP-26-07-BL

**Subrecipient(s):** Local and State Law Enforcement Agencies

**Eligible Use of Funds:** Seat Belts

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 2: Sections 5.1,6.1,6.2, 7.1 & 7.2

**Project Name:** Safe Kids Kenai Peninsula—Child Passenger Safety Program

**Project Description:** Safe Kids (SK) Kenai Peninsula will support the CPS component of the state's Occupant Protection Strategic Plan. SK Kenai will coordinate 17 community car seat checkup events and inspection sites to distribute 100 child passenger safety devices to families at risk and in need, perform 550 car seat checks at community checkup events, and increase education and awareness to 1400 children and 1,500 adult caregivers. SK Kenai will also serve as a mentor to local fire and EMS departments, and will coordinate, train, support certification, and mentor CPS technicians in the region. This project will implement a child passenger safety media campaign on social media through the Central Peninsula Hospital. Donations are requested but are not required for car seats, this project may generate program income.

*Location where the Project is Performed:* Soldotna, Kenai, Nikiski, Sterling, Kasilof, Anchor Point, Homer, Seward, Copper Landing, Moose Pass, Bear Creek

*Affected Communities (if applicable):* Tribal and underserved communities

**Federal Funding Source(s)/Amount:** 405b/\$33,826; \$20,000 (Car Seats)

**Project Agreement Number:** 405bM1CPS-26-04-BL(D); 405bB1CPS\_US-26-05-BL(B)

**Subrecipient(s):** Central Peninsula Hospital

**Eligible Use of Funds:** High Community CPS Services/High CSS Purchase/Distribution

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 2: Sections 5.1,6.1,6.2, 7.1 & 7.2

**Project Name:** Fairbanks Safe Rider Program

**Project Description:** In alignment with the CPS component of the state's Strategic Highway Safety Plan, the Fairbanks Safe Rider Program will host CPS events (e.g., car seat check events, inspections, seat distribution), support existing and develop additional child safety seat fitting stations, provide CPS education at community events, and implement earned media opportunities to educate the public. Specific goals are to conduct at least four CPS checkup events; increase CPS education to at least 762 caregivers; increase the number of car seat fittings through hospital rounds to 123; and increase the number of car seat checks to 276. Donations are requested but are not required for car seats, this project may generate program income.

*Location where the Project is Performed:* Fairbanks, North Pole, Ft. WWT Army Post, Ester, Salcha, Delta Junction, Tok, Tetlin, Glennallen, Valdez, Nenana, Healy, Circle, Central, Kotzebue, Barrow

*Affected Communities (if applicable):* Tribal and underserved communities

**Federal Funding Source(s)/Amount:** 405b/\$177,548; \$5,000 (Car Seats)

**Project Agreement Number:** 405bM1CPS-26-04-BL(E); 405bB1CPS\_US-26-05-BL(C)

**Subrecipient(s):** Fairbanks Memorial Hospital

**Eligible Use of Funds:** High Community CPS Services; High CSS Purchase; Distribution

**Planning and Administration Costs:** No **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 2: Sections 5.1,6.1,6.2, 7.1 & 7.2

**Project Name:** Statewide CPS Coordinator

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

*Location where the Project is Performed:* Anchorage, Bethel, Cordova, Craig, Ester, Fairbanks, Eielson AFB, Homer, Juneau, Kenai, Kenai, Nikiski, Ketchikan, Kodiak, Ninilchik, Nome, Palmer, Seward, Sitka & Soldotna

*Affected Communities (if applicable):* Tribal and underserved communities.

**Federal Funding Source(s)/Amount:** 405b High/\$40,000

**Project Agreement Number:** 405bM1CPS-26-04-BL(A)

**Subrecipient(s):** Alaska Injury Prevention Center (AIPC), DBA Center for Safe Alaskans

**Eligible Use of Funds:** High Training; High Community CPS Services

**Planning and Administration Costs:** No **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 2: Sections 5.1,6.1,6.2, 7.1 & 7.2

**Project Name:** Statewide CPS Co-Coordinator

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

*Location where the Project is Performed:* Fairbanks, North Pole, Ft. WWT Army Post, Ester, Salcha, Delta Junction, Tok, Tetlin, Glennallen, Valdez, Nenana, Healy, Circle, Central, Kotzebue, Barrow

*Affected Communities (if applicable):* Tribal and underserved communities

**Federal Funding Source(s)/Amount:** 405b High/\$40,000

**Project Agreement Number:** 405bM1CPS-26-04-BL(B)

**Subrecipient(s):** Fairbanks Memorial Hospital

**Eligible Use of Funds:** High Training; High Community CPS Services

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 2, Sections 2.1,2.3 & 3.1

**Project Name:** Educational Traffic Safety Media Buys (Occupant Protection)

**Project Description:** This project funds the media buys on behalf of the AHSO to assist in fulfillment of its goals for the HSP and SHSP to improve occupant protection in the state. Paid advertising is a critical part of the media strategy that allows us to reach those without knowledge of or with misperceptions about occupant safety. Paid advertising brings with it the ability to control message content, timing, placement, and repetition. Through strategic messaging and audience targeting, paid media campaigns allow us to reach those most likely to engage in unsafe driving behaviors related to general occupant protection, child passenger safety, and seat belt safety. Creative used in advertising can help inform those unaware of basic occupant protection behaviors, how to best fit their children in the right seat, and the benefits of always wearing your seat belt. Advertising supports Alaskans getting repeated exposure to this messaging, which can help shift misperceptions and poor attitudes about protecting all vehicle occupants. Furthermore, it allows us to connect audiences with local resources to better protect themselves and their loved ones while in vehicles. Funding will also help to support the national Click It or Ticket and Child Passenger Safety campaigns.

*Location where the Project is Performed:* Anchorage Region, Gulf Coast Region, Interior Region, Mat-Su Region, Northern Region, Southeast Region, Southwest Region

*Affected Communities (if applicable):* Tribal and unrestrained occupants

**Federal Funding Source(s)/Amount:** \$200,000

**Project Agreement Number:** 405bM1\*PM-26-06-BL(A)

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Paid Media/Distracted Driving/UNATT

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** Per requirement of 23 CFR 1340

**Project Name:** Occupant Protection Use Survey (OPUS)

**Project Description:** The state is required to evaluate the impact of its programs aimed at increasing seat belt use. Alaska's seat belt use observational survey was redesigned in FFY2022 and approved by NHTSA. The design allows the capture of demographic data to assist in targeting the occupant protection programs and measuring performance. A complete survey report will be generated. The survey cost includes collection, entry, and analysis and report writing.

*Location where the Project is Performed:* Anchorage, Juneau, Kenai, Fairbanks, North Star Borough and Matanuska-Susitna Boroughs

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405b High/\$42,000

**Project Agreement Number:** 405bM1CPS-26-04-BL(F)

**Subrecipient(s):** AIPC, DBA Center for Safe Alaskans

**Eligible Use of Funds:** High Occupant Protection Information System

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 2: Sections 5.1, 6.1, 6.2, 7.1, and 7.2

**Project Name:** Older Alaskan Driving Safety

**Project Description:** This project will fund establishment of a permanent CarFit station and host community events; complete 50 CarFit appointments; engage stakeholders in participant-led education efforts; conduct campaign to promote older driver safety education; reach 500 Alaskans through strategic communications; develop resources to support older driver safety education. Information about each CarFit check will be collected and used to track the number of seniors assisted as well as motor vehicle changes recommended, and changes actually made. In addition, pre- and post-evaluations of all participants will be conducted to measure change in knowledge and behaviors related to car safety.

*Location where the Project is Performed:* Anchorage, Wasilla/Palmer, Kenai/Soldotna, Homer, Nome, Bethel, Cordova, Craig, Juneau, Fairbanks, Sitka

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL)/\$ 95,000

**Project Agreement Number:** 402OD-26-05-BL(A)

**Subrecipient(s):** AIPC, DBA Center for Safe Alaskans

**Eligible Use of Funds:** Older Driver Safety

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 2: Sections 5.1,6.1,6.2, 7.1 & 7.2

**Project Name:** Safe Travel for Children in Alaska (CPS)

**Project Description:** The Center for Safe Alaskan's CPS program is evidence based and focused on education programs for target low seat belt (car seat and booster seat) users. This project will fund distribution of car and booster seats and CPS education at fitting station and events on a needs basis for socially or economically disadvantaged families and assist with continued education and training for CPS. Twenty-four percent of Alaskans live below the 200% of the poverty level. This project will also support 400 car seat checks at full-time permanent inspection/fitting station and events; four Public CPS checkup events; 24 CPS educational presentations at health and safety events and virtually; and participation in at least four CPS Technician certification trainings. Industry support will include supporting recertification of technicians and instructors, mentoring professionals, and supporting high visibility enforcement campaigns. Safe Alaskans will also evaluate program effectiveness, with a special emphasis on diversity, equity, and inclusion. Donations are requested but are not required for car seats, this project may generate program income

*Location where the Project is Performed:* Anchorage, Wasilla/Palmer, Kenai/Soldotna, Homer, Nome, Bethel, Cordova, Craig, Juneau, Fairbanks, Sitka

**Affected Communities (if applicable):** Tribal Communities, Underserved Communities & Unrestrained Children

**Federal Funding Source(s)/Amount:** 405b/\$220,400;405b/\$15,000; NHTSA 402/\$5,000

**Project Agreement Number:** 405bM1CPS-26-04-BL( C); 405bB1CPS\_US-26-05-BL(A); 402CR-26-03-BL(A)

**Subrecipient(s):** AIPC, DBA Center for Safe Alaskans

**Eligible Use of Funds:** Child Restraint; Community CPS Services

**Planning and Administration Costs:** No **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 2: Sections 5.1,6.1,6.2, 7.1 & 7.2

**Project Name:** Media-OP

**Project Description:** This project funds media and educational activities on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals to reduce unrestrained occupant related crashes. This project is designed to reach high-risk target demographics gathered for sporting events, schools, and entertainment venues located throughout the state which are not currently addressed directly in other paid media activities for occupant protection. This project addresses these individuals directly at the events with a combination of consistent and repeated messaging at the events about the dangers driving unrestrained. The team will be present at many of these events, like local schools, to provide hands on demonstrations and peer to peer social media activities to provide an immersive learning experience on the dangers of driving unrestrained. FFY2026 planned activities for will occur at baseball games, fairs, and schools throughout the state. Dangers of unattended passengers and heatstroke will also be a component of these activities. A mass media campaign consists of intensive communication and outreach activities regarding occupant protection. Others promote specific behaviors such as buckling up every trip, every time, to reinforce with the public that a crash can occur at any time due to no fault of their own and being restrained is their best defense. Campaigns vary in quality, size, duration, funding, and many other ways. Effective campaigns identify a specific target audience and communications goal and develop messages and delivery methods appropriate to—and effective for—the audience and goal.

*Location where the Project is Performed:* Anchorage Region, Gulf Coast Region, Interior Region, Mat-Su Region, Northern Region, Southeast Region, Southwest Region

**Affected Communities (if applicable):** Tribal and unrestrained occupants

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL)/\$118,000

**Project Agreement Number:** 402PM-26-26-BL(I) - OP

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Paid Media/Occupant Protection/UNATTD

**Planning and Administration Costs:** No **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

## 2.4 Speed Enforcement

The following planned activity will support this countermeasure in FFY2026:

- Speed Enforcement

### *FY2026 Projects*

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**Countermeasure(s):** CTW, Chapter 3, Sections 2.2, 2.3 & 4.1

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

**Project Description:** The Alaska State Troopers (AST) will conduct speeding enforcement in FFY2026 with the goal of decreasing the number of excessive speeding of motorists who travel more than five miles per hour over the posted speed limits by ten percent. The AST intends to equip 47 patrol vehicles with radar to meet the goal of increasing speeding enforcement activity by ten percent over last year. Enforcement of the posted speed limit will occur at locations based on data where speed-related crashes have occurred and will consist of high-visibility enforcement operations to address specific problem areas, times, and events with a high incidence of speeding and aggressive driving behavior.

*Location where the Project is Performed:* Soldotna, Seward, Anchor Point, Mat-Su, Palmer, Glennallen, Valdez, Cordova, Dillingham, Kodiak, Juneau, Ketchikan

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 402 (BIL)/\$200,000

**Project Agreement Number:** 402SC-26-19-BL(A)

**Subrecipient(s):** Alaska State Troopers

**Eligible Use of Funds:** Speed Management

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

---

**Countermeasure(s):** CTW, Chapter 3, Sections 2.2, 2.3 & 4.1

**Project Name:** Anchorage Police Department- Municipal Wide Speed HVE Effort

**Project Description:** Anchorage Police Department's (APD) main objective will be targeted high visibility speed enforcement aimed at modifying driving behavior during peak travel times on major arterials in its jurisdiction, which include Glenn Highway and Minnesota Drive. In addition, APD will coordinate public outreach campaigns with AHSO and Alaska DOT's public information officers. Funding will be utilized to provide 1,500 hours of overtime speed enforcement as well as the purchase of equipment to outfit patrol vehicles to enable them to participate in speed enforcement patrols. Through enforcement and associated public outreach, APD hopes to see a continued reduction not only in speeding related crashes and driver self-reported speeding behaviors but a reduction in other high-risk behaviors such as general driver inattention or distraction.

*Location where the Project is Performed:* Anchorage area

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL)/\$301,660

**Project Agreement Number:** 402SC-26-19-BL(B)

**Subrecipient(s):** Anchorage Police Department

**Eligible Use of Funds:** Speed Management

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 3, Sections 2.2, 2.3 & 4.1

**Project Name:** Educational Traffic Safety Media Buys (Speed)

**Project Description:** This project funds the media buys on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals to assist in the reduction of speeding related crashes in the state. Effective, high-visibility communications and outreach are an essential part of successful speed enforcement high-visibility programs (Solomon et al., 2003). Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition. Funding will also help to support awareness of the Anchorage PD, Juneau PD, and Alaska State Troopers speed enforcement initiatives.

*Location where the Project is Performed:* Anchorage, Gulf Coast Region, Interior Region, Mat-Su Region, Northern Region, Southeast Region, Southwest Region

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL)/125,000

**Project Agreement Number:** 402PM-26-26-BL(C) - SC

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Paid Media/Speed Management

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 3, Sections 2.2, 2.3 & 4.1

**Project Name:** Special Events and Sports Marketing (Speed)

**Project Description:** This project funds the media and educational activities on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals to reduce speeding related crashes. This project is designed to reach high-risk target demographics gathered for sporting events, schools, and entertainment venues located throughout the state which are not currently addressed directly in other paid media activities for speed. This project addresses these individuals directly at the events with a combination of consistent and repeated messaging at the events about the dangers of speeding. The team will be present at many of these events, like local schools, to provide hands on demonstrations and peer to peer social media activities to provide an immersive learning experience on the dangers of speeding while driving. Planned activities for FFY2026 will occur at fairs, college athletics, motorsports, hockey games, rodeos, motorcycle events and schools throughout the State.

A speeding mass media campaign consists of intensive communication and outreach activities and promotes specific behaviors such as slowing down below the posted speed limit when conditions such as snow or ice exist on the roadway. Campaigns vary in quality, size, duration, funding, and many other ways. Effective campaigns identify a specific target audience and communications goal and develop messages and delivery methods that are appropriate to—and effective for—the audience and goal.

*Location where the Project is Performed:* Fairbanks, Anchorage, Chugiak-Eagle River, Palmer, Kenai, Kodiak, North Pole, Willow, Girdwood, Juneau, Haines

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 402PM/\$264,000

**Project Agreement Number:** 402PM-26-26-BL(G) - SC

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Paid Media/Speed

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):**

**Project Name:** Anchorage Police Department-Targeted Street Racing Enforcement Initiative

**Project Description:** Anchorage has experienced a rise in street racing incidents, reflecting a broader national trend, where illegal racing has led to fatalities, serious injuries, and extensive property damage. Recognizing that illegal street racing is a significant threat to public and roadway safety, this project will use specialized Racing Task Force Enforcement to gather intelligence on planned illegal races, develop an operational strategy for enforcement, and maintain records to ensure successful legal outcomes. This project will reduce the frequency of illegal street racing events, increase arrest rates of high-risk racing participants, improve public safety by removing reckless drivers from city streets, and strengthen community trust through proactive and strategic law enforcement efforts.

*Location where the Project is Performed:* Anchorage

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 402/\$164,750

**Project Agreement Number:** 402SC-26-19-BL(C)

**Subrecipient(s):** Municipality of Anchorage, Anchorage Police Department

**Eligible Use of Funds:** Speed Management

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 3, Sections 2.2, 2.3 & 4.1

**Project Name:** High-Visibility Speed Enforcement

**Project Description:** High-Visibility enforcement is widely recognized as an effective countermeasure for reducing speeding fatalities and serious injuries. The AHSO will fund Alaska State Troopers (AST) and 10 local agencies to conduct data-driven integrated enforcement which includes high visibility enforcement and saturation patrols in areas of high risk for speeding crashes in coordination with national and regional mobilizations

*Location where the Project is Performed:* Anchorage, Soldotna, Seward, Mat-Su, Palmer, Wasilla, Bethel, Juneau, Wrangell, Ketchikan, Craig

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 402 (BIL)/\$200,000.00

**Project Agreement Number:** 402SE-26-03-BL

**Subrecipient(s):** Local and State Law Enforcement Agencies

**Eligible Use of Funds:** Speed Management

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

## 2.5 Motorcycle Safety

The following planned activity will support this countermeasure in FFY2026:

- Communication Campaign

Program costs to support motorcyclist safety include Section 402 funds for paid media buys and are also listed in Section 3.12—Paid Media.

### *FY2026 Projects*

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**Countermeasure(s):** CTW, Chapter 5: Section 4.2

**Project Name:** Educational Traffic Safety Media Buys (Motorcycle)

**Project Description:** This project funds the media buys on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals in reducing motorcycle crashes.

*Location where the Project is Performed:* Anchorage, Gulf Coast Region, Interior Region, Mat-Su Region, Northern Region, Southeast Region, Southwest Region

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL)/\$19,000

**Project Agreement Number:** 402PM-26-26-BL(E) - MC

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Paid Media/Motorcycle Safety

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

## 2.6 Nonmotorized Safety

The following planned activities will support these countermeasures in FFY2026:

- Conspicuity Enhancement
- Communication and Outreach

### *FY2026 Projects*

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**Countermeasure(s):** CTW, Chapter 8: Section 4.3 and Chapter 9: Sections 1.3, 2.2, 3.1, & 3.2

**Project Name:** Safe Biking and Walking Program

**Project Description:** This project will fund work with partners to address pedestrian and bicyclist safety in Alaska. Center for Safe Alaskans will engage with community organizations and Tribes that serve at-risk folks to educate bicyclists, pedestrians, and school age children who walk to promote the use of high visibility gear and reflective tape. Safe Alaskans will provide educational visibility and safety presentations; distribute conspicuity items to pedestrians, bicyclists and other vulnerable road users; implement a winter walking safety tool kit and employee training; implement a pop-up traffic garden at two community events. This project will also continue to integrate helmet use/bicycle safety education and distribute bike helmets and helmet safety education cards. Solutions will also be coordinated with DOT&PF engineers, AHSO staff, and the media to help address pedestrian safety through a driver education campaign.

*Location where the Project is Performed:* Anchorage, Ambler, Anchor Point, Anderson, Angoon, Aniak, Barro, Beaver, Bethel, Bird Creek, Chickaloon, Circle, Cordova, Dillingham, Eagle, Eek, Ester, Fort Yukon, Galena, Hope, Iliamna, Juneau, Ketchikan, Kiana, Kotzebue, Klawock, Metlakatla, Minto, Mountain village, Nome, Old Harbor, Quinhagak, Ruby, Russian Mission, Salcha, Sitka, Sutton, Talkeetna, Tok, Trapper Creek, Utquagvik, Wrangell.

*Affected Communities (if applicable):* Tribal & VRU

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL) /\$189,000

**Project Agreement Number:** 402PS-26-05-BL(A)

**Subrecipient(s):** AIPC, DBA Center for Safe Alaskans

**Eligible Use of Funds:** Pedestrian/Bicycle Safety

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 8: Section 4.3 and Chapter 9: Sections 1.3, 2.2, 3.1, & 3.2

**Project Name:** Educational Traffic Safety Media Buys (Bicyclists and Pedestrians)

**Project Description:** This project funds the media buys on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals to reduce pedestrian related crashes.

*Location where the Project is Performed:* Anchorage, Gulf Coast Region, Interior Region, Mat-Su Region, Northern Region, Southeast Region, Southwest Region

*Affected Communities (if applicable):* Tribal and VRU

**Federal Funding Source(s)/Amount:** 405g (24-26) \$215,000

**Project Agreement Number:** 405gBGPE-26-00-BL(A)

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Public Education

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 8: Section 4.3 and Chapter 9: Sections 1.3, 2.2, 3.1, & 3.2

**Project Name:** Safe Kids Kenai Peninsula – Bicycle and Pedestrian Safety Program

**Project Description:** This project will provide three community bicycle safety events; one Walk Your Kid To School event; 150 new helmets for children; and provide bicycle and pedestrian safety awareness and educational information to 250 children and 100 adult caregivers.

*Location where the Project is Performed:* Soldotna, Kenai, Sterling, Nikiski, Kasilof, Homer, Copper Landing

*Affected Communities (if applicable):* VRU

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL)\$2,900.00

**Project Agreement Number:** 402PS-26-05-BL(B)

**Subrecipient(s):** Central Peninsula Hospital

**Eligible Use of Funds:** Pedestrian/Bicycle Safety

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Chapter 8: Section 4.3 and Chapter 9: Sections 1.3, 2.2, 3.1, & 3.2

**Project Name:** Vulnerable Road User (VRU) Awareness

**Project Description:** The Anchorage Police Department (APD) is seeking to address the rise in Vulnerable Road Users (VRU) crashes by training their officers on nonmotorized road user safety and applicable state laws to enforce to enhance VRU safety. A focus on Anchorage is also consistent with Alaska's 2023 Vulnerable Road User Safety Assessment that found that Anchorage is the leading community in the state for VRU deaths and serious injuries. This project will also entail dedicated enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to nonmotorized road user safety. The public education and awareness campaign will be designed to inform motorists and nonmotorized road users regarding: nonmotorized road user safety, including information relating to nonmotorized mobility and the importance of speed management to the safety of nonmotorized road users; the value of the use of nonmotorized road user safety equipment, including lighting, conspicuity equipment, mirrors, helmets, and other protective equipment, and compliance with any State or local laws requiring the use of that equipment; and State traffic laws applicable to nonmotorized road user safety, including the responsibilities of motorists with respect to nonmotorized road users. APD will also collect data relating to nonmotorized road user crashes and track the locations as well as progress in addressing these crashes.

*Location where the Project is Performed:* Anchorage area

*Affected Communities (if applicable):* Vulnerable Road Users

**Federal Funding Source(s)/Amount:** 405h, \$102,410

**Project Agreement Number:** 405h FHPE-26-00-BL(A)

**Subrecipient(s):** Anchorage Police Department

**Eligible Use of Funds:** Training/ Law Enforcement

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** Yes

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**Countermeasure(s):** CTW, Chapter 9: Sections 1.3, 2.2, 3.1, & 3.2

**Project Name:** Bike Safe Alaska: Equipping Bicyclists with Skills for Safe Riding

**Project Description:** Focus of this project will be to update and implement a hands-on bicycle safety education and outreach program. The project will sponsor 10 experienced bicyclists from around the state to attend the three-day League of American Bicyclists' (LAB) League Cycling Instructor (LCI) training. These trained educators then will organize at least 20 safety education classes using LAB-developed curriculum. The classes will be targeted toward vulnerable bicycle riding road users, as well as e-bike users. Data from high incidents of bicycle crashes will inform the communities that will be targeted for classes. Pre and post class surveys for those who participate in the classes will be conducted for evaluation purposes. Project costs will be used to cover training fees, travel expenses for trainees, bicycle helmets, and costs associated with holding the education classes.

*Location where the Project is Performed:* Anchorage, Fairbanks, Palmer/Wasilla, Juneau, Sitka, and Kenai.

*Affected Communities (if applicable):* VRU

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL) \$42,320

**Project Agreement Number:** 402 PS-26-065-BL(C)

**Subrecipient(s):** Bike Anchorage

**Eligible Use of Funds:** Pedestrian/Bicycle Safety

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

## 2.7 Novice Drivers (20 and Under)

### FY2026 Projects

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**Countermeasure(s):** CTW, Appendix 4: Section 2.1; CTW, Chapter 1: Sections 2.2, 2.5 & 5.2; CTW, Chapter 2, Sections 2.1, 2.3, 3.1, 5.1, 6.1, 6.2, 7.1 & 7.2; CTW, Chapter 3, Sections 2.2, 2.3 & 4.1; CTW, Chapter 5: Section 4.2; CTW, Chapter 8: Section 4.3 and Chapter 9: Sections 1.3, 2.2, 3.1, & 3.2

**Project Name:** Young Alaskan Driver Safety

**Project Description:** This project will fund education campaigns targeted at youth, youth-serving organizations and schools, and caregivers to educate on Alaska's graduated drivers licensing law and promote safe driving among young people; peer to peer safe driving messaging projects involving 25 youth in design and implementing, and reaching 1,000 youth through education initiatives; develop three resources to support distracted driving awareness messaging; a young driver behavior and mindfulness training; and GDL education.

*Location where the Project is Performed:* Anchorage, Wasilla/Palmer, Fairbanks, Juneau, Nome, Kotzebue, Dillingham & Hooper Bay

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL)/\$172,548

**Project Agreement Number:** 402TSP-26-08-BL(A)

**Subrecipient(s):** AIPC, DBA Center for Safe Alaskans

**Eligible Use of Funds:** Teen Safety Program

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW, Appendix 4: Section 2.1; CTW, Chapter 1: Sections 2.2, 2.5 & 5.2; CTW, Chapter 2, Sections 2.1, 2.3, 3.1, 5.1, 6.1, 6.2, 7.1 & 7.2; CTW, Chapter 3, Sections 2.2, 2.3 & 4.1; CTW, Chapter 5: Section 4.2; CTW, Chapter 8: Section 4.3 and Chapter 9: Sections 1.3, 2.2, 3.1, & 3.2

**Project Name:** Educational Traffic Safety Media Buys (Young Drivers)

**Project Description:** This project funds the media buys on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals to assist in the reduction of young driver related crashes in the state. Effective, high-visibility communications and outreach are an essential part of successful young driver programs. Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition. To target this demographic the media buys will utilize social media and geo-fencing messages around schools and events young drivers are likely to attend in an effort to engage them with a variety of traffic safety messaging to address seat belts, impaired driving, distracted driving, speeding, as well as information about Alaska's Graduated Drivers Licensing laws that young drivers must follow.

*Location where the Project is Performed:* Anchorage, Gulf Coast Region, Interior Region, Mat-Su Region, Northern Region, Southeast Region, Southwest Region

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL)/\$140,000

**Project Agreement Number:** 402PM-26-26-BL(D) - TSP

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Paid Media/Teen Safety Program

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

## 2.8 Traffic Safety Information System Improvements

Robust traffic safety data underpins all traffic safety decision making made in Alaska and the State is committed to improving the collection and analysis of traffic records.

The Traffic Records Coordinating Committee (TRCC) will continue to act as the primary advisory committee for traffic records-related activities and projects and bring agencies together to discuss reducing traffic injuries and deaths by improving the timeliness, accuracy, completeness, uniformity, integration and accessibility of traffic records data. The TRCC will meet at least three times per year. AHSO's Administrator, Tammy Kramer, serves as the chairperson of the TRCC. Alaska has a Traffic Records Strategic Plan that serves as a guide to ensure proper steps are being taken to implement a statewide comprehensive traffic records system.

### *Part 2: State Traffic Safety Information System Improvements Grants*

### **Traffic Records INTERIM PROGRESS REPORTING IN FFY2025**

#### **Interim Progress Report**

**State: Alaska Report Date: 7/30/2025 Submitted by: Tammy Kramer  
Regional Reviewer:**

<b>System to be Impacted</b>	<input checked="" type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input checked="" type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY <b>OTHER specify:</b>
<b>Performance Area(s) to be Impacted</b>	<input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input checked="" type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION <b>OTHER specify:</b>
<b>Performance Measure used to track Improvement(s)</b>	<b>Narrative Description of the Measure</b> C/A-U-2: The percentage of citation records entered into the database with common uniform statewide violation codes.
<b>Relevant Project(s) in the State's Strategic Plan</b>	<b>Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates</b> Alaska Traffic Records Strategic Plan; revised July 2025. Section 8, Traffic Records Completed and Ongoing Projects: Traffic and Criminal Software (TraCS) Licensing Fee (pages 61-62); Wrangell Police Department Traffic Records Improvements (page 63).
<b>Improvement(s) Achieved or Anticipated</b>	<b>Narrative of the Improvement(s)</b> During the baseline period from April 1, 2023 through March 31, 2024 22 law enforcement agencies utilized the states electronic submission of crash reports and citations, which led to 6 percent of citations being filed manually.

	<p>During the current reporting period, April 1, 2024 through March 31, 2025, 23 law enforcement agencies utilized the state's electronic submission of crash reports and citations after Wrangell Police Department began e filing. Because of the efforts of the AHSO the percentage of manually filed citations dropped to 0.8 percent, which represents a decrease of 5.2 percent of manually filed citations to the state.</p> <p>Because of the increase in law enforcement agencies utilizing the state's e filing system for completing and submitting citations the percentage of citations entered into the database with common uniform statewide violation codes was achieved as it increased, thus improving the uniformity of the citations available for analysis.</p>
<b>Specification of how the Measure is calculated / estimated</b>	<p><b>Narrative Description of Calculation / Estimation Method</b></p> <p>The Alaska Court System (ACS) Reports Programmer used a SQL query to pull this data from the ACS Case Management System (CourtView). The query looked for all citations within the date ranges provided that were electronically initiated in the state's e filing system and transmitted electronically into the ACS system.</p> <p>The number of citations that are submitted to the courts via electronic filing (either via ECitation or TrueFiling) are added together to determine the percentage total submitted electronically to the state for the reporting periods. The number of paper citations that are manually entered into the ACS system are divided by the total number of e-citations filed with the state to determine the percentage of citations submitted manually.</p>
<b>Date and Baseline Value for the Measure</b>	Date: 4/1/2023 through 3/31/2024 Value: 34,844 out of 37,065 (94 percent) citations were submitted to the courts via e-citations.
<b>Date and Current Value for the Measure</b>	Date: 4/1/2024 through 3/31/2025 Value: 39,742 out of 40,048 (99.2 percent) citation were submitted to the courts via e-citations.
<b>Regional Reviewer's Conclusion</b>	<p>Check one</p> <p><input type="checkbox"/> <b>Measurable performance improvement <i>has</i> been documented</b></p> <p><input type="checkbox"/> <b>Measurable performance improvement <i>has not</i> been documented</b></p> <p><input type="checkbox"/> <b>Not sure</b></p>
<b>If "has not" or "not sure": What remedial guidance have you given the State?</b>	
<b>Comments</b>	

Alaska Court System  
Electronic Filing of Minor Offenses

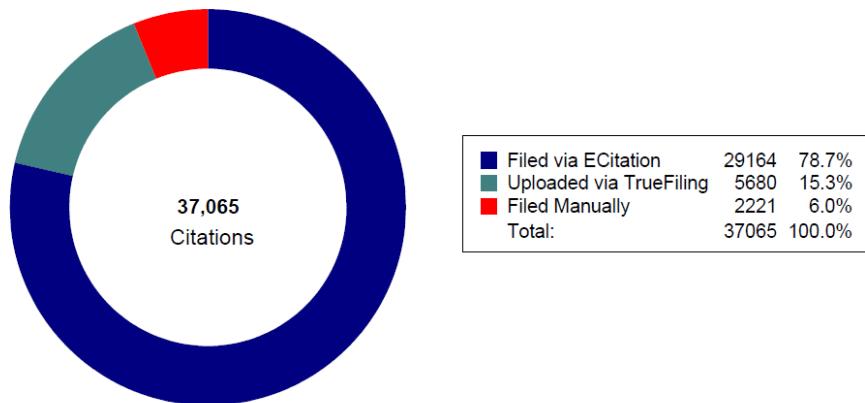
Date Range: 1/1/2025 to 5/31/2025

Electronic Implementation Schedule		
Filing Agency	Court Location	Date eFile Began
AST	Kenai	April 29, 2011
AST	Homer	July 16, 2011
AST	Seward, St. Paul	July 30, 2011
AST	Palmer	August 04, 2011
AST	Anchorage	August 22, 2011
AST	Cordova, Glennallen, Sand Point, Valdez	September 03, 2011
AST	Delta Junction, Fairbanks, Nenana, Tok	September 17, 2011
Soldotna Police Department	Kenai	October 15, 2011
Palmer Police Department	Palmer	December 03, 2011
Homer Police Department	Homer	February 16, 2012
Anchorage Police Department	Anchorage	August 27, 2012
Valdez Police Department	Valdez	October 04, 2012
Skagway Police Department	Skagway	January 17, 2013
Kodiak Police Department	Kodiak	February 13, 2013
AST	Angoon, Haines, Hoonah, Juneau, Kake, Ketchikan, Petersburg, Prince of Wales (Craig), Sitka, Skagway, Wrangell, Yakutat Barrow	February 20, 2013
North Slope Borough Police Department	Barrow	September 05, 2013
UAA Police Department	Anchorage Campus	September 25, 2013
Juneau Police Department	Juneau	October 10, 2013
Wasilla Police Department	Wasilla	December 05, 2013
University of Alaska, Fairbanks	Fairbanks	April 10, 2014
Seward Police Department	Seward	January 06, 2016
Kotzebue Police Department	Kotzebue	February 17, 2016
AST	Aniak, Bethel, Emmonak, Ft. Yukon, Galena, Hooper Bay, Nome, Sand Point, Unalakleet	December 14, 2016
Sand Point Police Department	Anchorage	March 08, 2017
Yakutat Department of Public Safety	Yakutat	August 28, 2018
North Pole PD	Fairbanks	December 09, 2020
Anchorage Airport Police and Fire	Anchorage	March 10, 2021
DOT - Commercial Vehicle Enforcement	Statewide	March 03, 2022
Wasilla Code Compliance	Palmer	July 13, 2022
City of Ketchikan	Ketchikan	October 05, 2022
Wrangell Police Department	Wrangell	December 23, 2024

Alaska Court System  
Monthly Report  
Citations Filed by Agency and Method of Filing

From: 4/1/2023 to 3/31/2024

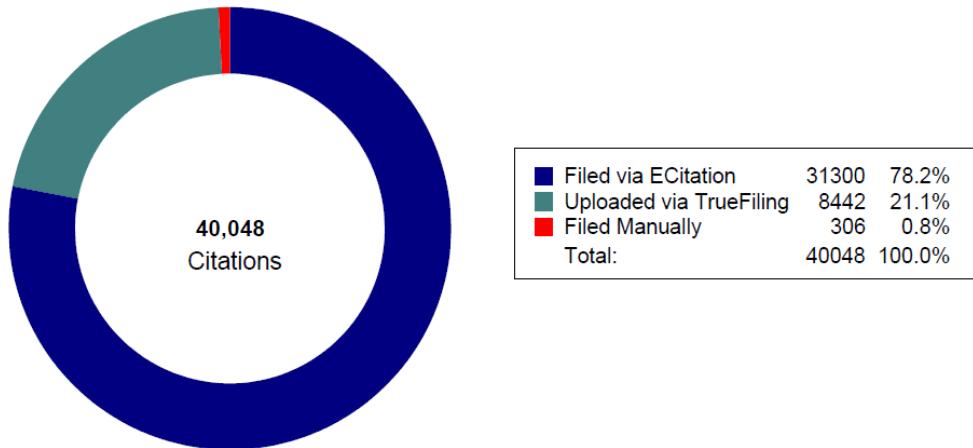
**TOTAL FOR ALL AGENCIES**



*End of Report*

Alaska Court System  
Monthly Report  
Citations Filed by Agency and Method of Filing  
From: 4/1/2024 to 3/31/2025

**TOTAL FOR ALL AGENCIES**



*End of Report*

*FY2026 Projects*

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**Countermeasure(s):** Traffic Records Strategic Plan and the elements in NHTSA's Highway Safety Program Guideline No. 10—Traffic Records

**Project Name:** AHSO Data Linkage

**Project Description:** The Center for Safe Alaskans, in collaboration with the Municipality of Anchorage (MOA), will continue refinement of the probabilistic data linkage system between Anchorage crash data and the Alaska Trauma Registry. With 40 percent of Alaska's population in MOA, this will provide substantial access to integrated crash and injury data. The goals and objectives for FFY2026 center on quality assessment and matching confirmation will also be completed for 2020-2023 data. Will also continue to attempt to link Hospital Facilities Discharge data, EMS data and citation data with ATR/Crash cases. 80% of appropriate 2021 and 2023 ATR cases will be linked to appropriate Anchorage crash reports.

Successful integration of injury surveillance and citation data with crash report data can reveal trends in actions versus consequences, lead to answers, indicate possible proactive measures, while presenting endless possibilities for positive use. Activities will include completing manual quality control, and continuing to explore links to other data sets, build a public-facing linked dataset, and add GIS data.

*Location where the Project is Performed:* Anchorage area

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405c/\$114,165

**Project Agreement Number:** M3DA-26-00-BL(A)

**Subrecipient(s):** AIPC, DBA Center for Safe Alaskans

**Eligible Use of Funds:** Data Programs

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** Yes

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**Countermeasure(s):** Traffic Records Strategic Plan and the elements in NHTSA's Highway Safety Program Guideline No. 10—Traffic Records

**Project Name:** Crash Data Entry

**Project Description:** This project will support AHSO with crash data entry. Anticipated improvements from this project will address the following Traffic Records Strategic Plan attributes of integration, timeliness, and accuracy. 1) Crash data management reports, including metrics such as timeliness will be provided to the ATRCC on at least annually; and 2) Continuously improve upon each of these metrics on an annual basis: It is anticipated in FFY2026 crash data entry for all 2024 crash reports will be complete. As a result, the availability of the crash data for analysis will be reduced to approximately 180 days.

*Location where the Project is Performed:* Juneau

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405c(BIL), \$100,000

**Project Agreement Number:** M3DA-26-00-BL(B)

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Data Programs

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** Traffic Records Strategic Plan and the elements in NHTSA's Highway Safety Program Guideline No. 10—Traffic Records

**Project Name:** Traffic and Criminal Software (TraCS) Licensing Fee

**Project Description:** The AHSO has paid, and anticipates continuing to pay, for the license and maintenance fees for TraCS, Easy Street Draw, Incident Locator Tool, and any additional license or maintenance fees (such as MACH) necessary for State and Local Law Enforcement Agencies to successfully use the TraCS program. By providing these fees, State and Local Law Enforcement may use these tools without cost.

The AHSO has previously funded the development of TraCS software which includes the uniform citation form, DUI citation form, DUIPak, long and short form crash reports, and the update/continuation form. This software is available at no charge to all Alaska law enforcement agencies. As a result, the AHSO does not provide funding support for proprietary crash and citation software. The AHSO will continue to support the maintenance and upgrade of TraCS software and training activities for agencies that implement TraCS. Items eligible for funding under a TraCS project may include computer software (other than citation and crash form software) and hardware needed to implement TraCS or traffic records management systems. The AHSO will continue to support the TraCS through payment of the license fee that enables state and local law enforcement to submit crash reports and citations electronically through the TraCS program.

*Location where the Project is Performed:* Soldotna PD, Palmer PD, Homer PD, Valdez PD, Skagway PD, Kodiak PD, UAA PD, Wasilla PD, University of Fairbanks PD, Seward PD, Kotzebue PD, Sand Point PD, North Pole PD, DOT-Commercial Vehicle Enforcement, Alaska State Troopers

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405c/\$125,000.00

**Project Agreement Number:** M3DA-26-00-BL(C)

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Data Programs

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** Traffic Records Strategic Plan and the elements in NHTSA's Highway Safety Program Guideline No. 10—Traffic Records

**Project Name:** DRE Data Program

**Project Description:** This project is to fund a Drug Recognition Expert (DRE) data management system developed by the Institute for Traffic Safety Management and Research (ITS MR). The DRE Data Entry and Management System is a comprehensive data collection and reporting tool that improves the efficiency, management, and monitoring of a State's DRE program. Accurate data collection is necessary for program productivity and is used by several entities that support the DRE program. Oversight is necessary to ensure consistency and accountability to the program requirements. Monitoring is necessary to identify areas in need of completion, productivity, reporting, and improvements to the program. The program will ensure the training of the DREs is being completed, required evaluations are being conducted, submission of evaluations is accurately and timely, evaluations are being reviewed and corrected when indicated, collections of follow up data including toxicology, and reporting - data review for program use to improve highway safety.

Training and data collection has been standardized over the years which includes a uniform paper data collection form and a mechanism to submit their data to national databases. Paper collection can be limiting and time intensive. ITS MR developed their data entry and management system to improve the data collection process and gather more comprehensive data for analysis. Specifically, the system will: allow for tablet and web applications for data collection and serve as a tool for data collection in the field while conducting evaluations; create a database for capturing training conducted, evaluations and follow up data; provide reporting and query tool. Funding will be for software licenses for up to 50 users. Alaska is looking to maintain the number of DREs in the state to 35 for the FFY2026 time period.

*Location where the Project is Performed:* Palmer PD, Seward PD, Soldotna PD, Kenai PD, Juneau PD, Homer PD, Wasilla PD, Anchorage PD, Alaska State Troopers and other PD's as requested

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405c, \$30,000.00

**Project Agreement Number:** M3DA-26-00-BL(D)

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Data Programs

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** Alaska's Traffic Records Strategic Plan and the elements in NHTSA's Highway Safety Program Guideline No. 10—Traffic Records and Guideline No. 8- Alcohol and Drug Impaired Driving

**Project Name:** Impaired Driving Victim Impact Panel Improvement and Evaluation

**Project Description:** This project will improve data collection and provide resources for participants of Volunteers in Policing Safe Drivers of Alaska Victim Impact Panel. A small group has been addressing the issue of impaired driving through Volunteers in Policing's Safe Drivers of Alaska Victim Impact Panel program since 2017. Once a month, a panel of 3-6 people share their stories of how impaired driving impacted their lives. The panel uses the power of story in hopes that one of the individuals hearing the story will recall it at the right time to help them make a better decision. Although VIP/Safe Drivers has anecdotal evidence mentioning how good the panel was, no data has been collected and there is concern of not providing support materials for participants after the panel presentation. This project will collect data via a survey to examine the impact of the Safe Drivers Victim Impact Panel and share current resources for ongoing support with current or future panel participants while creating a journal specifically focused on supporting panel participants to help process their painful past and emotions.

*Location where the Project is Performed:* Fairbanks

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405c, \$105,611

**Project Agreement Number:** 405c M3DA-26-00-BL(E)

**Subrecipient(s):** Volunteers In Policing

**Eligible Use of Funds:** Education and outreach

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** Yes

## 2.9 Distracted Driving

The following planned activity will support this countermeasure in FFY2026:

- Public Education (PE-3)

Program costs to support distracted driving countermeasures include Section 402 funds for paid media buys and are also listed in Section 3.12—Paid Media.

### *FY2026 Projects*

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**Countermeasure(s):** CTW, Appendix 4: Section 2.1

**Project Name:** Educational Traffic Safety Media Buys (Distracted Driving)

**Project Description:** This project funds the media buys on behalf of the AHSO to assist in fulfillment of its goal to increase the public's awareness of distracted driving and the risk of being involved in a collision if texting while driving. Paid advertising can be used to target Alaskans who are most likely to engage in distracted driving, as well as those who have become complacent over time. Through a variety of media channels and strategic messaging, advertising can support educating audiences about the many forms of distracted driving, and inform them of the risks to themselves and others if/when they engage in unsafe driving behavior. Paid advertising will support us in achieving messaging recall and over time, positive changes in attitudes and behavior.

*Location where the Project is Performed:* Anchorage, Gulf Coast Region, Interior Region, Mat-Su Region, Northern Region, Southeast Region, Southwest Region

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 402 (BIL) / \$200,000.00

**Project Agreement Number:** 402PM-26-26-BL(B) - DD

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Paid Media/Distracted

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

## 2.10 Roadside Safety

### *Part 9: Preventing Roadside Deaths*

#### Problem ID the Strategy Addresses

Though all 50 States have a “Move Over” law, according to NHTSA, one-third of the public is not aware of these laws, and traffic-related incidents continue to be the number one cause of death among on-duty law enforcement officers.

The Alaska Triennial Highway Safety Plan 2024-2026 established a performance goal for this program to increase knowledge of Alaska’s Move Over law at least five percent annually based on the results of the initial 2023 Attitudinal Telephone Transportation Survey (baseline) each year. According to Alaska’s 2023 survey, almost all respondents (95%) reported changing lanes and/or slowing down when approaching an emergency vehicles on the side of the road. About three in four respondents (74%) were aware of a law in Alaska that requires drivers to “move over”. As outlined in the 2024-2026 HSP, the performance measure is to increase the knowledge of Alaska’s Move Over law by at least 5 percent annually based on the 2024 attitudinal survey which established the baseline of 71% of Alaska drivers are aware that the Move Over law requires drivers to change lanes and/or slow down. As such, Alaska’s target for FFY 2026 to prevent roadside deaths is to increase the knowledge of the state’s move over law to 76%. Alaska’s traffic safety culture regarding roadside safety seems more developed than the nation as a whole, but we still have work to do.

#### Countermeasure Strategy

In FFY2026, we plan to use the 405h funds for a public information campaign aimed at preventing roadside deaths. Funding will be used for the production of public information assets as well as statewide paid media campaigns to take place annually. Assets will include, but are not limited to television spots, video (for use on social media and other channels), still photography, motion graphics, static graphics, and radio spots. The media buy will include, but is not limited to, broadcast and/or cable television, terrestrial radio, streaming radio, YouTube, and social media platforms.

The campaign will encompass education about Alaska’s Move Over law and keeping first responders including law enforcement officers, firefighters, EMS, and other crash responders such as tow truck operators, as safe as possible. The campaign will be measured by public input provided on a Driver Attitudes and Awareness Survey. Roadside deaths of first responders will be monitored annually using crash data to determine the annual number of fatalities among first responders.

The AHSO will also work closely with the Traffic Records Coordinating Committee to identify the data related to roadside worker crashes (work zone, first responders, tow truck operators, etc.) and near-miss incidents, or how to capture this data if it is not presently available. In addition, we will work to expand our public education efforts, and enforcement of Alaska’s Move Over law in FFY2025–2026.

**Citation:** CTW, Chapter: 8 Section 3.1 and Section 4.2, 4.4, 4.5, and 4.6.

## Considerations Used to Determine What Projects to Fund for the Strategy

When determining what projects will be funded each year to implement this countermeasure strategy, the AHSO will consider analysis of Alaska's traffic safety data, affected communities and impacted locations, and input received from our public engagement efforts.

## How the Countermeasure Strategy was informed by NHTSA's Uniform Guidelines

The AHSO reviewed Highway Safety Program Guideline No. 21—Roadway Safety to identify countermeasure strategies that could be addressed over the three years of this plan and selected strategies to begin work in this area that were attainable to accomplish.

## FY2026 Projects

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**Countermeasure(s):** CTW, 10<sup>th</sup> edition, Chapter 8: Section 3.1 and Section 4.2, 4.4, 4.5, and 4.6

**Project Name:** Alaska Move Over Law Awareness Campaign

**Project Description:** This project funds a statewide communications campaign in FFY 2026 that capitalizes on increased highway travel, construction activity, and general heightened awareness of road conditions, making it an optimal period for Move Over Law education. The primary goal is to increase awareness of Alaska's Move Over Law among drivers on high-traffic roadways during peak summer travel season. Target audience will be drivers aged 25-65 who regularly use major highways and arterials. Secondary audience will be commercial drivers, fleet operators, and frequent highway travelers. The campaign will begin in the latter half of June and continue through the first half of September. A majority of the budget will be allocated towards radio buys supplemented with some digital displays via social media and on local websites. Success of the project will be measured by Gross Rating Points on the radio, digital impressions and click-through rates, and measuring if the awareness of the public about Alaska's Move Over Law increases in the annual telephone attitudinal survey. As the most recent telephone survey indicated that about three in four respondents (74%) were aware of a law in Alaska that requires drivers to "move over". As outlined in the 2024-2026 HSP amended section in the AGA, the performance measure is to increase the knowledge of Alaska's Move Over law by at least 5 percent annually based on the 2023 attitudinal survey which established the baseline of 74% of Alaska drivers are aware that the Move Over law requires drivers to change lanes and/or slow down.

*Location where the Project is Performed:* Anchorage metro area

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 405h (24-26) (BIL) /\$27,000

**Project Agreement Number:** 405h M12BPE-26-00-BL

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Paid Media/ Roadway Safety

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

## 2.11 Planning and Administration

### FY2026 Projects

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**Countermeasure(s):** N/A

**Project Name:** Statewide Law Enforcement Liaison

**Project Description:** This project will fund the activities of the statewide Law Enforcement Liaison who will function as an extension of the AHSO. The LEL will assist with recruiting law enforcement agencies to work impaired driving projects and will help police agencies in analyzing their crash data to identify impaired driving hot spots and corridors, implement high-visibility enforcement strategies, and collect and report citation and HVE data. The LEL also will work with Alaska's Drug Recognition Experts (DRE) to address deployment and training/recertification for law enforcement (ARIDE—Advanced Roadside Impaired Driving Enforcement) and education professionals (DITEP—Drug Impairment Training for Education Professionals). In addition, the LEL will attend regional and national training opportunities as they arise to learn best practice for law enforcement to strategies for improving traffic safety and to gain training from more experienced LEL professionals throughout the country.

*Location where the Project is Performed:* Law Enforcement Agencies throughout Alaska

*Affected Communities (if applicable):* Tribal and underserved areas

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL) /\$78,200

**Project Agreement Number:** 402PT-26-04-BL(A)

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Traffic Enforcement Services

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** N/A

**Project Name:** Indirect Cost Allocation Plan (ICAP)

**Project Description:** The ICAP is charged on all funding sources and is shown on each voucher submitted by the State of Alaska. Direct costs are those that have been incurred for a single purpose and are readily assignable to the cost objective specifically benefitted. Direct costs occur in both operations and in capital projects. Projects are charged directly for personal services costs (including fringe benefits) and equipment usage through the Time and Equipment (T&E) reporting system. Fringe benefit cost percentages applied in the Time and Equipment process are calculated by the federally approved Labor Rate methodology that is separately approved by FHWA. Projects are charged directly for the use of materials lab services using rates that have been approved through the DOT&PF's ten small cost allocation plans (also separately approved by FHWA). Projects are charged directly for other non-personal services costs according to the project scope and the applicable Federal grant award. The FFY2026 ICAP rate, as of the drafting of this report in July 2025 (rate runs on state fiscal year 7/1-6/30 and subject to change with start of the new state fiscal year), is 5.48 percent.

*Location where the Project is Performed:* Juneau

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** \$500,000

**Project Agreement Number:** N/A

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** All Eligible Funding Sources Noted in AGA

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** N/A

**Project Name:** AHSO Operations/Planning and Administration

**Project Description:** Personnel costs, operating costs, travel expenses, conferences and training, memberships (e.g., GHSA,), supplies, equipment costs, statewide program coordination, financial, and clerical support, property management, and audit for the 402 statewide programs. The AHSO also plans to utilize this project to help with the administration and execution of our PP&E efforts and evaluation.

*Location where the Project is Performed:* Juneau

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL)/\$400,000

**Project Agreement Number:** 402 PA-26-00-BL

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Planning and Administration; Heat Stroke; Unattended Passenger Education

**Planning and Administration Costs:** Yes      **Amount:** \$400,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** N/A

**Project Name:** Attitudinal Survey

**Project Description:** The AHSO will support the annual attitudinal survey to assess self-reported behavior, campaign recognition, and judge effective messaging of various campaigns. These surveys assist the AHSO in determining appropriate messaging for our target demographics and judge effectiveness on the AHSO's ability to affect social marketing of traffic safety issues. In addition, the surveys will provide a breakdown of the respondents' answers by region of the state, vehicle type, age, sex, and race. Survey findings will inform the development of enforcement and educational efforts to address these groups.

*Location where the Project is Performed:* Anchorage

*Affected Communities (if applicable):* Statewide

**Federal Funding Source(s)/Amount:** NHTSA 402 (BIL)/\$40,000.00

**Project Agreement Number:** 402CP-26-02-BL(A)

**Subrecipient(s):** AIPC, DBA Center for Safe Alaskans

**Eligible Use of Funds:** Community Traffic Safety Programs

**Planning and Administration Costs:** No      **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Countermeasure(s):** N/A

**Project Name:** Paid Media Management

**Project Description:** This project will support implementing and manage the paid media projects to assist in fulfillment of HSP and SHSP goals.

*Location where the Project is Performed:* Juneau

*Affected Communities (if applicable):*

**Federal Funding Source(s)/Amount:** 402(BIL), \$36,000

**Project Agreement Number:** 402PM-26-26-BL(A)

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Paid Media

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** CTW Chapter 2: Sections 2, 3, 4, 5, 6, 7; Chapter 6: Section 3 and Section 4

**Project Name:** Bristol Bay Native Association (BBNA) Transportation Safety Fair Pilot Project

**Project Description:** This project involves planning and implementing a Transportation Safety Fair in Dillingham, Alaska to deliver targeted, community-focused education and engagement around specific transportation issues identified in the Curyung TTSP. The safety fair will feature a range of safety topics like driving behavior, pedestrian and bicycle safety, motorcycle safety, and child passenger safety. The fair will serve as a hands-on, accessible event with presentations, demonstrations, and resource distribution in collaboration with the Curyung Tribal Council, local health and safety professionals, local schools, and local law enforcement. In order to evaluate the impacts of the Transportation Safety Fair, pre- and post-event surveys will be completed by the community to assess changes in knowledge and attitudes regarding transportation safety.

*Location where the Project is Performed:* Dillingham

*Affected Communities (if applicable):* Tribal Areas

**Federal Funding Source(s)/Amount:** 402/\$60,000

**Project Agreement Number:** 402CP-26-02-BL(B)

**Subrecipient(s):** Bristol Bay Native Association

**Eligible Use of Funds:** Media, Education, and Outreach

**Planning and Administration Costs:** No                   **Amount:**

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

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**Countermeasure(s):** Planning and Administration

**Project Name:** Alaska Highway Safety Summit

**Project Description:** The AHSO plans to host an Alaska Highway Safety Symposium in 2026. The purpose of the conference is to gather highway safety professionals and stakeholders from around the state to discuss what is being done to address highway safety issues, update the state's safety community on best practices and new initiatives, and discuss future plans. Expenses related to hosting the conference include speaker costs, meeting space, and travel assistance for select attendees.

*Location where the Project is Performed:* all locations throughout state to be considered but benefit should extend statewide

*Affected Communities (if applicable):* Tribal and underserved areas

**Federal Funding Source(s)/Amount:** 402(BIL)/ \$100,000

**Project Agreement Number:** 402CP-26-02-BL(C)

**Subrecipient(s):** Alaska Highway Safety Office

**Eligible Use of Funds:** Community Traffic Safety Program

**Planning and Administration Costs:** No Amount:

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

## Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

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

NOTE: The complete Appendix A to Part 1300—Certification and Assurances for Highway Safety Grants was submitted electronically to NHTSA.



## Appendix B to Part 1300—Application Requirements for Section 405 And Section 1906 Grants

For FFY2026, Alaska is applying for the following 405 incentive grants programs:

- Part 1—Occupant Protection (23 CFR 1300.21).
- Part 2—State Traffic Safety Information System Improvements (23 CFR 1300.22).
- Part 3—Impaired Driving Countermeasures (23 CFR 1300.23).
- Part 8—Nonmotorized Safety (23 CFR 1300.26).
- Part 9—Preventing Roadside Deaths (23 CFR 1300.27).

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### APPENDIX B TO PART 1300—APPLICATION REQUIREMENTS FOR SECTION 405 AND SECTION 1906 GRANTS.

NOTE: The complete Appendix B to Part 1300—Application Requirements for Section 405 and 1906 Grants was submitted electronically to NHTSA.

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