



STATE OF ALASKA

Highway Safety Annual Report *Federal Fiscal Year 2013*

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State of Alaska
Highway Safety Annual Report
Federal Fiscal Year 2013

prepared for

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developed and presented by

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Table of Contents

Executive Summary	1
Chapter 1: Highway Safety in Alaska	2
1.1 Measurable Progress.....	2
1.2 Key Accomplishments.....	3
1.3 Challenges.....	4
1.4 Legislative Efforts	7
Chapter 2: Performance Data - Alaska, 2003 to 2013	8
2.1 Crash Statistics Summary	8
Chapter 3: Program Areas	16
3.1 Impaired Driving	16
3.2 Emergency Medical Services	19
3.3 Motorcycle Safety.....	20
3.4 Occupant Protection Program.....	21
3.5 Traffic Records.....	23
3.6 Pedestrian and Bicycle Safety.....	26
3.7 Police Traffic Services.....	27
3.8 Safe Communities	29
3.9 Paid Media	30
3.10 Planning and Administration	32
Chapter 4: Alaska Highway Safety Phone Survey - 2013	34
Chapter 5: Alaska Observational Surveys of Seat Belt Use - 2013	37
Chapter 6: Paid Media Report	38
Chapter 7: Training, Technical Assistance, Expertise, and Other Resources	41
Chapter 8: Financial Summary	42

List of Figures

Figure 1:	Statewide Fatalities.....	9
Figure 2:	Statewide Fatality Rate.....	9
Figure 3:	Statewide Major Injuries.....	10
Figure 4:	Fatalities Involving Driver or Motorcycle Operator with Greater Than 0.08 BAC.....	10
Figure 5:	Unrestrained Passenger Vehicle Occupant Fatalities.....	11
Figure 6:	Speeding-Related Fatalities.....	11
Figure 7:	Motorcycle Fatalities.....	12
Figure 8:	Unhelmeted Motorcycle Fatalities.....	12
Figure 9:	Drivers Age 20 or Younger Involved in Fatal Crashes.....	13
Figure 10:	Pedestrian Fatalities.....	13
Figure 11:	Observed Belt Use for Passenger Vehicles.....	14
Figure 12:	Seatbelt Citations Issued During Grant-Funded Events.....	14
Figure 13:	DUI Arrests Made During Grant-Funded Events.....	15
Figure 14:	Speeding Citations Issued During Grant-Funded Events.....	15
Figure 15:	Percentage of Highway Safety Grant Funds by Program Area.....	42

List of Tables

Table 1:	Fatality Rate Comparison.....	2
Table 2:	Fatalities and Fatality Rates among NHTSA Region 10 States.....	3
Table 3:	FFY 2013 Highway Safety Performance Report.....	3
Table 4:	Fatalities and Major Injuries Involving Speeding.....	4
Table 5:	Current Safety Corridors Performance.....	6
Table 6:	Alaska Traffic Safety Trends.....	8
Table 7:	FFY 2013 Impaired Driving Projects.....	16
Table 8:	FFY 2013 Emergency Response Projects.....	19
Table 9:	FFY 2013 Motorcycle Safety Projects.....	20
Table 10:	FFY 2013 Occupant Protection Projects.....	22
Table 11:	FFY 2013 Traffic Records Projects.....	24
Table 12:	FFY 2013 Pedestrian and Bicycle Safety Projects.....	27
Table 13:	FFY 2013 Police Traffic Services Projects.....	28
Table 14:	FFY 2013 Safe Communities Projects.....	29
Table 15:	FFY 2013 Paid Media Projects.....	31
Table 16:	FFY 2013 Planning and Administration Projects.....	32
Table 17:	FFY 2013 Paid Media.....	38
Table 18:	FFY 2013 Paid Media.....	39
Table 19:	Financial Summary.....	42

Executive Summary

This Alaska Highway Safety Annual Report (AR) for Federal Fiscal Year (FFY) 2013 serves as the State's assessment of the 2013 Highway Safety Plan (HSP). Each year, the Alaska Highway Safety Office (AHSO) develops the HSP which identifies current highway safety problems, defines performance targets and measures, and describes safety programs and projects that will be implemented to address highway safety concerns and achieve safety performance targets. The AR reviews the yearly progress on implementing Alaska's HSP and documents the use of grant funding administered by National Highway Traffic Safety Administration (NHTSA) for Federal funds available under the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Federal transportation bill Moving Ahead for Progress in the 21st Century (MAP-21).

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

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

After a spike in fatalities in 2011, Alaska experienced a decrease in 2012 to a level similar to 2010. Any life lost due to a motor vehicle crash is tragic. The AHSO and our safety partners continue to work toward our shared goal of Towards Zero Deaths - Everyone Counts on Alaska's Roadways through joint implementation of the HSP and our Strategic Highway Safety Plan (SHSP). The AHSO will continue to provide funding and support for the national mobilizations and effective highway safety programs aimed at reducing the unnecessary fatalities and injuries on Alaska's roadways.

Chapter 1: Highway Safety in Alaska

1.1 Measurable Progress

Federal regulations require the State to prepare the AR containing adequate project and system-specific information to demonstrate measurable progress, using performance-based measures. The AHSO is the primary agency responsible for implementing NHTSA-funded highway safety projects in Alaska. The AHSO is also responsible for maintaining and updating traffic fatality data and the Fatality Analysis Reporting System (FARS) for NHTSA. The Department of Transportation and Public Facilities (DOT&PF) Transportation Data Services Office is responsible for the Highway Analysis System (HAS) which maintains the databases for all other motor vehicle traffic crash and injury data.

The performance goals and measures included in the AR are from the FFY 2013 Alaska Highway Safety Plan (HSP). If available, 2012 and 2013 data are preliminary and have been included in graphs and tables. Fatality data included in the report are complete through 2012 and major injury data are complete through 2010. Previous years' data have been revised where necessary.

Traffic fatalities in Alaska decreased from 72 in 2011 to 59 in 2012. The AHSO is committed to implementing safety projects to maintain a downward trend in the number of fatalities and major injuries.

Table 1 compares the fatality rates¹ between Alaska and the United States (U.S.) from 2004 through 2012 and Table 2 compares fatalities and fatality rates among NHTSA Region 10 states in 2011.

Table 1: Fatality Rate Comparison
U.S. versus Alaska; 2004 to 2012

Year	U.S. Fatality Rate (per 100 MVMT)	Alaska Fatality Rate (per 100 MVMT)
2004	1.44	2.02
2005	1.46	1.45
2006	1.42	1.49
2007	1.36	1.59
2008	1.26	1.27
2009	1.13	1.30
2010	1.11	1.17
2011	1.10	1.57
2012	1.14	1.23

Source: Alaska AHSO and FARS, 2013.

¹ Fatality rate is defined by number of fatalities per 100 Million Vehicle Miles Traveled (MVMT).

**Table 2: Fatalities and Fatality Rates among NHTSA Region 10 States
2011**

State	Fatalities	Fatality Rate (per 100 MVMT)
Alaska	72	1.57
Idaho	167	1.05
Oregon	331	0.99
Montana	209	1.79
Washington	454	0.80

Source: Alaska Highway Safety Office and FARS, 2013.

1.2 Key Accomplishments

1. Number of fatalities dropped by 13, from 72 in 2012 to 59 in 2013.
2. Alcohol-impaired fatalities declined from 21 in 2011 to 15 in 2012.
3. Speeding-related fatalities declined from 25 in 2011 to 14 in 2012.

Table 3: FFY 2013 Highway Safety Performance Report

Performance Measure Type	PM ID	Performance Measure	2012 Target	2012 Actual	2012 Target Met	Percent Difference (Actual versus Target)	2013 Target	
Core Outcome Measures	C-1	Fatalities	55	59	○	7%	53	
	C-1a	Fatalities (three-year average)	64	62	●	-3%	62	
	C-2	Serious Injuries	345	-	⊗	Missing Data	334	
	C-3	Fatalities per 100 MVMT	1.14	-	⊗	Missing Data	1.10	
	C-3a	Fatalities per 100 MVMT – Urban	0.50	-	⊗	Missing Data	0.49	
	C-3b	Fatalities per 100 MVMT - Rural	1.77	-	⊗	Missing Data	1.72	
	C-4	Unrestrained passenger vehicle occupant fatalities	20	19	●	-5%	20	
	C-5	Alcohol-impaired fatalities (driver or motorcycle operator with BAC 0.08 or higher)	19	15	●	-21%	18	
	C-6	Speeding-related fatalities	24	14	●	-42%	23	
	C-7	Motorcycle fatalities	7	9	○	29%	7	
Core Behavior Measure	C-8	Unhelmeted motorcycle fatalities	2	5	○	150%	2	
	C-9	Young drivers (20 or under) involved in fatal crashes	15	7	●	-53%	15	
	C-10	Pedestrian fatalities	3	8	○	167%	3	
	Activity Measures	B-1	Observed seat belt use	88.1%	86.1%	○	-2%	89.1%
		A-1	Seat belt citations		547	⊗		
		A-2	Impaired driving arrests	N/A	783	⊗	N/A	N/A
		A-3	Speeding citations during grant-funded activities		1,089	⊗		

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

1.3 Challenges

The AHSO identified seven priorities in the FFY 2013 HSP. These priorities are consistent with the strategies and actions included in the Alaska SHSP. The Alaska 2013 HSP addressed all three emphasis areas outlined in the SHSP – Driver Behavior (novice, impaired drivers, occupant protection), Special Users (bicyclists, pedestrians, and motorcyclists), and Roadways (safety corridors) – as well as SHSP task forces designed to address aggressive driving and distracted driving. The seven AHSO priorities included:

Impaired Driving – The number of alcohol-impaired fatalities in which the driver or motorcycle operator had a BAC of 0.08 or higher decreased back to the 2010 level of 15 in 2012 after rising to 21 in 2011.

Occupant Protection – Fifty-three percent of fatalities in seat belt-equipped vehicles were unbelted in 2011, compared to 35 percent in 2010 and 30 percent in 2009. After incremental increases in observed seat belt use from 2007 to 2011, belt usage dropped in 2012 and again in 2013 to 86 percent after an all-time high of 89 percent in 2011.

Speeding (Aggressive) Driving – Speeding is the leading cause of death and major injury in motor vehicle crashes in Alaska. On average, 30 speeding-related fatalities occurred between 2004 and 2011, and 115 major injuries annually between 2004 and 2010. Speeding fatalities as a percentage of all fatalities had been increasing since 2005 and finally reversed in 2011 to the lowest point in seven years. After several years of declining numbers major injuries related to speed spike up near 2006 levels in 2010.

**Table 4: Fatalities and Major Injuries Involving Speeding
2005 to 2012**

	2005	2006	2007	2008	2009	2010	2011	2012
Speeding Fatalities	28	30	34	27	29	26	25	14
Speeding Major Injuries	157	114	85	98	82	112	–	–
Speeding Fatalities as a Percent of All Fatalities	38%	41%	41%	44%	45%	46%	35%	–
Speeding Major Injuries as a Percent of All Major Injuries	27%	26%	20%	25%	18%	23%	–	–

Source: Fatal data are from the Fatality Analysis Reporting System (FARS) National Highway Traffic Safety Administration, U.S. Department of Transportation. Major Injury data are from the Highway Analysis System (HAS), Department of Transportation and Public Facilities, State of Alaska.

- **Distracted Driving** – Distracted driving data is lacking at both the state and national level, but the public views this behavior as a growing problem. From 2002 to 2009, of the 102,634 motor vehicle crashes in Alaska, 442 involved cell phone use. Of the crashes in which cell phone use was identified, 245 crashes resulted in property damage only, 175 crashes resulted in minor injuries, 20 crashes resulted major injuries, and two crashes were fatal.
- **Motorcycle Safety** – Between 2004 and 2011, 61 motorcyclists representing 12 percent of all Alaska roadway fatalities, died in motor vehicle crashes. During this time period, 26 (42 percent) of the fatally injured riders were not wearing helmets (motorcycle helmets are not required in Alaska). In some years, the percentage of unhelmeted motorcyclists has been as high as 62 percent (five out of eight riders in 2004) and as low as 10 percent (1 out of 10 riders) in 2011.

- **Teen Drivers** – Nationally novice drivers under 20 years of age have the highest crash risk of any age group on the road. Teen crash risk is impacted by developmental and behavioral issues coupled with inexperience. While risk-taking is involved in many teen crashes, most crashes occur because the teen behind the wheel doesn't have the skills or experience needed to recognize a hazard and take corrective action. Like their peers in the lower 48 states, Alaskan teens are most likely to crash due to driver error with recognition and decision errors topping the list. The encouraging news is the number of Alaskan teen drivers involved in fatal crashes has decreased rapidly from 21 in 2007 to 7 in 2012.
- **Safety Corridors** – A safety corridor is a segment of a state highway that has been identified as having a higher than average incidence of fatal and major injury crashes. Fatal and major injury crashes are a serious problem in Alaska's four designated Safety Corridors (the Seward, Parks, Knik/Goose Bay Road, and Sterling Highway). The Departments of Transportation and Public Facilities (DOT&PF) and Public Safety (DPS) are tasked by law with the responsibility of reducing these crashes and their Commissioners have agreed to provide funding for effective education, enforcement, engineers, and support emergency response in the four designated corridors. It is recognized that these roads are at, or near, traffic volume capacity. Long-term, major road projects are needed to address traffic volume growth. In the immediate term, cost-effective solutions are being pursued to reduce severe crashes.

Staff from the DOT&PF Traffic Safety Section, DPS Alaska State Troopers Bureau of Highway Patrol, and the AHSO reviewed the status of Safety Corridors in October 2013. The audit's purpose was to review Safety Corridor crashes and ongoing efforts to reduce fatal and major injury crashes. The audit found that serious crashes, defined as fatal plus major injury crashes, are down by 51 percent overall and fatal crashes on the Seward Highway have not decreased. The audit team recommended the agencies:

- Continue "4 E" agency coordination and the planned projects, media, and enforcement;
- Track and investigate suggestions and ideas received from past meetings; and
- Evaluate decommissioning corridors as projects are completed and sufficient data suggest lasting improvement.

The information in Table 5 was presented with the 2013 Annual Review Results report. The table provides detailed information on each corridor, the number of fatal, major injury, and serious injury crashes per year and per 100 MVMT before and after the roadway was designated a Safety Corridor.

Table 5: Current Safety Corridors Performance

SEWARD HIGHWAY Mile Post 87-117	Designated 5/26/06 Extended 10/30/07		3.0 Miles South of Girdwood to Potter Rifle Range		L=30.6 mi
	BEFORE (1/1/96 to 5/26/06)		AFTER		
	Crashes Per Year	Crashes Per 100 MVMT ^a	Crashes Per Year	Crashes Per 100 MVMT	
Fatal Crashes (F)	2.0	2.1	2.4 (+21%)	2.4 (+15%)	
Major Injury Crashes (MI)	7.0	7.3	3.7 (-48%)	3.6 (-51%)	
Serious Crashes (F+MI)	9.0	9.5	6.1 (-33%)	6.1 (-36%)	-34%
PARKS HIGHWAY Mile Post 44.5-53	Designated 10/16/06		Church Road, Wasilla to LaRae Road, Houston		L=8.5 mi
	BEFORE (1/1/96 to 10/16/06)		AFTER		
	Crashes Per Year	Crashes Per 100 MVMT	Crashes Per Year	Crashes Per 100 MVMT	
Fatal Crashes (F)	1.5	3.6	1.0 (-33%)	2.1 (-43%)	
Major Injury Crashes (MI)	4.7	11.5	2.3 (-52%)	4.8 (-59%)	
Serious Crashes (F+MI)	6.2	15.2	3.3 (-47%)	6.9 (-55%)	-51%
KNIK/GOOSE BAY ROAD Mile Post 0.6-17.2	Designated 7/1/09		Palmer-Wasilla Highway to Point MacKenzie Road		L=16.4 mi
	BEFORE (1999 to 2008)		AFTER		
	Crashes Per Year	Crashes Per 100 MVMT	Crashes Per Year	Crashes Per 100 MVMT	
Fatal Crashes (F)	1.2	3.4	0.2 (-81%)	0.5 (-85%)	
Major Injury Crashes (MI)	4.0	11.0	1.2 (-71%)	2.5 (-77%)	
Serious Crashes (F+MI)	5.2	14.5	1.4 (-73%)	3.0 (-79%)	-76%
STERLING HIGHWAY Mile Post 83-93	Designated 7/01/09		Sterling to Soldotna		L=9.8 mi
	BEFORE (1999 to 2008)		AFTER		
	Crashes Per Year	Crashes Per 100 MVMT	Crashes Per Year	Crashes Per 100 MVMT	
Fatal Crashes (F)	1.0	3.0	0.5 (-51%)	1.4 (-53%)	
Major Injury Crashes (MI)	1.9	5.9	0.7 (-63%)	2.1 (-65%)	
Serious Crashes (F+MI)	2.9	8.9	1.2 (-59%)	3.5 (-61%)	-60%
WEIGHTED TOTAL					51%

Source: Alaska Highway Safety Office and FARS, 2013.

Note: Interpret results with caution. One-year results are too short to be sustained, and three-year results are limited. Five or more years are desirable to for a trend to be sustained. Figures are rounded to the tenths place.

^a This rate helps compare all roads equally.

1.4 Legislative Efforts

Two pieces of traffic safety-related legislation were introduced in the first session of the 28th Legislature which was held from January 15 through April 14, 2013.

Senate Bill 81 addressed Treatment Programs for DUI Offenses. SB 81 sought to allow a reduction of penalties for offenders successfully completing court-ordered treatment programs for persons convicted of driving under the influence or refusing to submit to a chemical test. In addition, SB 81 addressed termination of a driver's license revocation and restoration of a driver's license if the person has been granted limited license privileges and has successfully driven under that limited license for at least five years without having the limited license privileges revoked; the person has not been convicted of a criminal offense since the license was revoked; and the person provides proof of financial responsibility. SB 81 was read the first time on March 18, 2013 and referred to the State Affairs and Judiciary Committees.

The second bill, House Bill 205 addressed traffic offenses committed in a school zone and prohibiting changing lanes in a school zone. The bill added "school zones" to offenses in highway safety work zones and traffic safety corridor where fines are doubled. HB 205 was read for the first time on April 12, 2013 and referred to the House Judiciary Committee.

Chapter 2: Performance Data – Alaska, 2003 to 2013

2.1 Crash Statistics Summary

In Alaska, fatalities resulting from motor vehicle crashes dropped from 72 in 2011 to 59 in 2012. Details on Alaska's highway safety trends between 2003 and 2013 are provided in Table 6. Figures 1 through 14 illustrate select performance measures shown in Table 6. Year 2008 is considered as the baseline for all performance measures illustrated in the tables and figures of this section. Fatality data are complete through 2012 and major injury data are complete through 2010. Previous years' data have been revised where necessary.

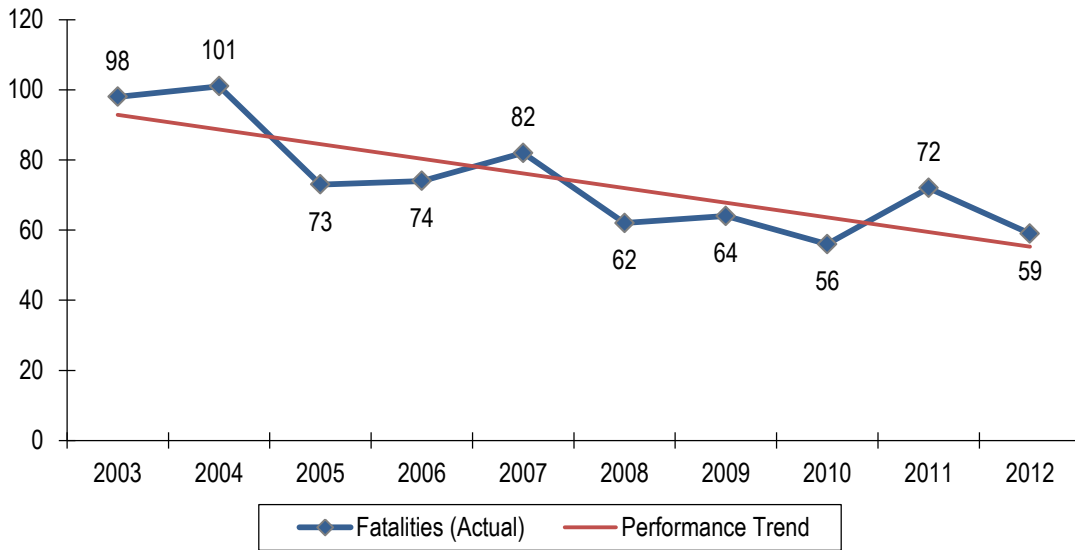
Table 6: Alaska Traffic Safety Trends
2003 to 2013

Crash Data/Trends	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2011-2012 Percent Change	Average Change
Fatalities (Actual)	98	101	73	74	82	62	64	56	72	59	NA	-18.1%	-4.18
Fatalities per 100 MVMT	2.0	2.0	1.5	1.5	1.6	1.3	1.3	1.2	1.6	1.2	NA	-23.1%	-0.07
Serious Injuries	655	584	580	437	433	391	452	488	–	–	NA	–	-28.57
Alcohol-Impaired Fatalities (Driver with BAC 0.08 or Higher)	29	27	29	19	25	21	20	15	21	15	NA	-28.6%	-1.45
Unrestrained Passenger Vehicle Occupant Fatalities	30	34	22	17	28	23	12	12	20	19	NA	-5.0%	-1.62
Speeding-Related Fatalities	41	38	28	30	34	27	29	26	25	14	NA	-44.0%	-2.15
Motorcyclist Fatalities	12	8	4	9	6	8	7	9	10	9	NA	-10.0%	0.05
Unhelmeted Motorcyclist Fatalities	6	5	1	2	1	2	2	6	1	5	NA	400.0%	-0.07
Young Drivers (20 or under) Involved in Fatal Crashes	21	17	13	17	21	17	10	7	4	7	NA	75.0%	-1.65
Pedestrian Fatalities	9	10	7	9	13	3	10	6	9	8	NA	-11.1%	-0.17
Observed Seat Belt Use (Front Seat Passenger Vehicle Occupants)	79%	77%	78%	83%	82%	85%	86%	87%	89%	88%	86%	-1.3%	0.01
Seatbelt Citations Issued During Grant-Funded Events	0	0	0	0	0	0	4,100	1,726	1,526	547	508		
DUI Arrests Made During Grant-Funded Events	0	0	0	0	0	0	1,896	1,474	1,330	783	250		
Speeding Citations Issued During Grant-Funded Events	0	0	0	0	0	0	3,376	1,985	2,067	1,089	712		

Source: Alaska Highway Safety Office, 2013; 2012 Fatality information, FARS, 2013.

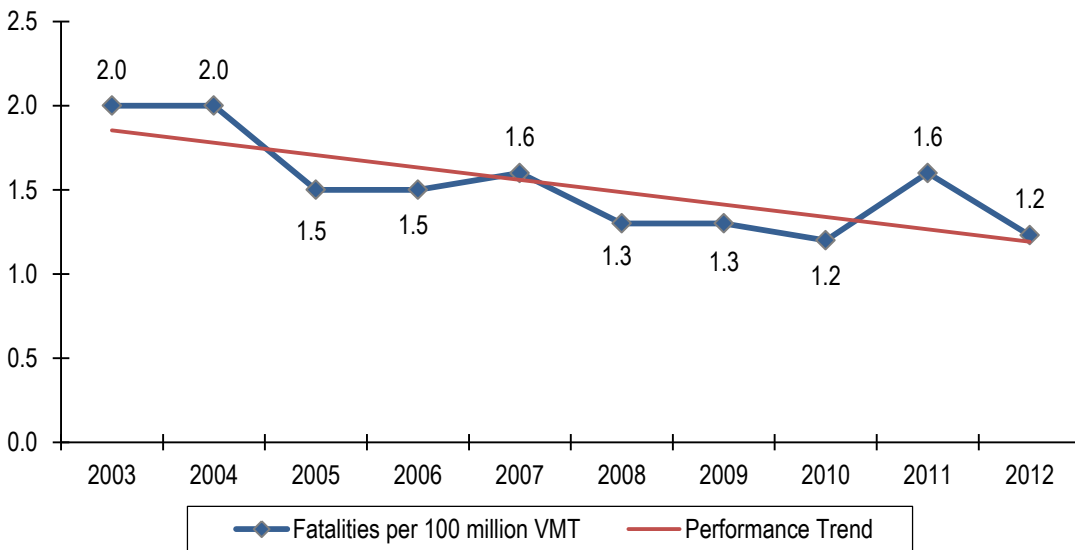
Note: Seatbelt citations, DUI arrests, and speeding citations prior to 2013 were not limited to grant-funded activity.

Figure 1: Statewide Fatalities
Fatalities in 2012 decreased to 2008 to 2010 levels



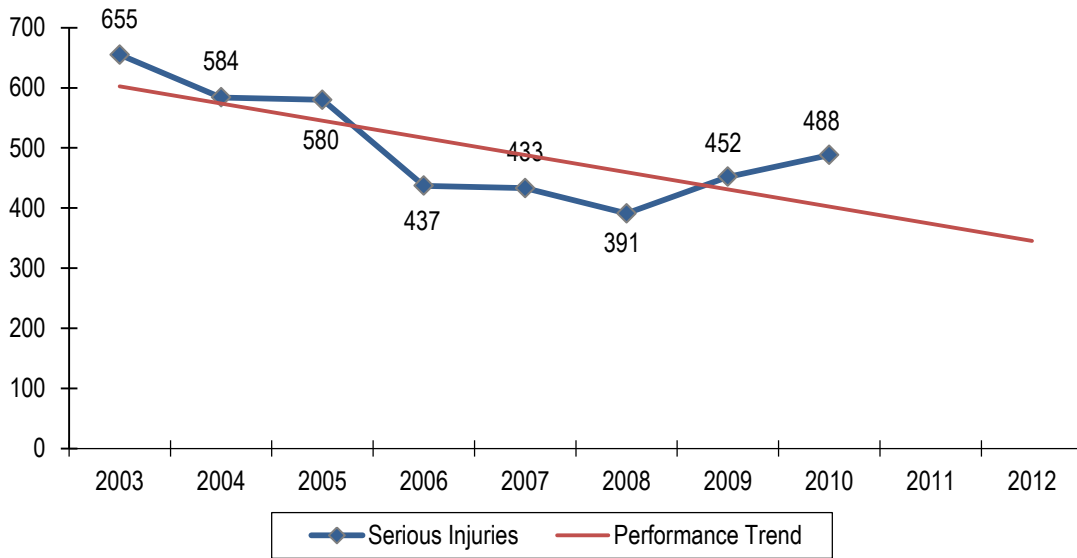
Source: Alaska Highway Safety Office, 2013.

Figure 2: Statewide Fatality Rate
The 2012 rate returned to 2008 to 2010 levels



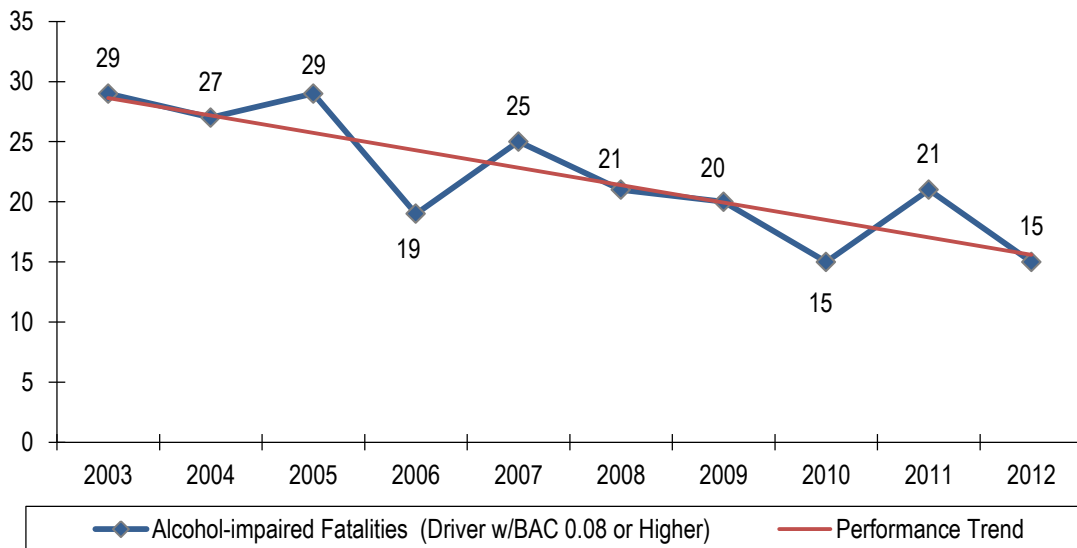
Source: Alaska Highway Safety Office, 2013.

Figure 3: Statewide Major Injuries
Observed an 8.0 percent increase between 2009 and 2010



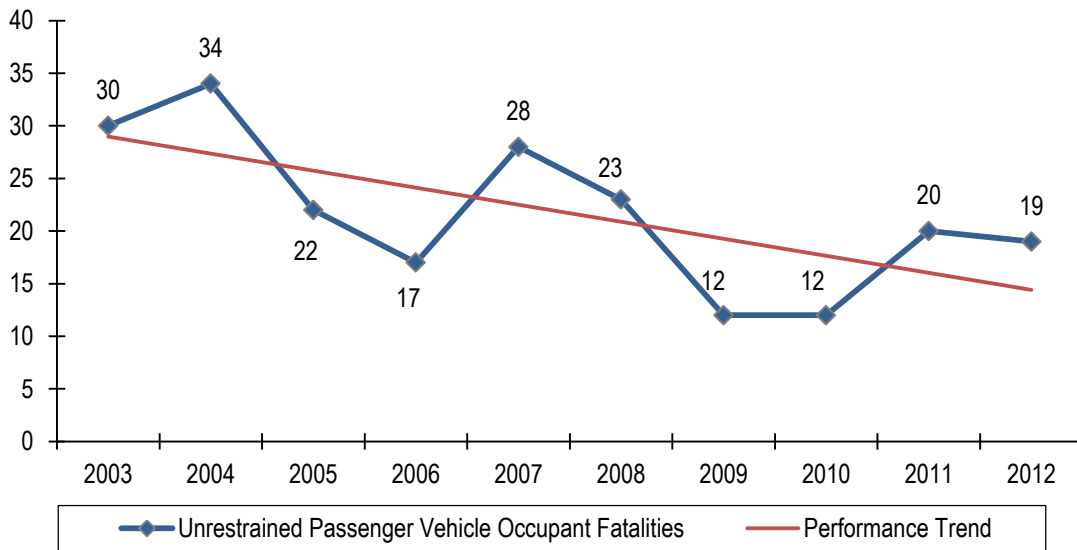
Source: Alaska Highway Safety Office, 2013. Serious Injury data for 2011 and 2012 are unavailable.

Figure 4: Fatalities Involving Driver or Motorcycle Operator with Greater Than 0.08 BAC
Achieved a 28.6 percent decrease between 2011 and 2012



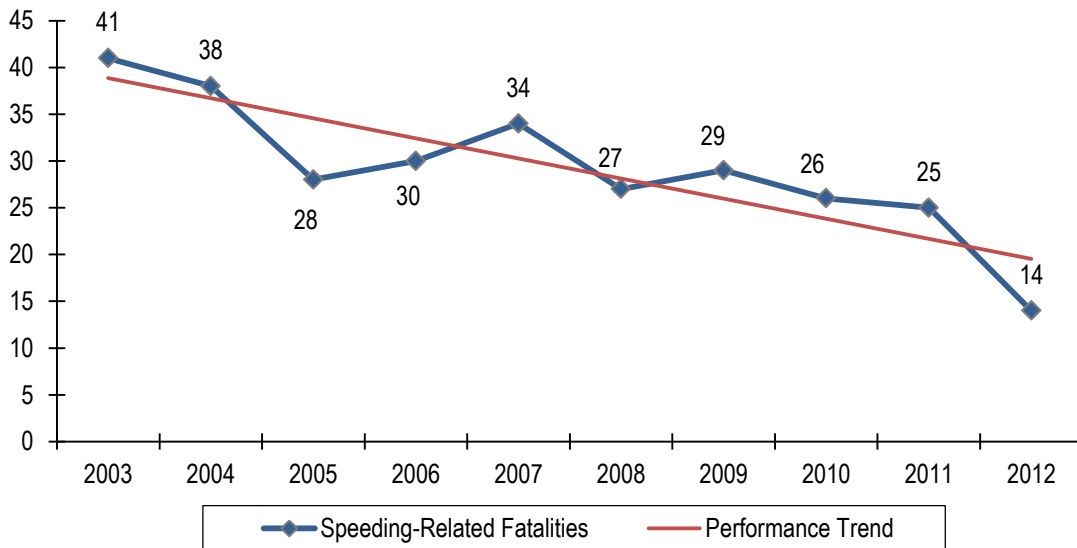
Source: Alaska Highway Safety Office, 2013.

Figure 5: Unrestrained Passenger Vehicle Occupant Fatalities
 Achieved a 5 percent decrease between 2011 and 2012



Source: Alaska Highway Safety Office, 2013.

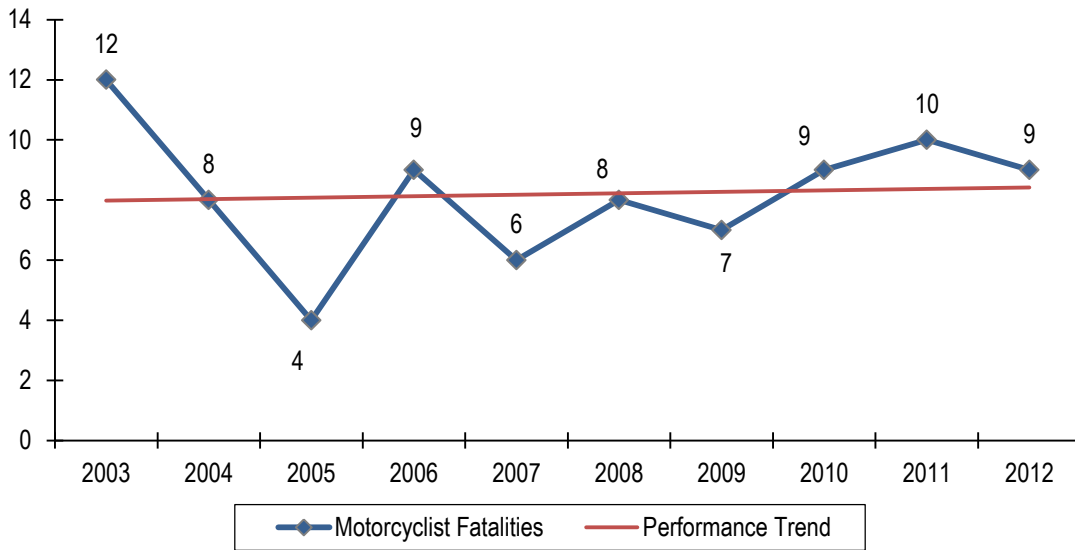
Figure 6: Speeding-Related Fatalities
 Achieved a 44 percent decrease between 2011 and 2012



Source: Alaska Highway Safety Office, 2013.

Figure 7: Motorcycle Fatalities

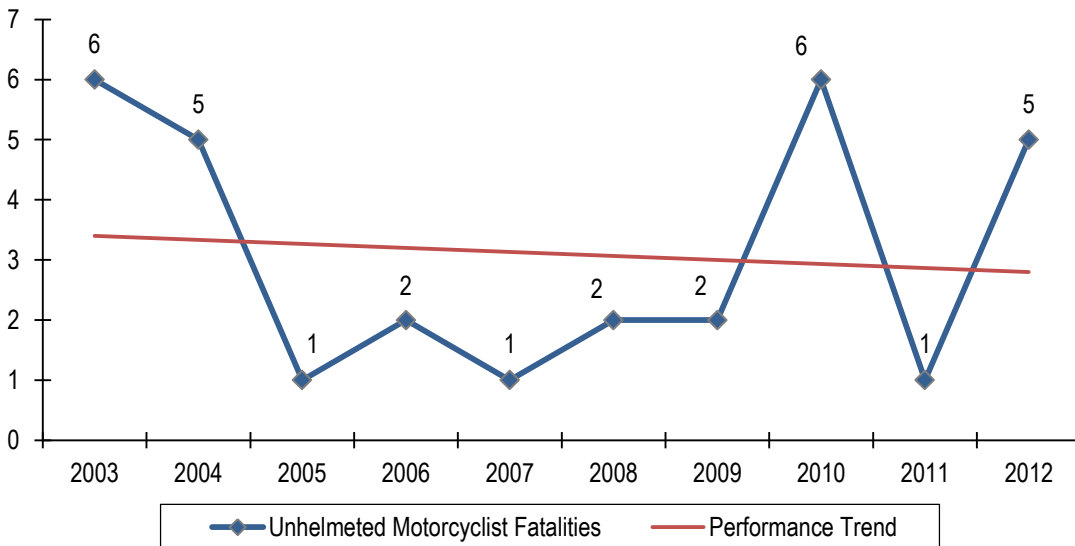
Observed a 10 percent decrease between 2011 and 2012



Source: Alaska Highway Safety Office, 2013.

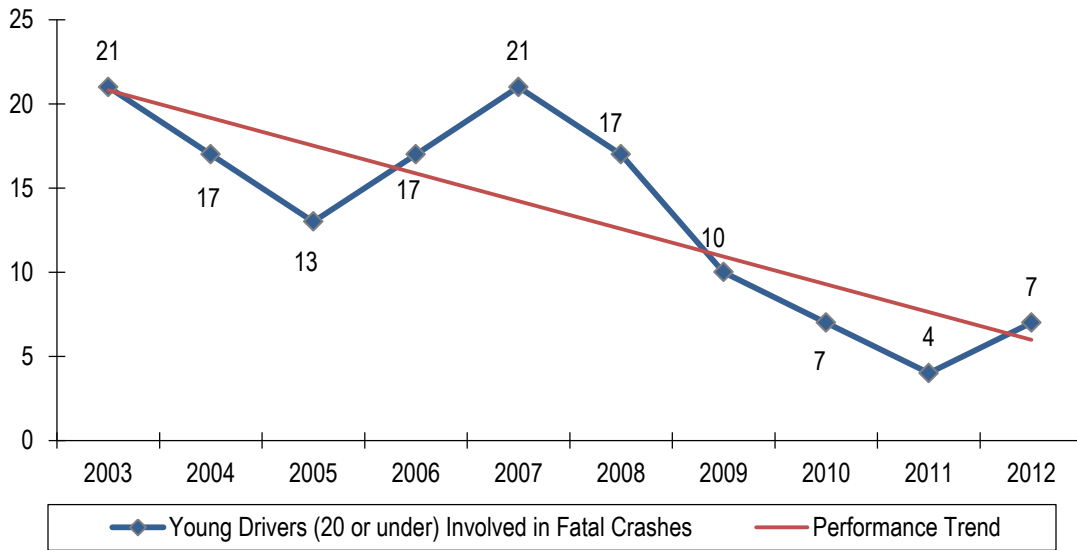
Figure 8: Unhelmeted Motorcycle Fatalities

Observed a 400 percent increase between 2011 and 2012



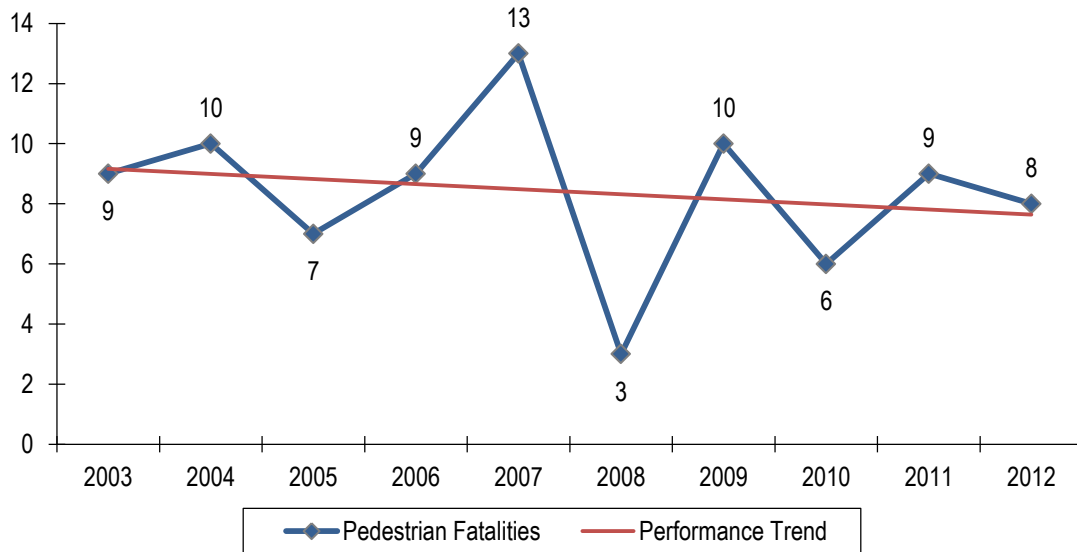
Source: Alaska Highway Safety Office, 2013.

Figure 9: Drivers Age 20 or Younger Involved in Fatal Crashes
Observed a 75 percent increase between 2011 and 2012



Source: Alaska Highway Safety Office, 2013.

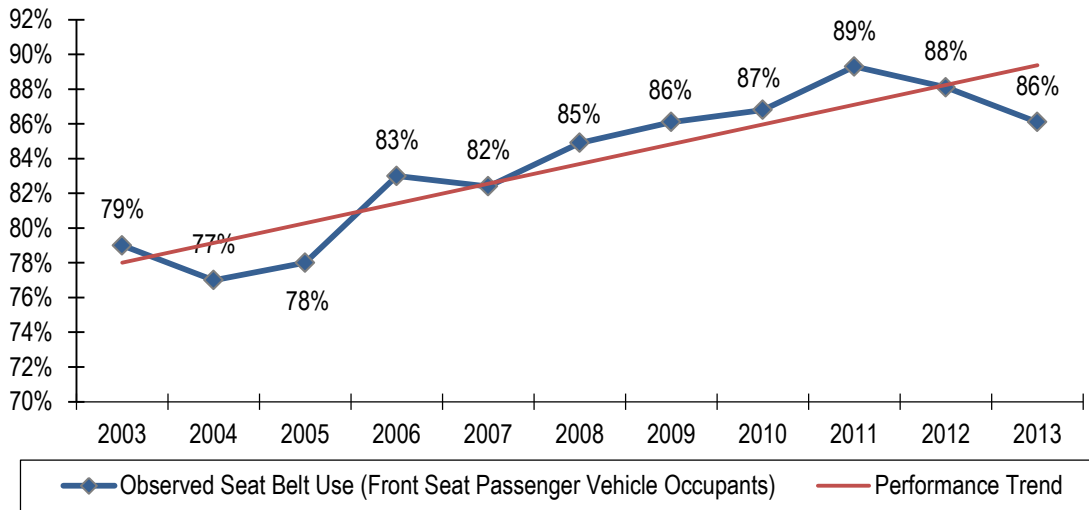
Figure 10: Pedestrian Fatalities
Achieved an 11.1 percent decrease between 2011 and 2012



Source: Alaska Highway Safety Office, 2013.

Figure 11: Observed Belt Use for Passenger Vehicles

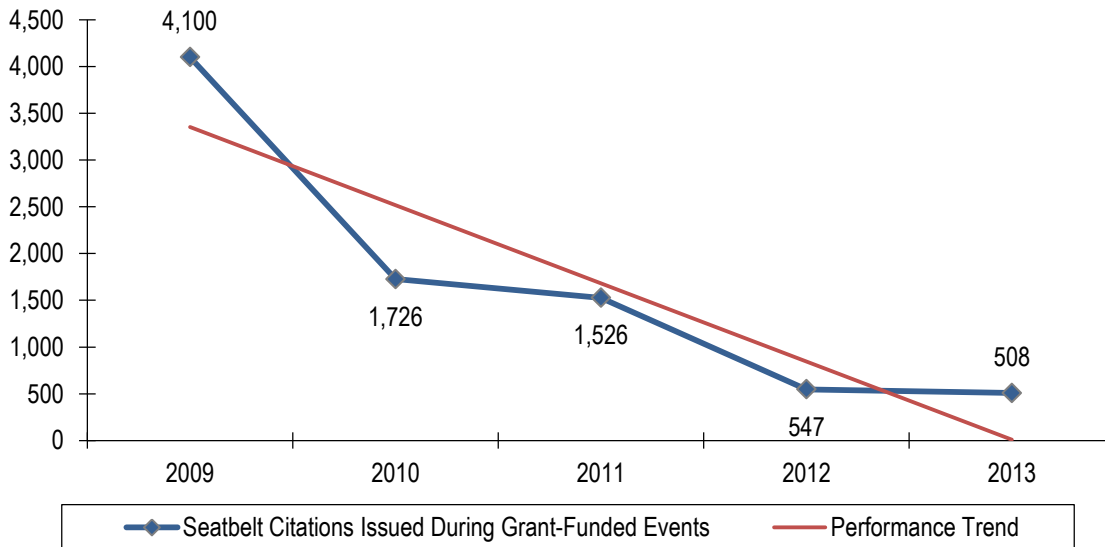
Front Seat Outboard Occupants; Observed a 2.0 percentage point decrease between 2012 and 2013



Source: Alaska Highway Safety Office, 2013.

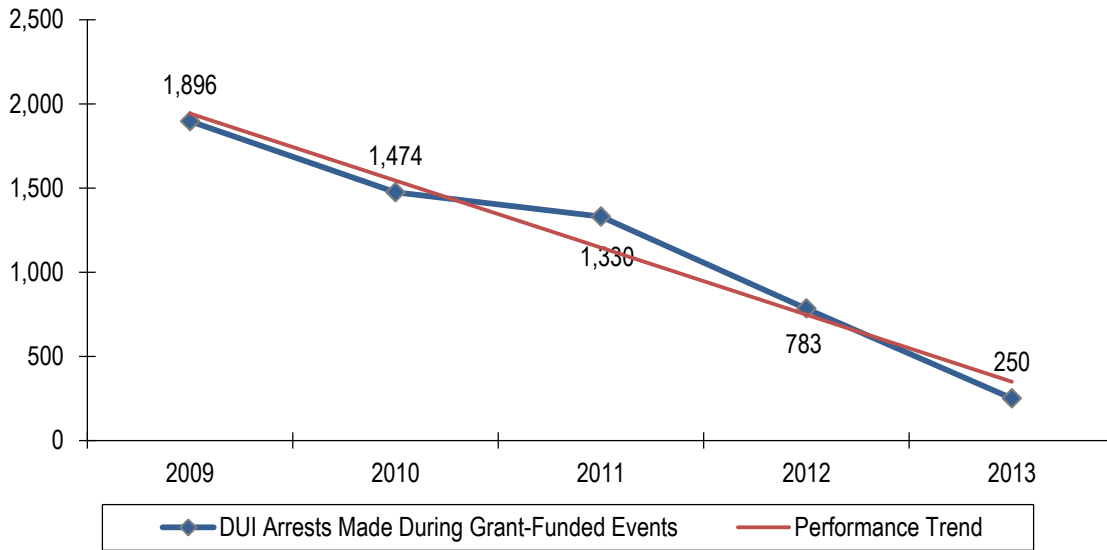
Figure 12: Seatbelt Citations Issued During Grant-Funded Events

Number of Citations decreased by 7.1 percent between 2012 and 2013



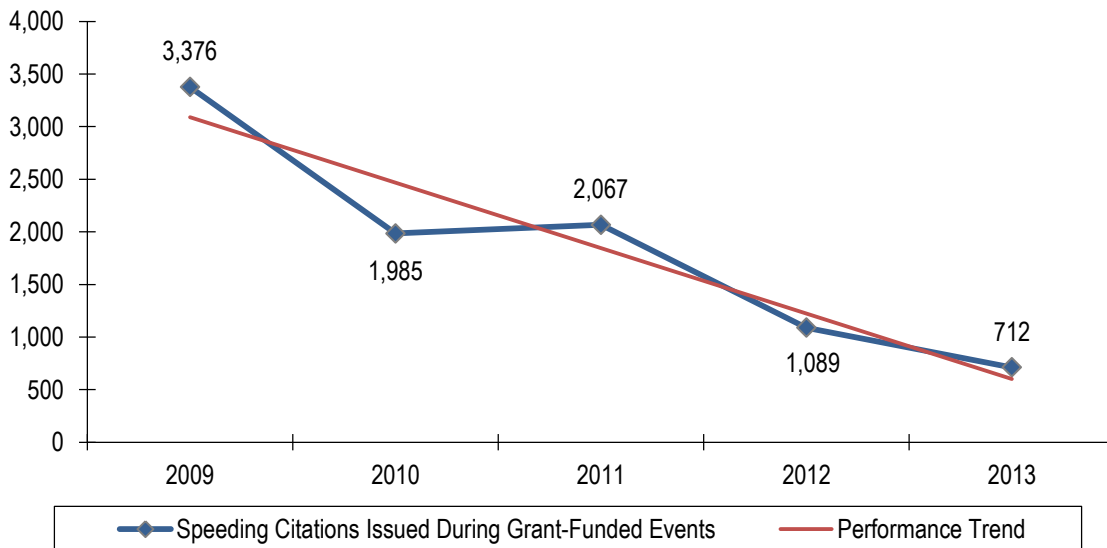
Source: Alaska Highway Safety Office, 2013.

Figure 13: DUI Arrests Made During Grant-Funded Events
 Number of Arrests decreased by 68.1 percent between 2012 and 2013



Source: Alaska Highway Safety Office, 2012.

Figure 14: Speeding Citations Issued During Grant-Funded Events
 Number of Citations decreased by 34.6 percent between 2012 and 2013



Source: Alaska Highway Safety Office, 2012.

Chapter 3: Program Areas

The program goals, performance measures, and projects identified for the nine program areas addressed in the FFY 2013 HSP are described in this section.

Note: For 2013, the AHSO created AHSO Statewide Services “projects” under each program area. These Statewide Services projects served as the master account for each funding source. Subgrantee projects were funded from the respective program area Statewide Services. A general description of projects and/or activities funded and implemented under the HSP are included in the Statewide Services project description.

3.1 Impaired Driving

Problem Statement

Impaired driving is the number one priority for the Alaska Highway Safety Office because it is a preventable crime. Alaska has experienced a declining trend in traffic fatalities since 1977, but alcohol and drug use continues to be a major contributing factor to motor vehicle crashes and fatalities. Alcohol was a factor in 32 percent of traffic fatalities in 2011, 34 percent in 2010, and 41 percent in 2009. These figures include nonoccupant persons (e.g., pedestrians, pedal cyclists, etc.) in addition to drivers and passengers of motor vehicles.

Goals

- Decrease fatalities with a BAC of 0.08 or above from 21 in 2008 to 14 by 2013.

Projects and Funding

The 2013 HSP included nine impaired driving projects to address the above performance measures and make progress towards the targets. Table 7 contains a list of the nine projects, the relevant performance measures, the funds obligated to each project, and the project status.

Table 7: FFY 2013 Impaired Driving Projects

Project Number	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status
402 AL 2013-13-01-00	AHSO Alcohol Statewide Services	Alcohol-impaired fatalities (driver with BAC 0.08 or higher)	Sec. 402	\$0	Canceled ⊗
402 AL 2013-13-01-01	AHSO Alcohol Program Area Management		Sec. 402	\$0	Canceled ⊗
410 K8 2013-13-01-00	AHSO 410 Alcohol Statewide Services		Sec. 410	\$47,428	Complete ●
410 K8 2013-13-01-01	AHSO 410 Alcohol Program Area Management		Sec. 410	\$935	Complete ●
154 AL 2013-13-01-00	AHSO 154 Alcohol Statewide Services		Sec. 154	\$637,370	Complete ●

Project Number	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status
154 AL 2013-13-01-01	AHSO 154 Alcohol Program Area Management	Alcohol-impaired fatalities (driver with BAC 0.08 or higher)	Sec. 154	\$0	Canceled ⊗
164 AL 2013-13-01-00	AHSO 164 Alcohol Statewide Services		Sec. 164	\$0	Canceled ⊗
164 AL 2013-13-01-01	AHSO 164 Alcohol Program Area Management		Sec. 164	\$0	Canceled ⊗
410 K8 FR 2013-13-03-00	DUI Enforcement		Sec. 410	\$0	Canceled ⊗
Total Funds Spent (Alcohol)				\$685,733	

Performance Results

Impaired driving continues to be an issue in Alaska, and was involved in 25 percent of the fatalities in 2012. In FFY 2013, fatalities involving a driver or motorcycle operator with a BAC of 0.08 or higher decreased from 21 in 2011 to 15 in 2012 (2013 data are not available). During FFY 2013, 10 agencies participated in the national mobilizations and quarterly high-visibility enforcement activity at high-risk times resulting in 783 impaired driving arrests. Earned media results included 40 TV news stories and 24 Internet news stories; 3 TV/radio ad campaigns were produced. A new Drug Recognition Expert (DRE) was trained (Alaska maintains 27 DREs after losing one to relocation in 2013).

Project Descriptions

Project Title – AHSO Alcohol Statewide Services (402 AL 2013-13-01-00)

Project Description – This project was canceled. The AHSO elected not to use Section 402 funds on impaired driving programs and initiatives in FFY 2013.

Project Title – AHSO Alcohol Program Area Management (402 AL 2013-13-01-01)

Project Description – This project was canceled. The AHSO elected not to use Section 402 funds on impaired driving programming in FFY 2013.

Project Title – AHSO 410 Alcohol Statewide Services (410 K8 2013-13-01-00)

Project Description – Funding was provided for forensic drug toxicology analysis of biological evidence from drug facilitated traffic-related offenses. Alaska law enforcement agencies collected blood evidence from traffic-related, drug-impaired driving offenses which were submitted to the Alaska Crime Laboratory (ACL). The ACL repackaged and sent the evidence to the Washington Laboratory for forensic drug toxicology analysis. A total of 500 evidence submissions were received during this grant period. Funding also was provided to the Alaska State Troopers to train a new Drug Recognition Expert (DRE), to improve coordination between the DREs in Alaska, and to provide one ARIDE course.

It is important to note that while subgrantees are expected to provide a 75 percent match for the projects, the subgrantees for this project were unable to provide the match. Alaska DOT&PF provided

the matching funds in the amount of \$142,284.69. Unobligated funds for the project remain under Statewide Services.

Project Title - AHSO 410 Alcohol Program Area Management (410 K8 2013-13-01-01)

Project Description - This project supported personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation. Similar to the Alcohol Statewide Services project above, Alaska DOT&PF provided the 75 percent match at \$2,803.62.

Project Title - AHSO 154 Alcohol Statewide Services (154 AL 2013-13-01-00)

Project Description - Funding was provided for high-visibility, alcohol-impaired driving enforcement programs for 10 agencies which included participation in the national mobilizations and quarterly high-visibility enforcement activity at high-risk times as well as DUI media production costs. Enforcement was coordinated with media to maximize the HVE model and ensured efforts were publicized before, during, and after enforcement activity. Funding also supported subgrantee grants for the law enforcement liaison program and DUI enforcement units in the North Pole and Fairbanks police departments. During FFY 2013, earned media results included 40 TV news stories and 24 Internet news stories, and three TV/radio ad campaigns were produced.

Project Title - AHSO 154 Alcohol Program Area Management (154 AL 2013-13-01-01)

Project Description - This project was canceled. The AHSO elected to use Section 402 P&A funds for impaired driving program area management in FFY 2013.

Project Title - AHSO 164 Alcohol Statewide Services (164 AL 2013-13-01-00)

Project Description - This project was canceled. The AHSO elected not to use Section 164 funds on impaired driving programs and initiatives in FFY 2013.

Project Title - AHSO 164 Alcohol Program Area Management (164 AL 2013-13-01-01)

Project Description - This project was canceled. The AHSO elected not to use Section 164 funds on impaired driving programs and initiatives in FFY 2013.

Project Title - DUI Enforcement (410 K8 FR 2013-13-03-00)

Project Description - This project involved conducting HVE alcohol-impaired driving programs and included participation in the national mobilizations and quarterly high-visibility enforcement activity at high-risk times coordinated with media before, during, and after enforcement activity. Section 410 funds were not used for the project due to the high matching requirements. This project is listed as canceled in Table 7 because AHSO elected to use 154 funds to support the project.

Hazard Elimination Project

The 2013 HSP also included one hazard elimination project; however, AHSO does not manage the project. This project (164 HE 2013-13-02-00) is designed to support Highway Safety Improvement Projects (HSIP) and Highway Analysis System Web 12-200 projects.

3.2 Emergency Medical Services

Problem Statement

Traffic safety requires the involvement of the 4 Es of Engineering, Education, Enforcement, and Emergency Response. This requires coordination of efforts between different agencies. Emergency response activities in Alaska are primarily a responsibility of the Department of Health and Social Service, Division of Public Health.



Goal

Improve emergency response to highway crashes to impact performance targets in other HSP program areas.

Projects and Funding

The 2013 HSP included two emergency response projects to address the above goal and to supplement existing emergency response efforts. Table 8 contains a list of the two projects, the funds obligated to each project, and the project status. In FFY 2013, both emergency response projects were canceled as they were not pursued by AHSO.

Table 8: FFY 2013 Emergency Response Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status
402 EM 2013-13-02-00	AHSO Emergency Medical Services Statewide Services	Improvements in emergency services support progress toward	Sec. 402	\$0	Canceled 
402 EM 2013-13-02-01	AHSO Emergency Medical Services Program Area Management	all performance measures	Sec. 402	\$0	Canceled 
Total Funds Spent (Emergency Medical Services)				\$0	

Project Descriptions

Project Title – AHSO Emergency Medical Services Statewide Services (402 EM 2013-13-02-00)

Project Description – This project was canceled. The AHSO elected not to fund emergency response projects in FFY 2013.

Project Title – AHSO Emergency Medical Services Program Area Management (402 EM 2013-13-02-01)

Project Description – This project was canceled. The AHSO elected not to fund emergency response projects in FFY 2013.

3.3 Motorcycle Safety

In 2012, Alaska recorded 31,940 registered motorcycles. Alaskan motorcyclists (operators and their passengers), and the many visiting riders who come to experience the “Last Frontier,” are vulnerable on the State’s roadways. Between 2004 and 2010, 1,117 motorcycle crashes were reported in the State, an average of 169 crashes per year. With the exception of 2006 when crashes fell to 121 (a decline of nearly 30 percent from the previous year), motorcycle crashes in Alaska have been on the rise, mirroring a national trend.

The Alaska Motorcycle Safety Advisory Committee (AMSAC) was established by the DOT&PF Commissioner as means to use knowledge and experienced individuals in the issues of motorcycle safety and roadway operations. AMSAC advises the AHSO and the DOT&PF on rider education and training, impaired motorcycle driver enforcement, motorist awareness of safety. Funds are used by AMSAC members outside of Anchorage to attend committee meetings and to allow members to attend the International Rider Education Training System Conference and the National Association of State Motorcycle Safety Administrators Conference (SMSA). Alaska Motorcycle Safety Foundation (MSF) instructors, Alaska Bikers Advocating Training and Education (ABATE), Motorcycle Dealers Association, the Department of Motor Vehicles (DMV), the AHSO, and state and local law enforcement agencies are all part of the AMSAC.

Goals

- Maintain motorcyclist fatalities from eight in 2008 to eight by 2013.
- Maintain unhelmeted motorcyclist fatalities at two by 2013.

Projects and Funding

The 2013 HSP included three motorcycle safety projects to address the above performance measures and make progress towards the targets. Table 9 contains a list of the three projects, the relevant performance measures, the funds obligated to each project, and the project status.

Table 9: FFY 2013 Motorcycle Safety Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status
402 MC 2013-13-03-00	AHSO Motorcycle Safety Statewide Services	Motorcycle fatalities; unhelmeted motorcycle fatalities	Sec. 402	\$1,337	Complete ●
402 MC 2013-13-03-01	AHSO Motorcycle Safety Program Area Management		Sec. 402	\$0	Canceled ⊗
2010 K6 2013-13-03-00	AHSO 2010 Motorcycle Safety Statewide Services		Sec. 2010	\$0	Canceled ⊗
Total Funds Spent (Motorcycle Safety)				\$1,337	

Performance Results

Motorcycle fatalities, particularly unhelmeted drivers, and serious injuries continue to be a concern. Motorcyclist fatalities decreased from 10 in 2011 to 9 in 2012; however 5 of these 2012 motorcyclist fatalities were unhelmeted (versus one in 2011).

Project Descriptions

Project Title - AHSO Motorcycle Safety Statewide Services (402 MC 2013-13-03-00)

Project Description - Supported AMSAC members outside of Anchorage to attend committee meetings and for registration at a motorcycle trade show where members staffed a booth and provided motorcycle safety educational materials to attendees. AMSAC advises the AHSO and the DOT&PF on rider education and training, impaired motorcycle driver enforcement, motorist awareness of safety.

Project Title - AHSO Motorcycle Safety Program Area Management (402 MC 2013-13-03-01)

Project Description - This project was cancelled. The AHSO elected to use Section 402 P&A funds for motorcycle safety program area management in FFY 2013.

Project Title - AHSO 2010 Motorcycle Safety Statewide Services (2010 K6 2013-13-03-00)

Project Description - This project was cancelled. The AHSO elected not to use Section 2010 funds on motorcycle safety programs and initiatives in FFY 2013.

3.4 Occupant Protection Program

Project Statement

Alaska's observed seat belt usage rate increased from 77 percent in 2004 to an historic high of 89 percent in 2011, although usage dropped in 2012 and again in 2013 to 86 percent. According to a 2011 statewide motorist behavior survey conducted by the Alaska Injury Prevention Center (AICP), 35 percent of Alaskan motorists have booster seat-age children (four to eight years of age) in their households and 91 percent report that they always ride in booster seats. Ensuring that all drivers and passengers are properly restrained every trip is essential for achieving Alaska's zero fatality goal.

Increasing seat belt and child restraint use is the simplest and most effective way to reduce serious injury and death in the event of a motor vehicle crash. Alaskan children under seven years of age and less than 64 pounds or 57-inches tall must be restrained in a child safety seat or booster seat when riding in a motor vehicle. Seat belts are required for all other motor vehicle occupants. Failure to comply with Alaska's occupant protection statutes is a primary offense and carries a \$50 fine plus points.

Goals

- Decrease unrestrained fatalities from 23 in 2008 to 12 by 2013.
- Increase observed belt use from 84.9 percent in 2008 to 89.9 percent in 2013.

Projects and Funding

The 2013 HSP included five occupant protection projects to address the above performance measures and make progress towards the targets. In addition, 402 PT funding was provided for high-visibility, seat belt enforcement programs for nine agencies which included participation in the national mobilizations (see Section 3.7 Police Traffic Services). Table 10 contains a list of the five projects, the relevant performance measures, the funds obligated to each project, and the project status.

Table 10: FFY 2013 Occupant Protection Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status
402 OP 2013-13-04-00	AHSO Occupant Protection Statewide Services		Sec. 402	\$271,104	Complete ●
402 OP 2013-13-04-01	AHSO Occupant Protection Program Area Management		Sec. 402	\$3,777	Complete ●
405 K2 2013-13-04-01	Alaska Injury Prevention Center NOPUS	Unrestrained passenger vehicle occupant fatalities; Observed seat belt use; Seat belt citations	Sec. 405	\$25,370	Complete ●
405 K2 2013-13-04-00	AHSO 405 Occupant Protection Statewide Services		Sec. 405	\$75,201	Complete ●
2011 K3 2013-13-07-00	AHSO 2011 Child Seats Statewide Services		Sec. 2011	\$33,764	Complete ●
Total Funds Spent (Occupant Protection)				\$409,816	

Performance Results

Alaska's observed seat belt use rate in 2013 was two percent lower than the rate observed in 2012. Data for unrestrained fatalities in 2013 were unavailable for this report; however, the general performance trend has been declining over the past eight years. The number of seat belts citations decreased from the 547 citations issued in 2012 to 508 in 2013.

Project Descriptions

Project Title – AHSO Occupant Protection Statewide Services (402 OP 2013-13-04-00)

Project Description – Grants were awarded to support statewide and local agencies to promote the use of occupant restraints. A TV/radio ad campaign “*CIOT Talking Seat Belt*” was produced with the result of public awareness of CIOT advertising higher post campaign higher than the pre campaign baseline survey. Other campaigns included “*Thinkfast*” and “*Raise Your Voice*” which reached out to encourage restraint usage by teenagers. Funding was also used to support the conduct of a NHTSA Occupant Protection Assessment which was held August 3 – 8, 2013 in Anchorage.

Project Title – AHSO Occupant Protection Program Area Management (402 OP 2013-13-04-01)

Project Description – Supported AHSO personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

Project Title – Alaska Injury Prevention Center NOPUS (405 K2 2013-13-04-01)

Project Description – Supported AIPC’s design, conduct, and analysis related to the National Occupant Protection Use Survey (NOPUS) in compliance with NHTSA’s scientific and statistical standards. The 2013 observations took place from June 3-12, 2013. Seat belt use was recorded for drivers and front seat outboard passengers in passenger cars, trucks, SUVs, and vans. A total of 38,652 vehicle occupants: 30,721 drivers and 7,931 outboard passengers were observed. The reported percent of occupants wearing seat belts for Alaska in 2013 (excluding “unknowns”) was 86.1 percent.

Project Title – AHSO 405 Occupant Protection Statewide Services (405 K2 2013-13-04-00)

Project Description – Grants were awarded to statewide and local agencies and organizations to promote the use of occupant restraints. Safe Kids Kenai Peninsula maintained 24 certified CPS technicians, distributed 164 child restraints, checked 329 car restraints across 11 community check-up events and five inspection stations. The Mat-Su Services for Children and Adults trained 167 families, checked 221 car seats, and a held technician certification class. Fairbanks Memorial Hospital held four joint community events with other organizations and conducted technician courses and other seat check events. Funding was also used to support the conduct of a NHTSA Occupant Protection Assessment.

Project Title – AHSO 2011 Child Seat Statewide Services (2011 K3 2013-13-07-00)

Project Description – The Safe Kids Alaska State Coalition’s Buckle Up Child Passenger Safety (CPS) program was the recipient of grant funds to support technician certification and recertification training, web-based data reporting tool, 19 public CPS events, and two specialized training courses.

Child Restraint Grant Program Report

During FFY 2013, the AHSO spent \$33,764 in Section 2011 funds for child restraint grant programs. The funding was spent in accordance with 23 USC 405 Section 2011 to training CPS professionals and for programs to educate the public. Subgrantee Safe Kids Alaska supported technician recertification training opportunities and the certification of 33 new technicians in FFY 2013. Courses were held to address children with special healthcare needs, including two in March 2013. The first course, “Safe Transportation for Children with Special Healthcare Needs”, was attended by 17 certified CPS technicians and instructors, and the second course, “Orientation to Special Needs Transportation”, was attended by 11 durable medical equipment providers and case managers. Safe Kids Alaska also conducted 19 public CPS events which took place in communities including Ketchikan, Kodiak, Juneau, Anchorage, and Fairbanks. Section 2011 funds were not spent on purchasing and distributing child restraints for low-income families or child restraint law enforcement in FFY 2013.

3.5 Traffic Records

Problem Statement

Timely, accurate, complete, consistent, and well-documented traffic records information is critical for monitoring, assessing, and addressing safety on Alaska’s roadway system. An assessment of Alaska’s traffic records system was conducted in 2012 and a five-year (2013 to 2018) strategic plan was adopted in March 2013 by the Alaska Traffic Records Coordinating Committee (ATRCC), of which AHSO is a

member. The plan calls for ongoing coordination among all stakeholders, including the AHSO, in support of initiatives and projects which improve the quality of the State's traffic records.

Voting member agencies of the ATRCC include: Alaska Highway Safety Office, DOT&PF, DMV, Department of Administration (DOA), Alaska Court System, Measurement Standards and Commercial Vehicle Enforcement (MSCVE, a division of DOT&PF), AIPC, Anchorage Police Department, DHSS, and University of Alaska. Nonvoting members include FHWA and NHTSA.

The mission of the ATRCC is to facilitate the integration and exchange of traffic records data between Federal, state, and local traffic-related agencies and organizations in an effort to reduce fatalities, crashes, and injuries. The objective of the ATRCC is to provide strong leadership and coordinate resources to address the timeliness, completeness, reliability, interoperability, accessibility, and utility of traffic records data.

Goals

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

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

Projects and Funding

The 2013 HSP included eight traffic records projects to address the above goals. Table 11 contains a list of the projects, the funds obligated to each project, and the project status.

Table 11: FFY 2013 Traffic Records Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status
408 K9 2013-13-08-00	AHSO Data Program Statewide Services		Sec. 408	\$0	Complete ●
408 K9 2013-13-08-01	Traffic Records License and Maintenance Fees		Sec. 408	\$74,765	Complete ●
408 K9 2013-13-08-02	ACS Improve Court Case Management System Criminal and Minor Offense Records		Sec. 408	\$93,158	Complete ●
408 K9 2013-13-08-03	DOT&PF Program Development 2009/2010 Crash Geolocation Project	Data improvements support progress toward all performance measures	Sec. 408	\$0	Canceled ⊗
408 K9 2013-13-08-04	HSS Alaska Trauma Registry Data Validation Project Year Two		Sec. 408	\$63,249	Complete ●
408 K9 2013-13-08-05	TraCS Statewide Training/TraCS Program		Sec. 408	\$105,118	Complete ●
408 K9 2013-13-08-06	TraCS Hardware Installation for Local Law Enforcement Agencies		Sec. 408	\$43,901	Complete ●
408 K9 2013-13-08-07	Annual TraCS User Group Meeting		Sec. 408	\$0	Canceled ⊗
Total Funds Spent (Data)				\$380,185	

Performance Results

The projects funded in 2013 served to improve the timeliness, accuracy, completeness, consistency, and accessibility of traffic records data necessary to identify priorities for Alaska's traffic safety programs. Specifically, projects related to the TraCS program which state and local law enforcement agencies use to report crashes improved the timeliness, accuracy, completeness, and consistency of the data in the crash records database. The ACS Court Case Management System project improved the accuracy and completeness of criminal and minor offense records in the citation/adjudication system which is used by prosecutors and judges in traffic related cases. The Alaska Trauma Registry Data Validation Project impacted the accuracy and completeness of the EMS/injury surveillance database through the inclusion of eight additional acute care facilities.

Project Descriptions

Project Title – AHSO Data Program Statewide Services (408 K9 2013-13-08-00)

Project Description – Section 408 funded projects were recommended by the ATRCC prior to the submission of the 2013 HSP, therefore each project amount was known and all 408 funds available were awarded. As a result, no funding was held in Section 408 Statewide Services (which is listed with a zero balance and as complete in Table 12). Unlike the other program area project descriptions for Statewide Services, each data project is listed separately below.

Project Title – Traffic Records License and Maintenance Fees (408 K9 2013-13-08-01)

Project Description – The AHSO paid the license and maintenance fees for TraCS, East Street Draw, Incident Locator Tool and additional license or maintenance fees necessary for state and local law enforcement agencies to successfully use the TraCS program.

Project Title – ACS Improve Court Case Management System Criminal and Minor Offense Records (408 K9 2013-13-08-02)

Project Description – The Court Case Management System analyst reviewed, corrected, and added local offense codes to the court case management system, conducted research and analysis of local offenses for municipalities across Alaska, prioritized the audit of city codes, and worked with an Alaska Court System Special Projects Coordinator on the Uniform Minor Offense Code Table.

Project Title – DOT&PF Program Development 2009/2010 Crash Geolocation Project (408 K9 2013-13-08-03)

Project Description – This project was not funded by the AHSO due to subgrantee match requirements. The DOT&PF elected to use Highway Safety Improvement (HSIP) funding for this project.

Project Title – HSS Alaska Trauma Registry Data Validation Project Year Two (408 K9 2013-13-08-04)

Project Description – Validation of Alaska Trauma Registry data for another eight acute care facilities was completed and steps were taken to implement the results of the validation study to direct appropriate performance improvement measures. Inclusion criteria overall inter-rater reliability percentage for the eight hospitals was 83.24 percent, with submission of 144 of the 173 qualified patient

included into the registry. Chart abstraction overall inter-rater reliability percentage for the eight hospitals was 81.26 percent. Data entry percentage for the state subcontractor was 95.84 percent.

Project Title – TraCS Statewide Training/TraCS Program (408 K9 2013-13-08-05)

Project Description – Identified agencies, and their specific equipment needs, for participation in TraCS and improved the timeliness of citations sent electronically to the Courts. Project staff worked with agencies to build a list of needs and required equipment which was finalized in May 2013. Hardware was installed by DOT&PF by the end of the fiscal year. Approximately 56 Toughbook’s were imaged and prepared for deployment with Windows 7 and the latest version of the TraCS software. Ketchikan Police Department, Kotzebue Police Department, Alaska State Troopers A Detachment and other AST and Alaska Wildlife Troopers personnel received the TraCS enabled computers.

Project Title – TraCS Hardware Installation for Local Law Enforcement Agencies (408 K9 2013-13-08-06)

Project Description – Project funds allowed DOT&PF installation technicians to conduct TraCS installations at 11 agencies during the fiscal year.

Project Title – Annual TraCS User Group Meeting (408 K9 2013-13-08-07)

Project Description – Travel and training for the Annual TraCS User Group Meeting was included in the previous Alaska Traffic Records Strategic Plan. This project was cancelled.

3.6 Pedestrian and Bicycle Safety

Problem Statement

Pedestrians and bicyclists, like motorcyclists, are more vulnerable than other roadway users in crashes. Between 2004 and 2011, crashes involving pedestrians and bicyclists accounted for 2.8 percent of all crashes in Alaska. However, this same roadway user group was involved in 13.5 percent of the fatal and 10 percent of the State’s major injury crashes.

Goal

- Maintain pedestrian fatalities at three in 2013.

Projects and Funding

The 2013 HSP included two pedestrian and bicycle safety projects. Table 12 contains a list of the two projects, the relevant performance measures, the funds obligated to each project, and the project status.

Table 12: FFY 2013 Pedestrian and Bicycle Safety Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status
402 PS 2013-13-05-00	AHSO Pedestrian/Bicycle Safety Statewide Services	Pedestrian fatalities	Sec. 402	\$45,555	Complete ●
402 PS 2013-13-05-01	AHSO Pedestrian/Bicycle Safety Program Area Management		Sec. 402	\$0	Canceled ⊗
Total Funds Spent (Pedestrian/Bicycle Safety)				\$45,555	

Performance Results

In 2013, the Alaska Highway Safety Office awarded one project related to pedestrian and bicycle safety. Preliminary 2013 data was not available to determine performance against the goal set for this area.

Project Descriptions

Project Title – AHSO Pedestrian/Bicycle Safety Statewide Services (402 PS 2013-13-05-00)

Project Description – Funding supported the efforts of Volunteers in Policing (VIP) who conducted pedestrian and bike safety education, distributed reflective materials and conducted bike rodeos. Ten bike rodeos were held; unfortunately weather and wildfires limited the project team to half the number of planned events. The percentage of children who participated in the bike rodeos exceeded the target 95 percent participation rate (99 percent). Helmet checks were conducted at bike rodeos with the goal of 70 percent compliance met (96 percent). More than 4,000 people attended Youth Safety Day, which exceeded the anticipated attendance of 2,000 people.

Project Title – AHSO Pedestrian/Bicycle Safety Program Area Management (402 PS 2013-13-05-01)

Project Description – This project was cancelled. The AHSO elected to use Section 402 P&A funds for pedestrian and bicycle safety projects program area management in FFY 2013.

3.7 Police Traffic Services

Problem Statement

High-visibility enforcement of traffic laws is proven to change driver behavior. AHSO awards 402 grants to enforcement agencies to support their participation in the national mobilizations and enforcement of occupant restraint, impaired driving, speeding, and aggressive driving laws through high-visibility campaigns. Grant funding also supports promotion of bicycle and pedestrian safety; and community safety education campaigns or activities.

Goals

Police Traffic Services projects are intended to help Alaska meet its statewide goals in several program areas:

- Decrease fatalities with a BAC of 0.08 or above from 21 in 2008 to 14 by 2013;
- Increase impaired driving arrests during grant-funded events by 10 percent annually from 2,089 in 2010 to 2,213 by 2013;
- Decrease unrestrained fatalities from 23 in 2008 to 12 by 2013;
- Increase observed belt use from 84.9 percent in 2008 to 89.9 percent in 2013;
- Increase seat belt citations during grant-funded events by 10 percent annually from 1,726 in 2010 to 1,899 in 2013;
- Decrease speeding-related fatalities from 27 in 2008 to 23 by 2013; and
- Maintain pedestrian fatalities at three in 2013.

Increase speeding citations during grant-funded events by 10 percent annually from 1,985 in 2010 to 2,184 in 2013.

Projects and Funding

The 2013 HSP included two police traffic services projects to address the above goals. Table 13 contains a list of the two projects, the relevant performance measures, the funds obligated to each project, and the project status.

Table 13: FFY 2013 Police Traffic Services Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status
402 PT 2013-13-06-00	AHSO Police Traffic Statewide Services	Alcohol-impaired fatalities (driver with BAC 0.08 or higher); unrestrained passenger vehicle occupant fatalities; speeding-related fatalities; observed seat belt use; seat belt citations; speeding citations during grant-funded activities; pedestrian fatalities	Sec. 402	\$40,829	Complete ●
402 PT 2013-13-06-01	AHSO Police Traffic Services Program Area Management	Alcohol-impaired fatalities (driver with BAC 0.08 or higher); unrestrained passenger vehicle occupant fatalities; speeding-related fatalities; observed seat belt use; seat belt citations; speeding citations during grant-funded activities; pedestrian fatalities	Sec. 402	\$4,684	Complete ●
Total Funds Spent (Police Traffic Services)				\$45,512	

Performance Results

Preliminary 2013 data was not available to determine performance against the goal set for this area. However, the effect of enforcement activities which occur under Police Traffic Services are reflected in the 2012 significant reductions in statewide fatalities, fatality rate, fatalities involving driver or motorcycle operator with greater than .08 BAC, and speeding-related fatalities.

Project Descriptions

Project Title – AHSO Police Traffic Statewide Services

Project Description – Supported statewide and local law enforcement agencies in enforcing seat belt, impaired driving, speeding, and aggressive driving laws, and promoting bicycle and pedestrian safety through the use of high-visibility campaigns and other law enforcement activities, and community

safety education and campaigns. Funding was provided for high-visibility, alcohol-impaired driving and seat belt enforcement programs for nine agencies which included participation in the national mobilizations. Agencies receiving funding included the Alaska State Troopers, City of Homer, and police departments in Anchorage, Fairbanks, Juneau, Kenai, North Pole, Palmer, and Wasilla.

Project Title – AHSO Police Traffic Services Program Area Management

Project Description – Funded AHSO personnel costs, data analysis, and other incidentals to administer Click It or Ticket events.

3.8 Safe Communities

Problem Statement

Anchorage is the Alaska’s largest city with approximately 299,000 residents in 2012 representing over 40 percent of the state’s population. The Safe Communities project in Anchorage provides community-based traffic safety programs for teens and older drivers on restraint use, impaired and distracted driving, and speeding as well as safe walking and cycling initiatives.

Goals

The Safe Communities project is intended to help Alaska meet its goals in several program areas:

- Decrease fatalities with a BAC of 0.08 or above from 21 in 2008 to 14 by 2013.
- Decrease unrestrained fatalities from 23 in 2008 to 12 by 2013.
- Increase observed belt use from 84.9 percent in 2008 to 89.9 percent in 2013.
- Maintain pedestrian fatalities at three in 2013.
- Decrease speeding-related fatalities from 27 in 2008 to 23 by 2013.

Projects and Funding

The 2013 HSP included two Safe Communities projects. Table 14 contains a list of the two projects, the relevant performance measures, the funds obligated to each project, and the project status.

Table 14: FFY 2013 Safe Communities Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status
402 SA 2013-13-17-00	AHSO Safe Communities Statewide Services	Alcohol-impaired fatalities (driver with BAC 0.08 or higher); unrestrained passenger vehicle occupant fatalities; speeding-related fatalities;	Sec. 402	\$389,870	Complete ●
402 SA 2013-13-17-01	AHSO Safe Communities Program Area Management	observed seat belt use; seat belt citations; speeding citations during grant-funded activities; pedestrian fatalities	Sec. 402	\$8,691	Complete ●
Total Funds Spent (Safe Communities)				\$398,561	

Performance Results

Preliminary 2013 data was not available to determine performance against the goal set for this area. However, the effect of the activities which occur under Safe Communities are reflected in the results of the 2012 significant reductions in statewide fatalities, fatality rate, fatalities involving driver or motorcycle operator with greater than .08 BAC, and speeding-related fatalities.

Project Descriptions

Project Title – AHSO Safe Communities Statewide Services (402 SA 2013-13-17-00)

Project Description – Projects funded include safe walking and cycling initiatives, ThinkFast, Raise Your Voice, the annual Traffic Safety Marketing Phone Survey, and older driver initiatives, including establishment of an Alaskan Older Driver Strategic Plan, community-based driving trainings, and older driver assessments. AIPC’s ThinkFast is a program focused on providing teens with factual information regarding risks and consequences related to safe walking, cycling, and avoiding distracted driving, with pre- and post-tests to assess behavioral intentions toward safe driving. Another AIPC program, Raise Your Voice, addresses teen traffic issues through student created media. The annual phone survey indicated the percentage of drivers who admit to regularly talking on a cell phone while driving is trending downward, while the same percentage of respondents indicated they talk on a cell phone while driving.

The Alaska Department of Health and Social Services’ (DHSS) manages the Older Driver Safety Grant under the agency’s Chronic Disease Prevention and Health Promotion (CDPHP) Program. The project created an Older Driver Strategic Plan which is under review by the AHSO. Five training workshops were conducted and attended by 143 individuals representing senior agency providers, health care providers and the general public. Older driver assessment campaigns were conducted at eight senior centers/tribal health-based organizations and assessment materials were made available to over 100 providers/clinics. Twenty-five organizations were provided older driver information and awareness materials and suggestions for having discussions with clientele perceived at-risk for driving incidents.

Project Title – AHSO Safe Communities Program Area Management (402 SA 2013-13-17-01)

Project Description – Funding supported AHSO personnel costs, data analysis, and other incidentals to administer program development, monitoring, and evaluation.

3.9 Paid Media

Problem Statement

Alaska’s Highway Safety Coordinated Media program is managed through grants to the Alaska State Troopers (AST) Public Information Office. Audio, video, print and web ads are produced and released to media outlets. The media campaigns are coordinated to coincide with the local and national impaired driving mobilizations and local and national occupant protection campaign.

Goal

Conduct public outreach and support national mobilizations which support AHSO grant activities and meet performance measures in other HSP program areas.

Projects and Funding

The 2013 HSP included three paid media projects. Table 15 contains a list of the projects, the relevant performance measures, the funds obligated to each project, and the project status.

Table 15: FFY 2013 Paid Media Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status
402 PM 2013-13-25-00	AHSO Paid Advertising Statewide Services		Sec. 402	\$188,522	Complete ●
2011 K3 PM 2013-13-25-01	AHSO 2011 Paid Media Statewide Services	Paid media supports progress toward all performance measures	Sec. 2011	\$0	Canceled ⊗
154 PM 2013-13-25-00	AHSO 154 Paid Media Statewide Services		Sec. 154	\$416,201	Complete ●
Total Funds Spent (Paid Advertising)				\$604,723	

Performance Results

The Paid Media augment other AHSO grant activities and are reflected in the results of the other program areas of the FFY 2013 HSP.

Project Descriptions**Project Title** – AHSO Paid Advertising Statewide Services (402 PM 2013-13-25-00)

Project Description – A grant was awarded to AST to support the CIOT HVE efforts. AST produced purchased paid media for a TV/Radio ad campaign “CIOT Talking Seat Belt.” The Public Information Office sent out press releases before, during and after the mobilization and also used Facebook to engage the public, spread the message, and share the video. An estimated 143,760 people viewed the video and earned media resulted in 21 TV and 12 Internet news stories.

Project Title – AHSO 2011 Paid Media Statewide Services (2011 K3 PM 2013-13-25-01)

Project Description – This project was cancelled. The AHSO elected not to use Section 2011 funds on paid media in FFY 2013.

Project Title – AHSO 154 Paid Media Statewide Services (154 PM 2013-13-25-00)

Project Description – Funding for another AST grant supported production and paid media for three TV/radio DUI campaigns - “DUI Silhouette” for Halloween; “DUI Do the Math” with an animated “Taxi Register” with the average cost of a first time DUI; and “DUI Don’t Drive That Way”, an original song with 30 second and full length music videos. AST sent 15 press releases before, during and after

the mobilization and again used Facebook to engage the public. Earned media resulted in 40 TV and 24 Internet news stories.

3.10 Planning and Administration

Problem Statement

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

Goal

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

Projects and Funding

The 2013 HSP identified four planning and administration projects. Table 16 lists the four projects; the funds obligated to each project; and the project status.

Table 16: FFY 2013 Planning and Administration Projects

Project Number	Project Title	Related Performance Measure(s)	Funding Source(s)	Funds Spent (FY 2013)	Project Status
402 PA 2013-13-00-00	Planning and Administration	Planning and administration tasks support progress toward all performance measures	Sec. 402	\$95,104	Complete ●
410 K8 PA 2013-13-00-00	Planning and Administration		Sec. 410	\$20,443	Complete ●
154 PA 2013-13-00-00	Planning and Administration		Sec. 154	\$88,932	Complete ●
164 PA 2013-13-00-00	Planning and Administration		Sec. 164	\$0	Canceled ⊗
Total Funds Spent (Planning and Administration)				\$204,479	

Project Descriptions

Project Title – Planning and Administration (402 PA 2013-13-00-00)

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

Project Title - Planning and Administration (410 KS PA 2013-13-00-00)

Project Description - Funded AHSO personnel, operating costs, travel expenses, and contractual services which provide statewide program direction, financial and clerical support, property management, and audit for 410 statewide programs. AHSO provided matching funds of \$5,962.42.

Project Title - Planning and Administration (154 PA 2013-13-00-00)

Project Description - Funded AHSO personnel, operating costs, travel expenses, and contractual services which provide statewide program direction, financial and clerical support, property management, and audit for 154 statewide programs.

Project Title - Planning and Administration (164 PA 2013-13-00-00)

Project Description - This project was cancelled. The AHSO elected not to use Section 164 funds on impaired driving programs and initiatives in FFY 2013.

Chapter 4: Alaska Highway Safety Phone Survey – 2013

The Alaska Injury Prevention Center (AIPC) designed and implemented the 2013 phone survey in compliance with the NHTSA guidelines. A randomly selected representative sample of Alaska licensed drivers was asked a series of questions in the five-minute phone survey. The questions addressed driver attitudes, awareness of highway safety enforcement and communication activities, and self-reported driving behavior. The questions addressed the following topics: safety efforts, seatbelt use, drinking and driving, headlight use, and cell phone usage.

The interviews were conducted in August 25, 2013 to September 22, 2013 and averaged five minutes in length. The random sample of 400 (n = 400) was drawn from drivers in the Anchorage, Mat-Su, Fairbanks, Kenai, and Juneau area. The respondents were screened to ensure they were all drivers, and the ratio of men to women and of age group levels was kept in proportion to state population figures. The sample is exactly the same as that taken in 2012.

Survey Highlights

- In 2013, 32 percent respondents drove fewer than 50 miles per week, compared to about a quarter in 2010, 28 percent in 2011, and 31 percent in 2012.
- The percentage of respondents who drive a car, as opposed to a larger vehicle, is lower in 2013 than in 2012 (43 percent).
- Twenty-seven percent of respondents were speaking on a cell phone while answering the survey.

Awareness on Safety Efforts

- Most people (70 percent) had heard of safety corridors, down from 77 percent in 2012.
- Thirty-six percent thought safety had improved in the zones, down 17 percent from 2012.
- About two-thirds (62 percent) had seen police or troopers in the safety zones.

Other Safety Findings

- Most of the respondents (88 percent) think the use of headlights day and night has improved highway safety “somewhat” or “a lot.”
- Electronic speed signs (78 percent) are nearly as effective as police on the road according to the respondents (82 percent).
- The most influential safety technique is an active concern for the safety of themselves (96 percent) and others (97 percent).

Seatbelt Usage

- Forty-nine percent of the respondents had heard of seatbelt enforcement in the last 60 days, many more than in 2012 (33 percent). Expectation of enforcement (18 percent) is 3 times as high as last year (6 percent).
- As in every year since 2010, 9 in 10 respondents report that they always wear a seatbelt.

Drinking and Driving

- Being arrested for driving after drinking is considered a sure thing by almost half of the drivers in our study (22 percent “almost certain” and 24 percent “very likely”). Nonetheless, it is important to note that this percentage is lower than reported in 2012 (2013 is 46 percent and 2012 was 55 percent).
- The perception of how the courts treat drunk driving is slightly tougher in 2013 (26 percent “very tough” and 48 percent “somewhat tough” compared to 21 percent and 41 percent in 2012).
- A significantly higher percentage of respondents (78 percent), have read, seen, or heard of drunk-driving enforcement in Alaska within the last 60 days as compared to last year (58 percent).
- Less than 10 percent admit to having a drink within two hours of driving in the last 60 days, compared to 20 percent last year.
- Equal numbers of respondents as last year think underage drinking is a serious problem in Alaska; 73 percent in 2013, 70 percent in 2012.

Speeding

- Eighty-five percent of the drivers admitted to driving faster than 35 miles per hour in a 30-mile-per-hour speed zone at least occasionally.
- Less Alaskan drivers (35 percent) said they occasionally drive faster than 70 miles per hour in 65-mile-per-hour speed zones than reported doing so in past years. The comparable percentages for 2010 was 42 percent.
- Interesting to note, a little more than one-third (39 percent) had read, seen, or heard anything about speed enforcement by police in the last 60 days which is up from 26 percent in 2012.
- Similar percentages of Alaskan drivers thought getting a speeding ticket was “almost certain” or “very likely” when compared to 2012 (32 percent to 29 percent, respectively).

Headlights

- Similar to 2012, a little more than half of these Alaskan drivers (57 percent) “always” use headlights in daylight, and 20 percent do so “most of the time.”
- A large majority, 88 percent, believe that using headlights in daylight hours makes it safer for driving in Alaska’s darker, long winter conditions.

Cell Phone Usage

- The percentage of drivers who admit to regularly talking on a cell phone while driving (at least every two or three times they drive) is trending downward from 21 percent to 18 percent, respectively.
- The same number (45 percent) as last year (46 percent) say they talk on a cell phone “sometimes” to “not often.”
- Eighteen percent admitted to texting while driving, at least sometimes, the same as in 2012.
- Forty percent of the cell phone users in Alaska have hands-free phones in their cars, up from 28 percent in 2012.
- While the exact same number of drivers think it is dangerous to text while driving (95 percent) there has been an increase in the number that believe it is dangerous to talk on their cell phone while driving; 54 percent in 2013 as compared to 41 percent in 2012.

Demographics

- Forty percent of the sample is male and 60 percent is female. The median age is 39 years.
- Twenty-seven percent of the sample had graduated from college. Seventy-six percent (76 percent) are Caucasian.

Chapter 5: Alaska Observational Surveys of Seat Belt Use – 2013

The AHSO, with support from the NHTSA, participates in nationwide observational surveys of occupant restraint usage on an annual basis. The AHSO provided funding for the Alaska Injury Prevention Center (AIPC) to conduct the 2013 observational surveys of seat belt use in Alaska. AIPC contracted with Ron Perkins to direct the project.

The 2013 observations took place from June 3-12, 2013. Seat belt use was recorded for drivers and front seat outboard passengers in passenger cars, trucks, SUVs, and vans. A total of 38,652 vehicle occupants: 30,721 drivers and 7,931 outboard passengers were observed. Of the 38,652 occupants, seat belt use could not be determined for 603 or 1.5 percent of the total observations. Thirty-one percent of the observed vehicles were cars, 31 percent sport utility vehicles (SUV), 31 percent trucks, and 7 percent were vans. A statistical sample of major and rural (i.e., local) roads in communities encompassing 85 percent of the State's population was selected for the surveys.

Findings

- Occupants wearing seat belts in Alaska in 2012 was 86.1 percent, a two percentage point decrease over the observed rate in 2012.
- 88.5 percent of the front seat outboard “car” occupants, 89 percent of SUV occupants, 87 percent of van occupants, and 81 percent of truck occupants were using seat belts during these observations.
- Truck occupants, once again, had the lowest rate for any of the vehicle categories.

Chapter 6: Paid Media Report

Alaska's Highway Safety Coordinated Media program is managed through grants to the Alaska State Troopers Public Information Office. Audio, Video, Print and Web ads are produced and released to media outlets. The media campaigns are coordinated to coincide with the Local and National Impaired Driving Mobilizations and Local and National Occupant Protection Campaign. Table 17 details the FFY 2013 paid media buys coordinated by the Alaska State Troopers Public Information Office which includes media type, audience size, evaluation results, funding source and total paid by media source.

Table 17: FFY 2013 Paid Media
Alaska State Troopers Public Information Office

Media	Audience Size	Evaluation/Results	Funding Source	Total
BUZZED DRIVING IS DRUNK DRIVING – NOVEMBER TO DECEMBER 2012				
TV – 437 Paid; 8,323 Bonus	Statewide: 732,298	FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 PM	TV: \$18,501
Radio – 518 Paid; 310 Bonus				Radio: \$6,984
Other Media – 1.5 million web impressions; 9,371 web click-throughs				Internet: \$4,200
DRUNK DRIVING. OVER THE LIMIT, UNDER ARREST. – DECEMBER 2012 TO JANUARY 2013				
TV – 1,014 Paid; 13,053 Bonus	Statewide: 732,298	FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 PM	TV: \$53,613
Radio – 1,505 Paid; 1,142 Bonus				Radio: \$20,876
Print – 12 Paid				Internet: \$8,000
Other Media – 4.3 million web impressions; 10,464 web click-throughs				Print: \$2,000
NHL SEASON – JANUARY 2013 TO JUNE 2013				
TV – 6 Paid; 120 Bonus	Statewide: 732,298	FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 PM	TV: \$9,000
BUZZED DRIVING IS DRUNK DRIVING – MARCH 2013				
TV – 531 Paid; 4,891 Bonus	Statewide: 732,298	FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 PM	TV: \$20,492
Radio – 965 Paid; 474 Bonus				Radio: \$10,611
Other Media – 850,292 web impressions; 5,558 web click-throughs				Internet: \$3,000
CLICK IT OR TICKET – MAY 2013				
TV – 984 Paid; 10,035 Bonus	Statewide: 732,298	Alaska's Seat Belt Use decreased from 88.1% in 2012 to 86.1% in 2013.	Section 402 PM	TV: \$57,986
Radio – 1,754 Paid; 1,111 Bonus				Radio: \$23,000
Other Media – 959,111 web impressions; 39,213 web click-throughs				Internet: \$10,500
DRIVE SOBER OR GET PULLED OVER – JUNE TO JULY 2013				
TV – 121 Paid; 6,136 Bonus	Statewide: 732,298	FARS data shows a decrease in the number of alcohol-related fatalities in Alaska.	Section 154 PM	TV: \$18,192
Radio – 417 Paid; 425 Bonus				Radio: \$6,988
Other Media – 263,078 web impressions; 10,414 web click-throughs				Internet: \$4,400

Media	Audience Size	Evaluation/Results	Funding Source	Total
DRIVE SOBER OR GET PULLED OVER – AUGUST TO SEPTEMBER 2013				
TV – 866 Paid; 10,073 Bonus	Statewide:	FARS data shows a decrease in the number of Alcohol-related fatalities in Alaska.	Section 154 PM	TV: \$40,849
Radio – 1,813 Paid; 960 Bonus	732,298			Radio: \$21,793
Other Media – 371,667 web impressions; 17,159 web click-throughs				Internet: \$6,000
CLICK IT OR TICKET – AUGUST TO SEPTEMBER 2013				
TV – 1,791 Paid; 5,086 Bonus	Statewide:	Alaska’s Seat Belt Use decreased from 88.1% in 2012 to 86.1% in 2013.	Section 402 PM	TV: \$57,774
Radio – 1,903 Paid; 1,013 Bonus	732,298			Radio: \$23,025
Other Media – 600,259 web impressions; 26,319 web click-throughs				Internet: 10,000
GRAND TOTALS: TV \$276,407. Radio/Print Ads \$115,277. Web Ads \$46,100				

Source: Alaska Highway Safety Office, 2013.

Using grant funding the Alaska Injury Prevention Center and Central Peninsula Hospital released audio, video, print, or web media focusing on the areas of distracted driving, child passenger safety, teen driving, and pedestrian safety. Details about these media buys are in Table 18 which also includes which includes media type, audience size, evaluation results, funding source, and total paid by media source.

Table 18: FFY 2013 Paid Media
The Alaska Injury Prevention Center and Central Peninsula Hospital

Media	Audience Size	Evaluation/Results	Funding Source	Total
DUI – ALASKA ADVENTURE MEDIA				
Print – 13 Paid	33,600		Section 154 PM	Print: \$15,800
CLICK IT OR TICKET – ALASKA ADVENTURE MEDIA				
Print – 3 Paid	33,600		Section 402 PM	Print: \$3,000
DUI – WEB ADVERTISING				
Other Media – 2,697,051 web impressions; 13,218 web click-throughs	N/A	N/A	Section 154 PM	Internet: \$23,833
CLICK IT OR TICKET – WEB ADVERTISING				
Other Media – 210,170 web impressions; 1,009 web click-throughs	N/A	N/A	Section 402 PM	Internet: \$2,167
DUI – NFL				
TV – 198 Paid; 332 Bonus	N/A	GCI Cable – 150,000 households statewide using 240,000 cable boxes.	Section 154 PM	TV: \$60,248
DUI – HALLOWEEN				
TV – 490 Paid; 4,468 Bonus	293,554	KTUU – Grps 128.5, Reach 56.3, Freq 2.3, Population 53,816; KTBV – Grps 39.5, Reach 23.2, Freq 1.7; KTVA – Grps 76.0, Population 53,816; KYUR – Grps 55.3, Reach 30.3, Freq 1.8; GCI Cable – 150,000 households statewide using 240,000 cable boxes.	Section 154 PM	TV: \$19,224
Radio – 822 Paid; 333 Bonus				Radio: \$10,983
Other Media – 1,059,952 web impressions; 9,834 web click-throughs				Internet: \$3,000

Media	Audience Size	Evaluation/Results	Funding Source	Total
DUI – NASCAR				
TV – 113 Paid; 15,421 Bonus Other Media – None	N/A	GCI Cable – 154,644 households statewide using 260,000 cable boxes.	Section 154 PM	TV: \$9,000
CLICK IT OR TICKET – RADIO TRAFFIC REPORT				
Radio – 1,049 Paid	N/A		Section 402 PM	Radio: \$15,735
IMPAIRED DRIVING – SIMPLE SOLUTIONS BILL FOLDERS				
Print – Up to 234,000 at four restaurants	N/A		Section 154 PM	Print: \$3,600
GRAND TOTALS: TV \$88,472. Radio/Print Ads \$49,118. Web Ads \$29,000.				

Source: Alaska Highway Safety Office, 2013.

Chapter 7: Training, Technical Assistance, Expertise, and Other Resources

The AHSO funded the following training in FFY 2013:

- The Mat-Su Services for Children and Adults held a technician certification class with five new technicians trained (Project 405 K2 2013-13-04-00); and
- The Alaska State Troopers received funding to train a new Drug Recognition Expert (DRE); conduct an in-service DRE update training which resulted in three more DRE instructors certified to provide Drug Impaired Training For Educational Professionals (DITEP) training; and provide one ARIDE course for 20 participants that included Alaska State Troopers, Soldotna Police, and officers from police departments on the Kenai Peninsula (Project 410 K8 2013-13-01-00).

The AHSO did not fund any equipment purchases in FFY 2013.

Chapter 8: Financial Summary

Table 19: Financial Summary

Program Area	Highway Safety Grants						Total
	402	405	410	408	2011	154	
P&A	\$95,104	–	\$20,443	–	–	\$88,931	\$204,478
Traffic Records	–	–	–	\$380,191	–	–	\$380,191
Impaired Driving	–	–	\$48,362	–	–	\$250,818	\$299,180
Occupant Protection	\$274,880	\$100,570	–	–	–	–	\$375,450
Pedestrian/Bicycle Safety	\$45,554	–	–	–	–	–	\$45,554
Child Seats	–	–	–	–	\$33,764	–	\$33,764
CTSP/Safe Communities	\$398,561	–	–	–	–	–	\$398,561
Motorcycles	\$1,337	–	–	–	–	–	\$1,337
Police Traffic Services	\$45,512	–	–	–	–	–	\$45,512
High Visibility	–	–	–	–	–	\$386,550	\$386,550
Paid Media	\$188,522	–	–	–	–	\$416,201	\$604,723
Total							\$2,775,300

Source: Alaska Highway Safety.

Figure 15: Percentage of Highway Safety Grant Funds by Program Area

