



2007

HIGHWAY SAFETY PLAN



Alaska Highway Safety Office

2007

ALASKA HIGHWAY SAFETY OFFICE HIGHWAY SAFETY PLAN

PREPARED FOR THE STATE OF ALASKA
UNDER THE AUSPICES OF
THE DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

MIKE BARTON
Commissioner

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Alaska Highway Safety Plan

Frank Murkowski, Governor

**Mike Barton, Commissioner,
Alaska Department of Transportation and Public Facilities**

The State and Community Highway Safety Grant Program was enacted by the Highway Safety Act of 1966 as Section 402 of Title 23, United States Code, and re-authorized by Congress in 1998 as the Transportation Equity Act for the 21st Century (TEA 21), and re-authorized by Congress in 2005 As the Safe, Accountable and Flexible Efficiency Transportation Equity Act – A Legacy for Users (SAFETEA-LU) on July 29, 2005.

The program is administered by the National Highway Traffic Safety Administration (NHTSA) who is charged with the responsibility for Reducing deaths, injuries, and economic losses resulting from motor Vehicle crashes.

This plan identifies needs and general guidance on highway safety issues and provides general guidance for highway safety programs and grants in Alaska.


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Adopted 2007 Alaska Highway Safety Plan Becomes Component of Statewide Plan

This Alaska Highway Safety Plan draws its authority from Alaska Statute 44.42.050 and is a component of the Alaska Statewide Transportation Plan as defined in 23 CFR 450.214. In accordance with 17 AAC 05.150, I am proud to hereby approve and adopt the 2007 Alaska Highway Safety Plan

Adopted: _____



Mike Barton, Commissioner

Date _____

9/5/6

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EXECUTIVE SUMMARY

PROGRAM OVERVIEW

The State and Community Highway Safety Grant Program was enacted by the Highway Safety Act of 1966 as Section 402 of Title 23, United States Code, and re-authorized by Congress in 1998 as the Transportation Equity Act for the 21st Century (TEA 21). The program is administered by the National Highway Traffic Safety Administration (NHTSA) who is charged with the responsibility for reducing deaths, injuries, and economic losses resulting from motor vehicle crashes nationwide.

Alaska Statute 44.19.025 designates the Governor as the official ultimately responsible for highway safety programs pursuant to the national Highway Safety Act of 1966 and directs him to coordinate the activities of departments and agencies of the State and its subdivisions for such purpose. In 1976, the Governor issued Executive Order No. 34, creating the Alaska Highway Safety Planning Agency (AHSPA) and delegating the Agency to carry out the responsibilities entrusted to the Governor by AS 44.19.025. In 2000, under Executive Order No. 101, the Agency was relocated to the Department of Transportation and Public Facilities and renamed the Alaska Highway Safety Office (AHSO).

The AHSO approaches the issue of highway safety through statewide outreach programs and federally funded Alaska highway safety projects.

MISSION:

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

The AHSO coordinates highway safety programming focused on public outreach and education; enforcement; promotion of new safety technology; integration of public health strategies; collaboration with safety and private sector organizations; and cooperation with state and local governments.

Programming resources are directed to the state's targeted problem areas identified through a problem identification process, and funded through the following national priority areas: Impaired Driving, Occupant Protection, Pedestrian & Bicycle Safety, Police Traffic Services, Traffic Records, Safe Communities, Emergency Medical Services, School Bus Safety, and Roadway Safety.

EMPHASIS ON PARTNERSHIPS

The AHSO strives to prevent the loss of life, personal injury, and property damage caused by traffic crashes, and to reduce the resulting economic losses to the residents of Alaska. The efforts necessary to reach our goals require partnering with public agencies and special interest groups in order to foster the sense of cooperation vital to accomplishing our mission.

Inter-Agency Working Groups

The AHSO is involved in efforts to promote inter-agency cooperation relating to highway safety issues using the resources of various state departments and agencies to the best advantage possible. We have organized working groups with the State of Alaska Departments of Transportation, Public Safety, Administration, Health and Social Services, and the Alaska Court System to fully utilize federal funding sources available for highway safety programs.

Community Coalitions

The AHSO encourages the development of community based coalitions in order to engage citizens' involvement in the health and safety of their communities. During the year, we will continue to encourage the development of Safe Communities programs throughout the state, and continue work on coordinating a statewide youth alcohol coalition.

Pedestrian and Bicycle Safety Groups

The AHSO works with a large number of local groups dedicated to promoting bicycle safety for youth and adults, pedestrian safety, and elementary school safety education programs. Bicycle clubs, law enforcement auxiliaries, and local service clubs are representative of the many groups involved in bicycle safety and pedestrian issues.

TO ACCOMPLISH OUR MISSION

The Alaska Highway Safety Office annually identifies existing highway safety problems within the state of Alaska. The selection of specific goals, based upon these identified problems, is a collaborative effort by AHSO staff based upon experience, the problems presented, the resources available, and the potential for realistic achievement.

The identified problems, and a plan to address them, are detailed in the following Highway Safety Planning Document for federal fiscal year 2007.

FFY 2007 BENCHMARK REPORT

This benchmark report documents the current status, the goals for FFY 2007, our progress in meeting those goals, and the processes used to establish them.

PROBLEM IDENTIFICATION PROCESS

The current problem identification process includes analysis of traffic safety data from established statewide sources. The statistics analyzed are historical data collected over time through a uniform process. These statistics include:

- 1) The Department of Transportation's State of Alaska Highway Analysis System (HAS) accident database, containing crash, vehicle, and person data; and the HAS traffic database, containing data on average daily traffic counts and vehicle miles traveled; information obtained from the Crash System's manager;
- 2) the Fatality Analysis Reporting System (FARS);
- 3) the Alaska Vehicle Information Network, containing the State's driver license, vehicle registration, and citation/conviction files;
- 4) the Alaska Trauma Registry; and
- 5) census and demographic data from the Alaska Department of Labor.

Statistics are shown in a 10 year or 5 year data trend, with the most current data available from HAS and FARS. The data from HAS is current to 2004 and the data from FARS is current to 2005. We also utilize agencies such as the Alaska Injury Prevention Center who do user surveys such as the 2006 Seat Belt Use Survey.

GRANT APPLICATION PROCESS

The Alaska Highway Safety grant application process is comprised of three steps:

1. Generally undertaken during the month of April, project solicitation notices, containing the issues intended to be addressed, are sent by the AHSO to public and private agencies who will best be able to attain the AHSO goals.
2. Potential grantees are asked to submit to the AHSO an application form (RFP) containing a problem statement, a description of proposed activities, and a complete budget, including their agencies matching share. It is emphasized that to be funded, projects must have a direct link to the AHSO identified problems and goals.
3. The AHSO reviews each application to verify that it does address the identified problems. If necessary, AHSO staff works with the potential grantee to develop a fully detailed project. After applications are pre-screened by AHSO, then they are evaluated by the AHSO Grant Review Team composed of representatives of agencies and organizations who have worked with the AHSO and have traffic safety or grant related experience. Projects are selected after the team has scored the proposals and awards are issued in September. The following is the current Grant Award Schedule:

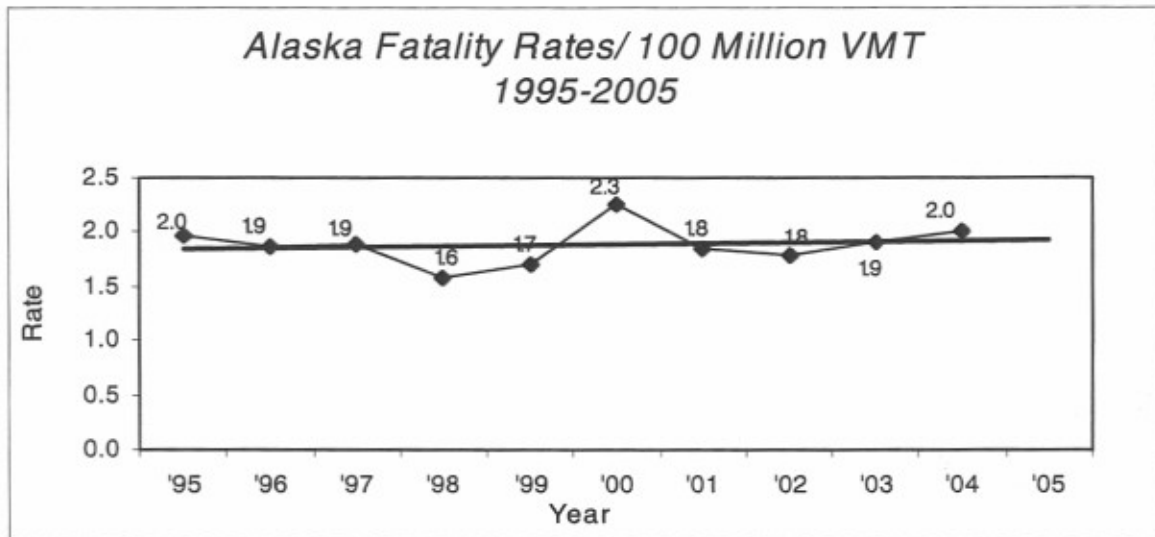
Issue Request for Proposal	April 18, 2006
Application Question Period	April 18-June 1-2006
Proposals Due	June 1, 2006 5:00pm AST
Evaluate Proposals	June 15-August 15, 2006
Application Notification	September 15, 2006
Issue Notice to Proceed	October 1, 2006
Project End Date	September 30, 2007

Highway Safety Status

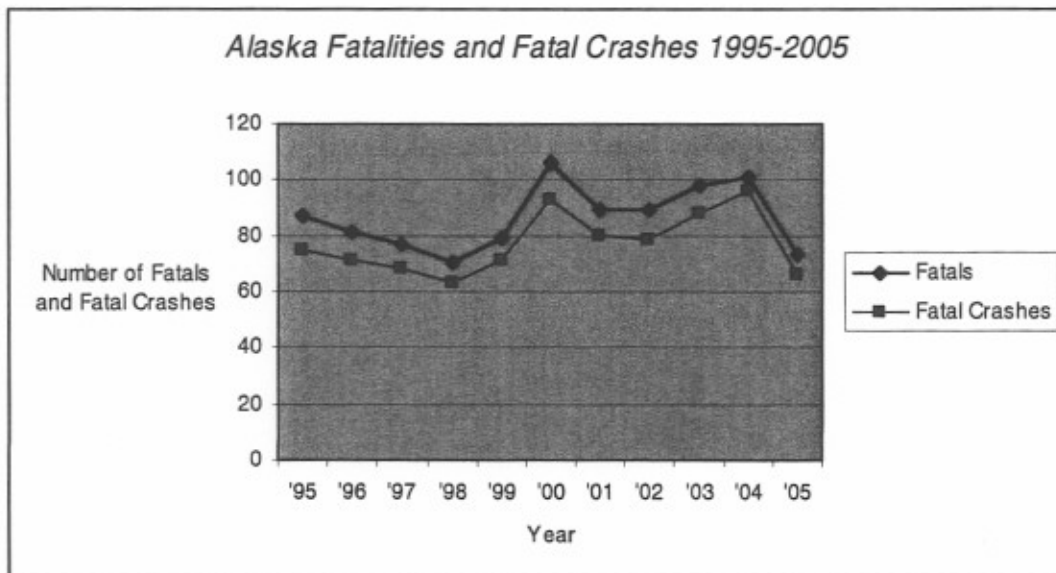
Official crash data for 2005 is not yet available; preliminary 2004 data is used where possible. Fatality numbers are taken from the Fatality Analysis Reporting System database and are current to 2005.

Alaska Fatalities

The 2004 Alaska mileage death rate (MDR) of 2.02 showed an increase from the high 1.92 in 2003. Alaska's mileage death rate is above the national average in 2005 estimated at 1.47 (2005 NHTSA Annual Assessment). Alaska's mileage death rate for 2005 is not yet available.

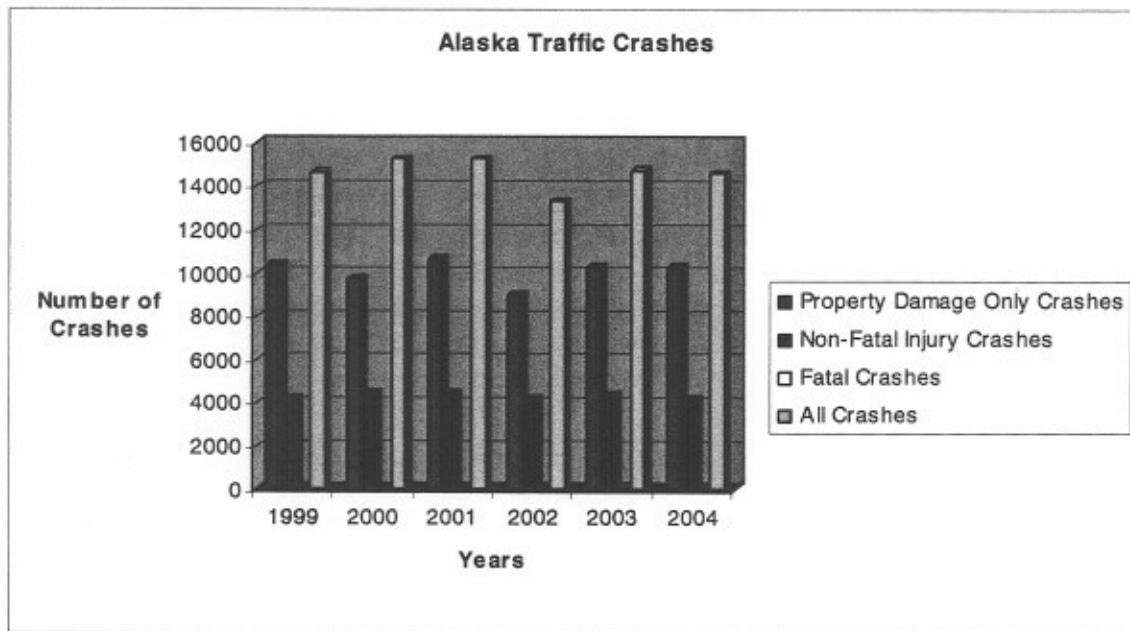


Alaska's fatalities decreased from 101 fatalities and 96 fatal crashes in 2004 to 73 fatalities and 66 fatal crashes in 2005. This is a -29% change from 2004.

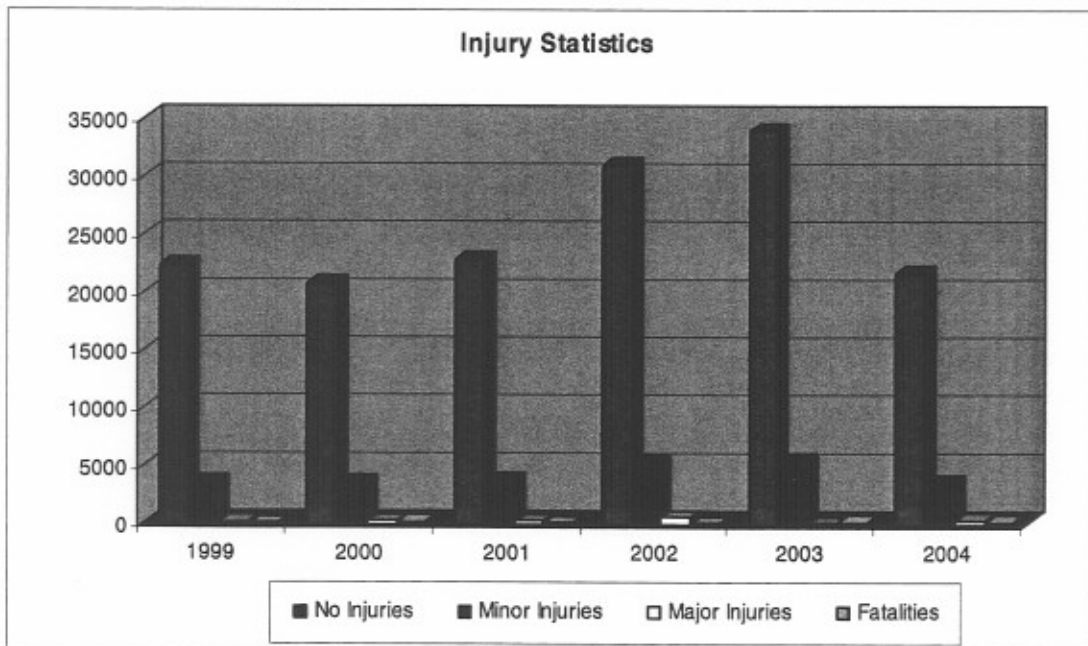


Alaska Crashes

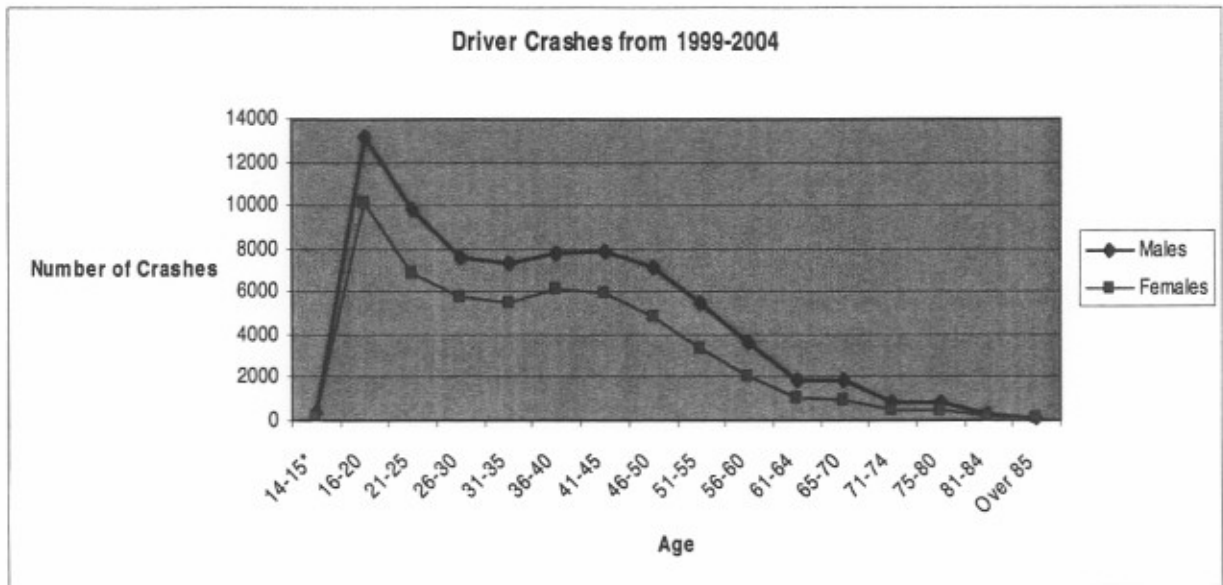
In 2004, the Alaska Department of Transportation crash data system reported 14,619 traffic crashes. This is a decrease from 14,789 reported traffic crashes in 2003.



Alaska traffic crash injuries:



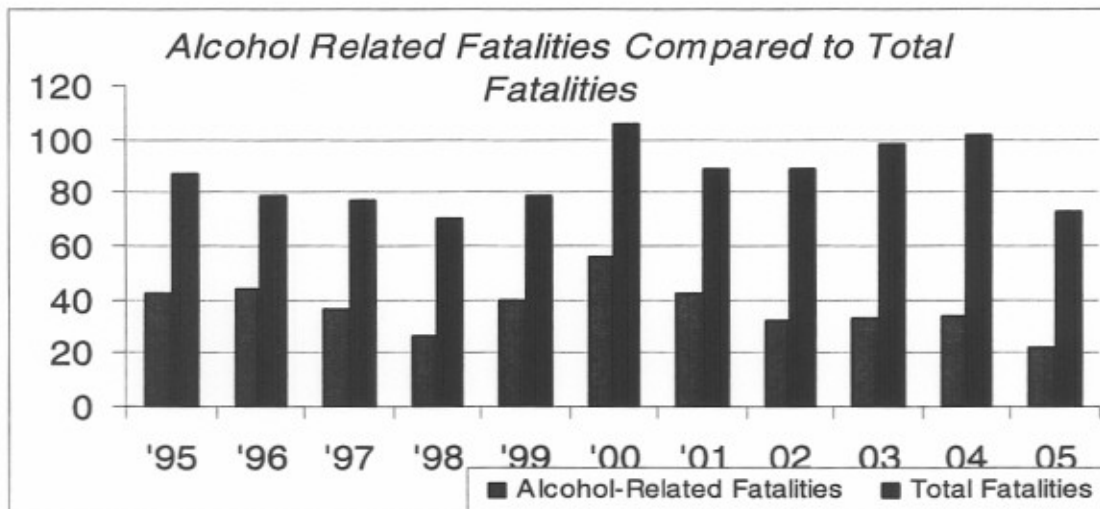
Driver Crashes indicating a high number of male 16-20 year olds involved in crashes.



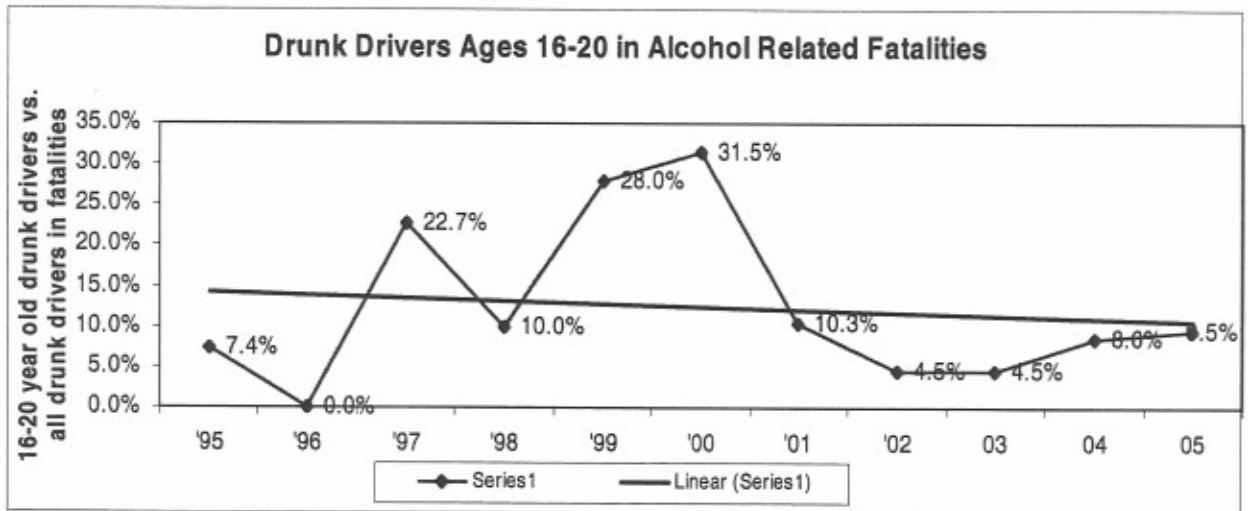
* Age range changed in 2003 Annual Crash Report to be 11-15 year olds.

Impaired Driving

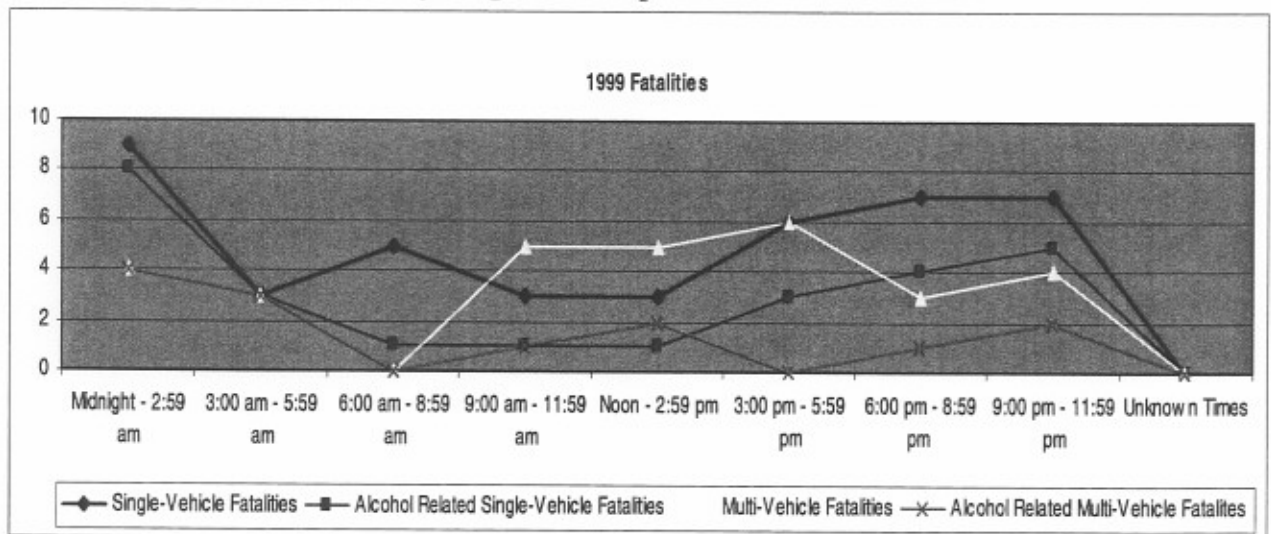
Alcohol and drug use continues to be the major contributing factor to motor vehicle crashes and fatalities in Alaska. During 2005, 22 out of 73 fatalities were alcohol or drug related for a rate of 30.1%

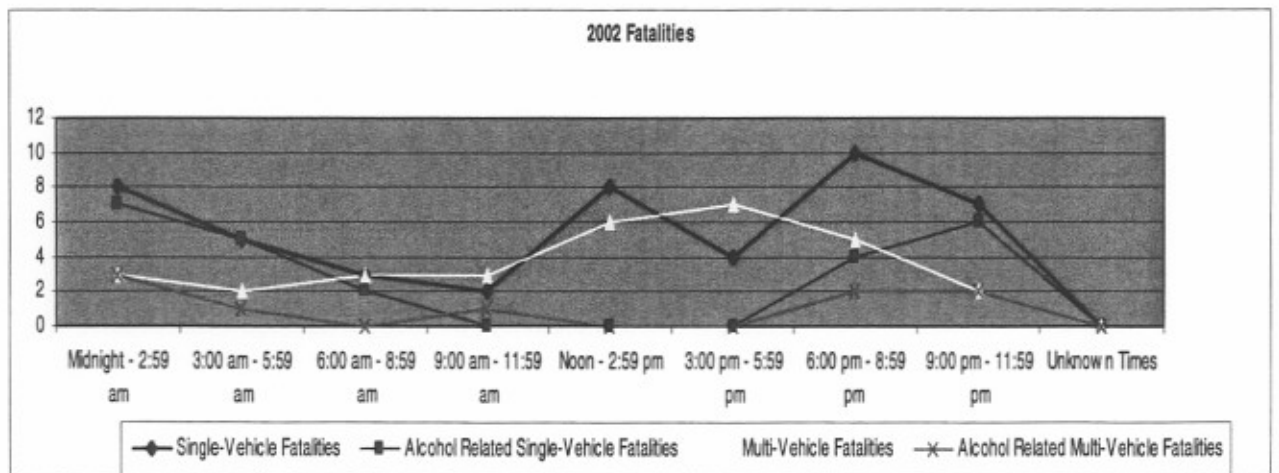
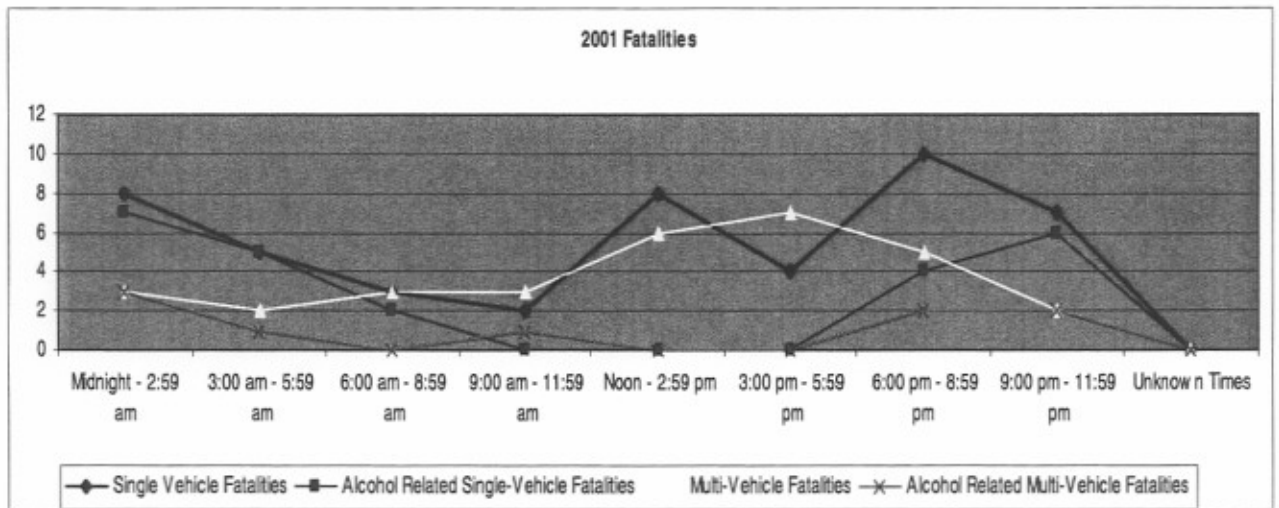
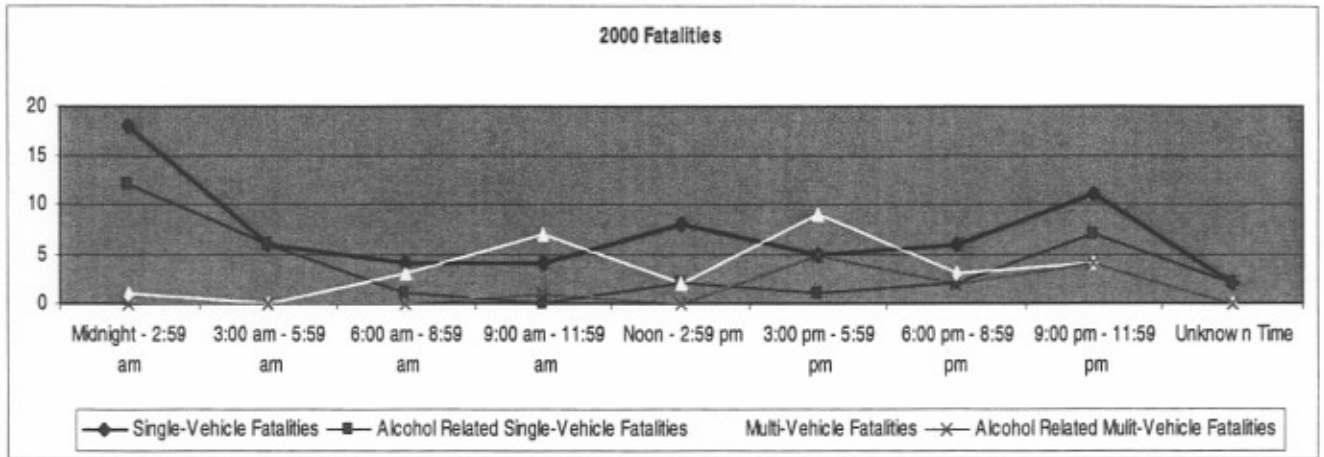


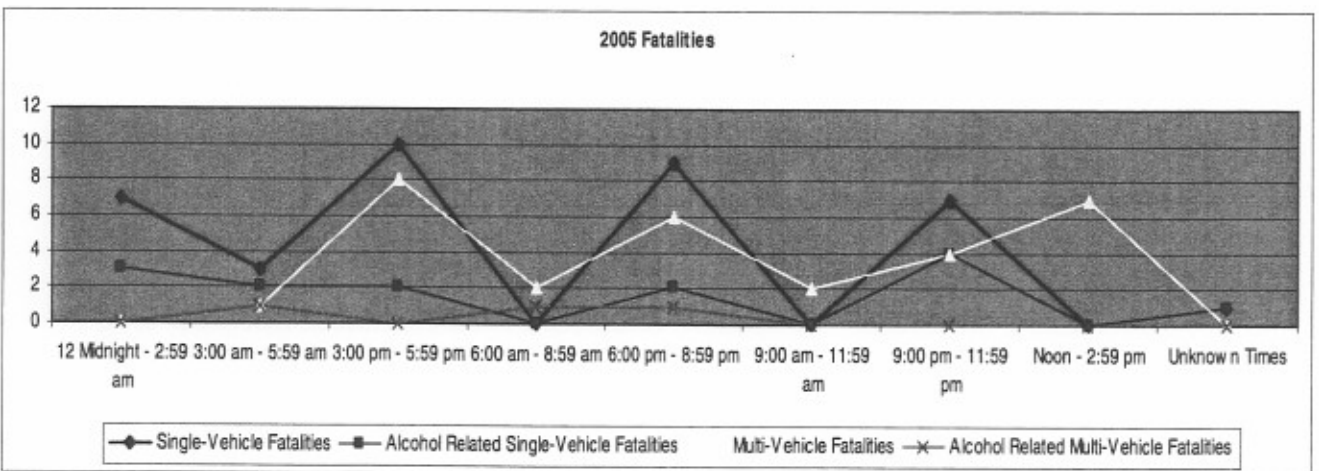
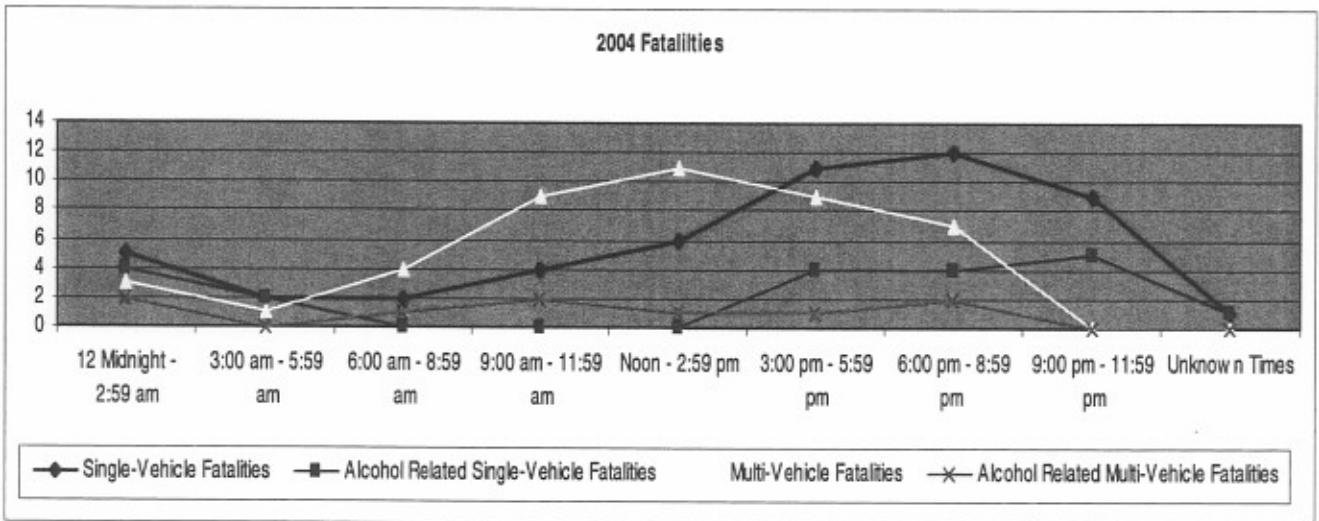
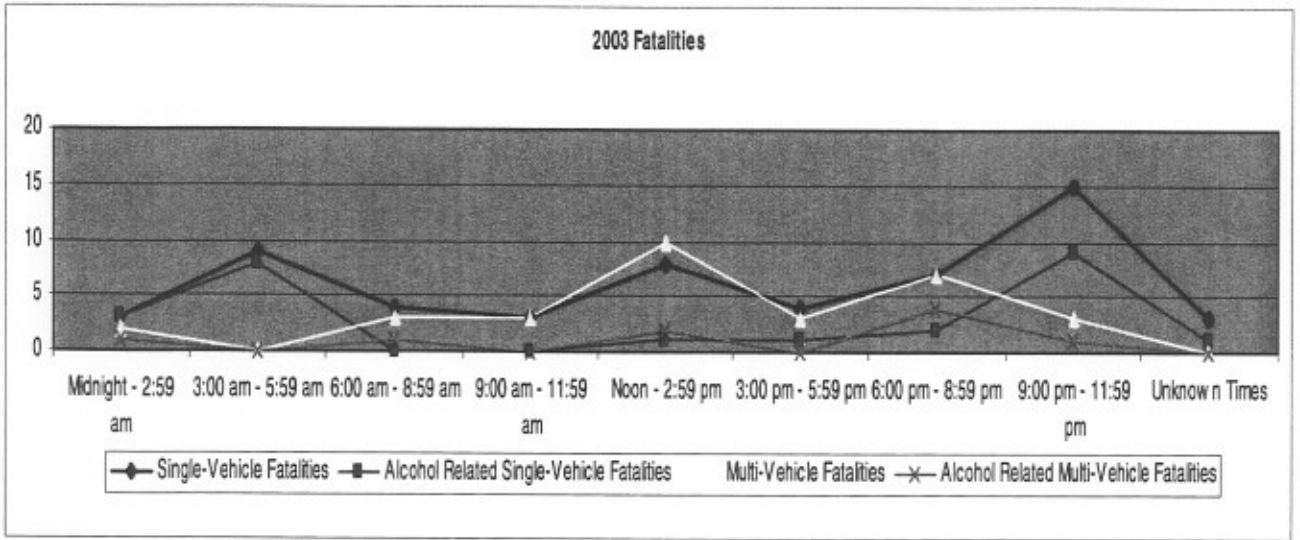
Despite being just 9.2% of Alaska's licensed drivers, drivers ages 16 to 20 account for 9.5% of all alcohol-related traffic fatalities.



Relationship between time of day, single vs multiple vehicle and alcohol related fatalities.



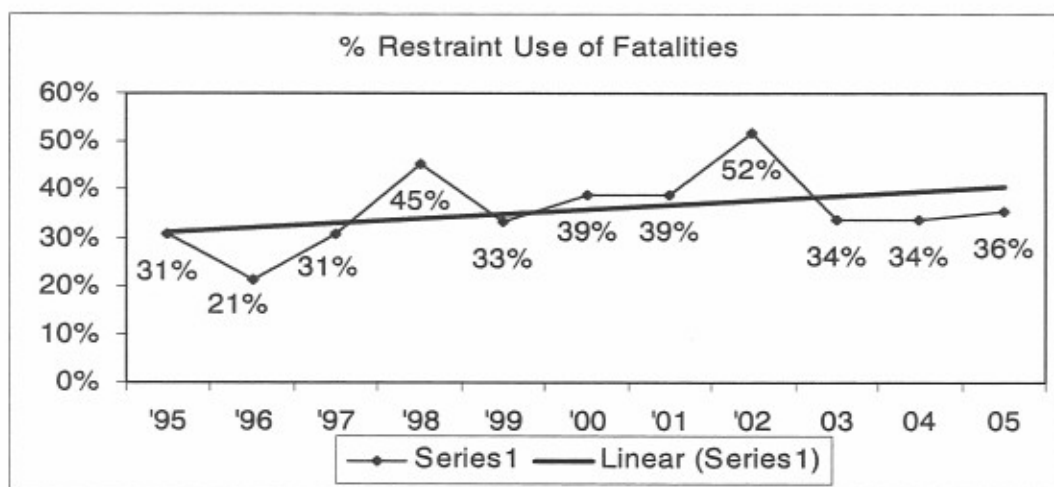




Occupant Protection

For the past three years AHSO has contracted with the Alaska Injury Prevention Center to conduct a statewide seat belt use survey. In 2001, 66% of all drivers and passengers were wearing seat belts. In 2005, 78.4% of Alaskan's were observed to be wearing seatbelts a 12% increase.

Beginning in May, 2002, Alaska adopted the national enforcement and media campaign "Click It or Ticket". Due to the use of this proven strategy over the past years, Alaska's use rate for 2006 is now at 83.2%! The National Seat Belt use for 2005 is 82% so Alaska has come up above the National average

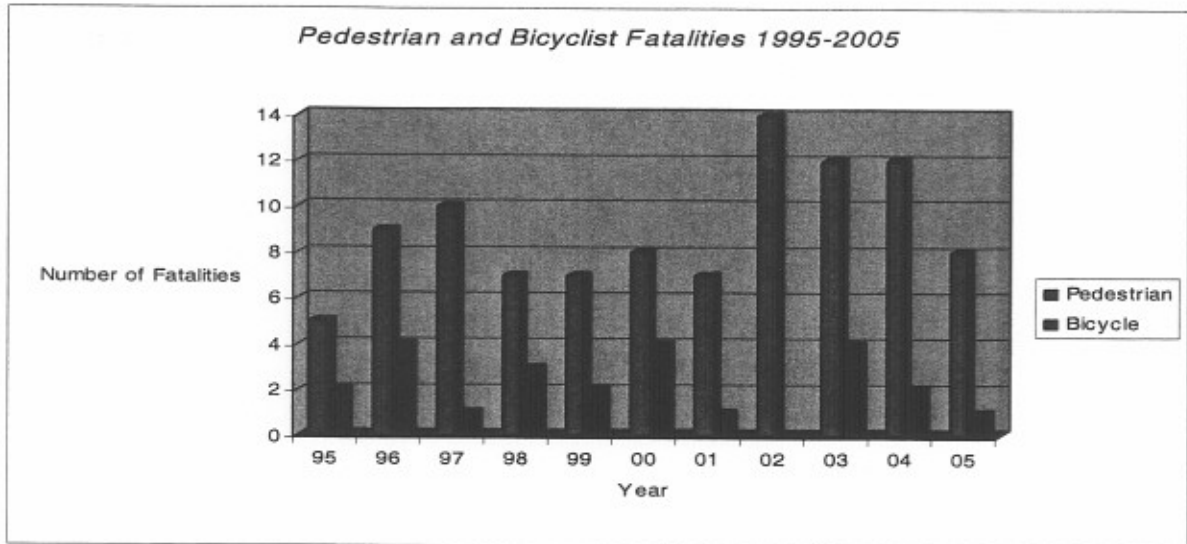


While the trend with use-survey results indicates that there has been a positive program impact with an increase in belt use, the percent of belted fatalities is low. The majority motor vehicle fatalities result from non seat belt use.

Formal studies on child restraint use are few, but it is generally accepted that Alaska has a low use rate especially in smaller villages.

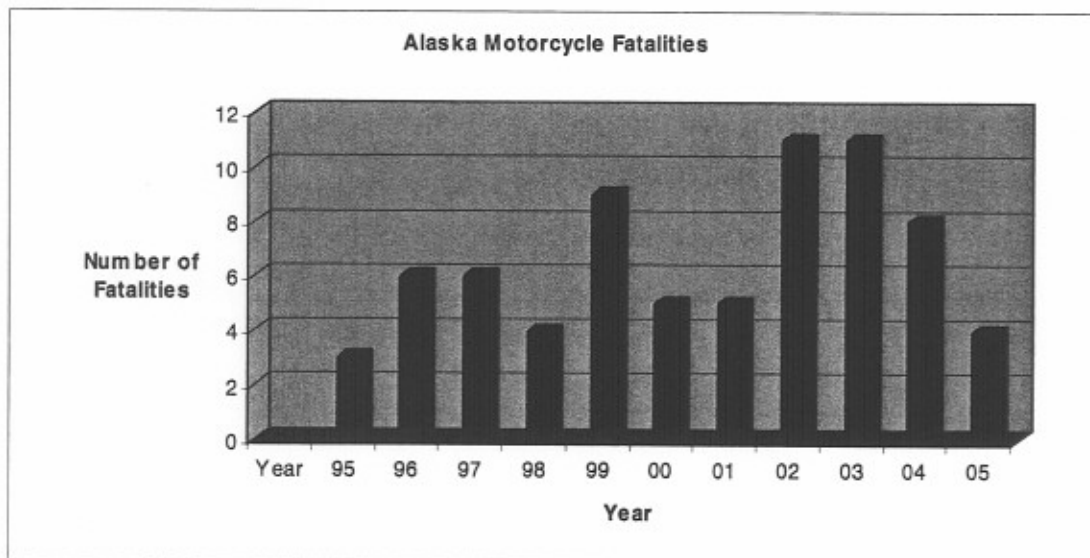
Pedestrian and Bicycle Safety

While Alaska has a small percentage of Bicyclist and Pedestrian fatalities, it still remains a concern and there has been an emphasis in Bicycle and Pedestrian safety in the Anchorage/Mat-Su areas where the majority of our Bike and Pedestrian fatalities occur.



Motorcycles

Per the Department of Administration, Division of Motor Vehicles, there are 22,631 registered motorcycles in the State of Alaska. The national trend of motorcycle fatalities is alarming with 4,533 fatalities, 525 more than in 2004, increasing for the 8th year in a row. As the number of registered motorcycles in Alaska continues to grow, there is a concern regarding Motorcycle Safety. AHSO has funded the Juneau ABATE Motorcycle Club to offer Motorcycle Safety Awareness classes and beginning and advanced motorcycle riding classes to insure safer riders are riding Alaska's roads.



Traffic Records

The Alaska Highway Safety Office and Department of Transportation are working with law enforcement agencies and other interested groups to develop a more effective method of collecting and utilizing data from traffic crashes. This is a multi-year effort, designed to make data more usable in a shorter period of time. The Measurement Standards and Commercial Motor Vehicle Enforcement office in Anchorage has implemented a pilot program utilizing the Traffic and Criminal Software (TraCS) for their citation reporting system. The TraCS project is included in future Traffic Record Coordinating Committee plans and will be involved in the Strategic Planning document for further future development.

The Alaska Highway Safety Office is currently also undergoing a process to

- restructure it's Alaska Traffic Records Coordinating Committee so it is functioning properly, to oversee implementation of improvement initiatives and ensure coordination among the various agencies responsible for collecting and managing crash and other types of data;
- conduct a traffic records assessment;
- develop a strategic plan to address improvements of the traffic records systems;
- and apply for SAFETEA-LU 408 funding.

STATEWIDE GOALS AND OBJECTIVES

Goal Development Process

The goals identified in this report were determined during the problem identification process. These goals are accompanied by appropriate performance measures using absolute numbers, percentages or rates.

Data for a three to ten-year period was utilized in setting these goals. AHSO recognizes that the achievement of these goals is dependent on the collaborative and ongoing efforts of other agencies and organizations involved in improving highway safety. High-visibility enforcement coupled with large-scale media campaigns, traffic safety legislation, aggressive education, engineering programs, and expanded participation by public and private health sectors, are the methods we will employ to achieve the desired results.

Performance goals and objectives have been determined with 2008 as the year by which we expect to meet these objectives. Progress toward reaching these goals is expected to be linear.

Overall Program Goal: Reduce the Mileage Death Rate (MDR)

	1999	2000	2001	2003	2004	2005	Objective 2008
Mileage Death Rate	1.7	2.2	1.8	1.8	2.02		
# of Motor Vehicle Fatalities	77	106	86	98	101	73	

Performance Goal: Reduce the number of injury and fatal crashes

Performance Measures	1999	2000	2001	2002	2003	2004	2005	Objective 2008
# of Fatal Crashes	73	93	81	78	88	96	66	65
# of Injury Crashes	4181	4245	4570	4249	4492	4206	N/A	4000
Drivers ages 16-20 in fatal crashes	10	18	8	5	12	6	3	5
Drivers ages 16-20 in injury crashes	628	609	754	454	708	609	N/A	600

Performance Goal: Reduce the ratio of impaired driving related fatalities

Performance Measures	1999	2000	2001	2002	2003	2004	2005	Objective 2008
% Impaired Driving related fatalities	53%	52%	50%	41%	39%	26%	31%	30%
# of Impaired Driving fatal crashes	31	38	31	32	37	26	22	20
#of Drivers age 16-20, involved in fatal crashes who Had Been Drinking (HBD) (%based on known test results)	6	6	2	4	3	2	2	0

Performance Goal: Increase the restraint use rate by all motor vehicle occupants

Performance Measures	2000	2001	2002	2003	2004	2005	Objective 2008
% Occupants Belted	61%	63%	66%	79%	78.4%	83.2%	85%
Fatalities by Restraint Use (#used)	38%	42%	50%	34%	34%	36%	60%
# of Occupants under age 16 killed in crashes	5	6	2	4	3	4	0

Performance Goal: Reduce the number of Bicyclists and Pedestrians killed or injured in crashes

Performance Measures	1999	2000	2001	2002	2003	2004	Objective 2008
Pedestrians killed or injured	140	147	175	176	140	138	130
Pedestrians under the age of 16 killed or injured	27	42	43	32	17	30	25
Bicyclists killed or injured	136	148	153	159	179	148	130
Bicyclists under the age of 16 killed or injured	46	51	42	70	65	50	40

***2005 crash statistics unavailable**

Performance Goal: Reduce the number of days between data collection and data input for all traffic crashes

Performance Measures	2001	2002	2004	2005	Objective 2008
Approximate time between collection and DOT input	8 Months	6 Months	4 Months	4 months	1 Month

IDENTIFIED PROBLEM AREAS

The AHSO problem identification process continues to identify five major areas in which to focus our efforts: 1) Impaired Driving and other “high-risk drivers”, whose behavioral patterns include speeding, and other risk taking actions; 2) occupant protection; 3) interstate roadways, principal arterials, and major collectors connecting Alaska’s major urban areas with communities that have become recreational destinations for urban dwellers; 4) the Municipality of Anchorage, which shares many of the same traffic safety problems of urban areas around the country; and 5) injury prevention issues.

Impaired and Other High-Risk Drivers

Impaired driving is the number one priority for AHSO. In 2001, 50% of the fatalities were alcohol related – well above the national average of 41%. The 2005 statistics show some good progress for Alaska with 31% alcohol-related traffic fatalities, and still striving to get to 30% for 2008.

Other high-risk drivers in Alaska include: “youth” drivers, between 16 and 20; and “young” drivers, between the ages of 21 and 35. Youth drivers are the single largest group of crash drivers overall at a rate more than twice their presence in the population of licensed drivers.

Young drivers represent approximately 23% of the state’s population but are seriously over represented in fatal crashes.

Occupant Protection

AHSO staff has been working with national and local groups to develop project ideas to increase seat belt and child safety seat use rates throughout the state. We have, and will continue to participate in the national “Click It Or Ticket” campaign. We intend to further our involvement in community and national campaigns, as well as coordinate public information and advertising programs promoting seat belt and child car seat usage.

The current federal incentive programs are providing funds for a variety of new seat belt and child car seat projects.

Interstates, Principal Arterials and Major Collectors

Alaska has five major highways that connect its major population centers. The Glennallen, the Seward, and the Sterling Highways connect Alaska’s largest city, Anchorage, to the state’s major recreation areas. The George Parks (Parks) Highway connects Anchorage to the state’s second largest city, Fairbanks, 400 miles to the north. The Richardson/Alaska Highway provides access south from Fairbanks to Yukon and British Columbia. The Richardson Highway is also the primary access to Alaska for multitudes of recreational vehicle travelers coming to Alaska every summer.

In most areas, there are no alternate roads between communities and motorists must travel on the five major highways. In addition, the number of vehicles on many highways, especially on the Seward and Sterling Highways, often triples during the summer tourist and fishing seasons.

Greater Anchorage Area

The Municipality of Anchorage is home to 277,498 Alaskans and the largest number of drivers in the state. Encompassing approximately 1,700 square miles of land and with a roadway network of more than 1,200 miles, it is the largest city in the state. The Municipality's traffic safety problems are largely associated with its volume of residents, summer visitors, and road miles.

A large number of AHSO's 2007 highway safety projects will be implemented in and around the Municipality of Anchorage. DUI enforcement, youth alcohol projects, bicycle/pedestrian safety programs, speed enforcement efforts, and safe community programs all benefit from AHSO funding. The state's most comprehensive Safe Communities program, Alaska Injury Prevention Center, continues to develop a series of programs to address high-risk drivers, pedestrian safety, injury prevention, and community awareness of safety issues.

The Anchorage Police Department has initiated community based policing programs in selected areas of the city and in the schools. Youth Drivers are a particular concern with 17% of the Zero Tolerance offenses occurring in Anchorage. APD is in the process of forming a traffic unit, which they have not had for several years, and updating their reporting to electronic forms. Continued funding for projects in and around Anchorage, in partnership with APD, are proving successful and will continue.

Injury Prevention

Motor vehicle related injuries and fatalities continue to be the most significant public health care problem in the State of Alaska. Motor vehicle injuries continue to be the leading cause of death for persons between the ages of 1 and 55. More motor vehicle crashes take place in Anchorage and its surrounding suburbs than in any other area of the state.

In addition to projects directed toward prevention of motor vehicle injuries, our injury prevention program also includes safe bicycle and pedestrian programs. AHSO plans to continue awarding bicycle safety grants for special projects such as bicycle rodeos, safety fairs, and classroom education. We'll be working closely with the Alaska Bicycle/Pedestrian Coordinator to establish a long-range strategic plan for this project area.

PROGRAM ADMINISTRATION

During FFY 2007, AHSO will continue our efforts to:

- Collaborate with law enforcement to increase participation in national mobilizations and to decrease the highway safety related problems identified at the state and local levels
- Increase communications between AHSO and other state and local agencies involved in traffic safety issues – specifically Impaired Driving and Occupant Protection.
- Improve the quality of project proposals to increase data-driven strategies and techniques.

AHSO will enter into approximately 40 major agreements and 30 small grants with state and local agencies and non-profit organizations whose focus is to reduce motor vehicle crashes and the resulting death and injuries on our highways.

An Indirect Cost Allocation Plan (ICAP) will be continued in FFY 07 for all Department of Transportation projects. All FY '07 Alaska Highway Safety Office project expenditures will be assessed a service fee at a rate of 4.3%.

STATEWIDE COUNTERMEASURES

The AHSO proposes to implement the highway safety projects on the following pages to address targeted problem areas by directly impacting the agency's statewide goals and performance measures.



APPENDIX

- ◆ Alaska Climatology
- ◆ State of Alaska Certified Public Road Mileage Charts
- ◆ National Highway System, Alaska Highway System and Community Transportation Program Mileage Charts.
- ◆ Alaska Public Road Mileage Summary Report
- ◆ Alaska Places by Borough and Census Area 2000-2005
- ◆ Alaska Population Trends & Components of Population Change for Alaska
- ◆ Alaska Media Outlets
- ◆ Paid Media by Grantees

ALASKA CLIMATOLOGY

There are three primary factors that contribute to Alaska's Climate

Latitude:

Covering an area of 586,400 square miles and almost 20 degrees of latitude from about 51°N to 71°N, the spatial coverage of Alaska is quite expansive. Given the high latitude environment, the state experiences extreme seasonal variability in solar radiation. North of the Arctic Circle, areas experience constant daylight in the summer (often termed the Midnight Sun), but remain in darkness for much of the winter months.

Continentiality :

With approximately 6,640 miles of coastline, a significant portion of Alaska is influenced by ocean waters and the seasonal distribution of sea ice. Locations that are under the predominant influence of the sea are characterized by relatively small seasonal temperature variability with high humidity. Conversely, locations that are inland and cut off from the moderating influence of the waters experience a continental climate. This type of climate is characterized by large daily and annual temperature range, low humidity and relatively light and irregular precipitation.

Elevation :

The altitude above sea level influences the climate of a given area. Lower elevations in interior Alaska, such as the Yukon Flats and the Tanana Valley experience extreme cold in the winter as well as high summertime temperatures. Additionally, temperature inversions are frequent in winter, in which the lower atmosphere is essentially decoupled from the upper levels. This generally occurs under clear skies, winds are light, and surface temperatures are extremely low. However, locations only a few hundred feet above the surface can be significantly warmer. In other parts of the state, such as the southern coast, locations at high elevations receive much higher precipitation and temperatures are generally cooler.

STATE OF ALASKA
CERTIFIED PUBLIC ROAD MILEAGE IN CENTERLINE MILES
as of 31 December 2005
(Mileage does not include ramps, wyes, or proposed roads)

	Central Region				Northern Region				Southeast Region				Marine Total	Statewide Land Total
	Paved	Unpaved	Unkown	Total	Paved	Unpaved	Unkown	Total	Paved	Unpaved	Unkown	Total		
AK DOTPF - Land														
Interstate (Rural & Urban)	388			388	693			693				0		1081
Principal Arterials (Rural & Urban)	166			166	307	322		629	73			73		868
Minor Arterials (Rural & Urban)	108			108	283	135		418	78			78		604
Rural Major Collectors	240	21		261	272	639		911	114	1		115		1287
Rural Minor Collectors	233	201		434	80	264		344	51	59		110		888
Urban Collectors	81			81	96			96	42	1		43		220
Local (Rural & Urban)	95	162		257	92	240		332	30	46		76		665
AK DOTPF Land Totals	1311	384	0	1695	1823	1600	0	3423	388	107	0	495		5613
AK DOTPF - Marine														
Principal Arterials (Rural & Urban)													857	
Minor Arterials (Rural & Urban)													402	
Rural Major Collectors													1073	
Urban Collectors													12	
Local (Rural & Urban)													485	
AK DOTPF Marine Total													2829	
Local Toll - Marine														
Rural Major Collectors													31	
Local Toll Marine Total													31	
AK DNR - Land														
Local (Rural & Urban)														
Forestry		17		17		353		353		37		37		407
Parks	2	50		52	1	21		22		4		4		78
AK DNR Totals	2	67	0	69	1	374	0	375	0	41	0	41		485
Borough - Land														
Minor Arterials (Rural & Urban)	35			35				0				0		35
Rural Major Collectors	11	16		27				0	1			1		28
Rural Minor Collectors	13	15		28	1	7		8	5			5		41
Urban Collectors	77	2		79	1			1	17	1		18		98
Local (Rural & Urban)	269	1054	1178	2501	19	318	285	622	115	23	29	167		3290
Borough Totals	405	1087	1178	2670	21	325	285	631	138	24	29	191		3492

STATE OF ALASKA
CERTIFIED PUBLIC ROAD MILEAGE IN CENTERLINE MILES
as of 31 December 2005
(Mileage does not include ramps, wyes, or proposed roads)

	Central Region				Northern Region				Southeast Region				Marine Total	Statewide Land Total
	Paved	Unpaved	Unkown	Total	Paved	Unpaved	Unkown	Total	Paved	Unpaved	Unkown	Total		
Municipal - Land														
Minor Arterials (Rural & Urban)	3			3	5			5				0		8
Rural Major Collectors	10	7		17	3	8		11	2	8		10		38
Rual Minor Collectors	13	4		17	3	18		21		3		3		41
Urban Collectors	2			2	13			13	6			6		21
Local (Rural & Urban)	115	196	537	848	83	142	382	607	50	44	249	343		1798
Municipal Totals	143	207	537	887	107	168	382	657	58	55	249	362		1906
Other Local Agencies														
Rural Major Collectors				0		56		56				0		56
Rural Minor Collectors				0				0		6		6		6
Urban Collectors				0	3			3				0		3
Local (Rural & Urban)		14		14	11	174		185		18		18		217
Other Local Agency Totals	0	14	0	14	14	230	0	244	0	24	0	24		282
Other Roads ("Local" unless otherwise noted)														
BIA	0	171	0	171	0	12	0	12	19	286	0	305		488
Indian Nations	0	128	0	128	5	277	0	282	0	11	0	11		421
U.S. Forest Service (CLASSES 3 - 5)														
Rural Major Collectors	5			5				0				0		5
Rural Minor Collectors	1			1				0	85	21		106		107
Urban Collectors				0				0	1			1		1
Local (Rural & Urban)	1		36	37			12	12	1	111	564	676		725
Forest Service Totals	7	0	36	43	0	0	12	12	87	132	564	783		838
National Park Service														
Rural Major Collectors				0	15			15				0		15
Rural Minor Collectors				0				0				0		0
Local (Rural & Urban)	2	25		27	5	84		89	4	1		5		121
Park Service Totals	2	25	0	27	20	84	0	104	4	1	0	5		136
U.S. Corps	0	0	0	0	6	6	0	12	0	0	0	0		12

STATE OF ALASKA
CERTIFIED PUBLIC ROAD MILEAGE IN CENTERLINE MILES
as of 31 December 2005
(Mileage does not include ramps, wyes, or proposed roads)

	Central Region				Northern Region				Southeast Region				Marine Total	Statewide Land Total
	Paved	Unpaved	Unkown	Total	Paved	Unpaved	Unkown	Total	Paved	Unpaved	Unkown	Total		
U.S. Dept of Defense - Army														
Minor Arterials (Rural & Urban)	1			1								0		1
Local (Rural & Urban)	125	30		155	39	397		436		2		2		593
U.S. Dept of Defense Totals	126	30	0	156	39	397	0	436	0	2	0	2		594
U.S. Coast Guard	2	0	0	2	0	0	0	0	0	0	0	0		2
U.S. FWS	2	93	0	95	0	4	0	4	0	0	0	0		99
STATEWIDE TOTALS	2000	2206	1751	5957	2036	3477	679	6192	694	683	842	2219	2860	14368

Source: Alaska Department of Transportation and Public Facilities, Division of Statewide Planning, 3132 Channel Dr., Juneau, AK 99801

**National Highway System, Alaska Highway System, and
Community Transportation Program**

Centerline Road Miles by AK DOT/PF Region

(Based on the 2005 Alaska Certified Public Road Mileage Report)

**National Highway System (NHS) Centerline Miles
(Does not include ramps, wyes, or proposed roads)**

ADOT&PF

Southeast Region	85
Central Region	574
Northern Region	1,462
Statewide	SubTotal: 2,121

Borough and City

Southeast Region	1
Central Region	0
Northern Region	1
Statewide	SubTotal: 2

Total NHS Miles: 2,123

**Alaska Highway System (AHS) Centerline Miles
(Does not include ramps, wyes, or proposed roads)**

ADOT&PF

Southeast Region	199
Central Region	237
Northern Region	1,060
Statewide	SubTotal: 1,496

Borough, City, and Other Local Agency, Federal Agency

Southeast Region	6
Central Region	40
Northern Region	12
Statewide	SubTotal: 58

Total AHS Miles: 1,554

**Community Transportation Program (CTP) Centerline Miles
(Public Road Miles Not NHS or AHS)
(Does not include ramps, wyees, or proposed roads)**

ADOT&PF

Southeast Region		211
Central Region		884
Northern Region		901
Statewide	SubTotal:	1,996

AK DNR, Borough, City, Other Local, and Federal Agency

Southeast Region		1717 (Fed Miles: 1100)
Central Region		4222 (Fed Miles: 622)
Northern Region		2756 (Fed Miles: 862)
Statewide	SubTotal:	8,695 (Fed Miles: 2080)

Total CTP Miles: 10,691

Total Alaska Centerline Miles NHS, AHS, CTP: 14,368

**Alaska Public Road Mileage Summary Report:
Paved/Unpaved Centerline Road
Miles by AK DOT/PF Region**

**(Based on the 2005 Alaska
Certified Public Road Mileage Report)**

Paved/Unpaved Centerline Road Miles

**(Does not include ramps, wyes,
or proposed roads)**

	Central Region	Northern Region	Southeast Region	Statewide
Paved	2000	2036	694	4730
Unpaved	2206	3477	683	6366
Unknown*	1751	679	842	3272
Total	5957	6192	2219	14368

* "Unknown" paved/unpaved includes miles reported to ADOT&PF by the Department of Commerce, Community & Economic Development and the U.S. Forest Service.

Alaska Public Road Mileage Summary Report: Centerline Road Miles by AK DOT/PF Region

(Based on the 2005 Alaska Certified Public Road Mileage Report)
(Does not include ramps, wyes, or proposed roads)

Centerline Road Miles by ADOT&PF Region : ADOT&PF Roads

Region	Miles	Percentage
Central Region	1,695	30%
Northern Region	3,423	61%
Southeast Region	495	9%
Statewide	5,613	100%

Centerline Road Miles by ADOT&PF Region : All Public Roads

Region	Miles	Percentage
Central Region	5,957	41%
Northern Region	6,192	43%
Southeast Region	2,219	17%
Statewide	14,368	100%

Table 4.3 Alaska Places by Borough and Census Area 2000-2005.												
Borough/ Census Area	Area Name	Year Incorp	DOLWP Estimate 2005	DOLWP Estimate 2004	DOLWP Estimate 2003	DOLWP Estimate 2002	DOLWP Estimate 2001	Census 2000	Change 2004-5	Change 2000-5	Avg Annual % Change 2004-5 2000-5	
122	Kenai Peninsula Borough	1964	51,224	51,253	52,034	50,667	50,068	49,691	-29	1,533	-0.1	0.6
122	Kenai-Cook Inlet census subarea		45,732	45,776	46,375	45,024	44,410	44,101	-44	1,631	-0.1	0.7
122	Homer city /3	1964	5,435	5,366	5,947	5,548	4,083	3,946	69	1,489	1.3	6.1
122	Kenai city	1960	6,777	6,840	7,199	7,063	6,875	6,942	-63	-165	-0.9	-0.5
122	Soldotna city	1967	3,869	3,781	4,048	3,852	3,793	3,759	88	110	2.3	0.6
122	Seward-Hope census subarea		5,492	5,477	5,659	5,643	5,658	5,590	15	-98	0.3	-0.3
122	Seward city	1912	2,606	2,545	2,768	2,756	2,759	2,830	61	-224	2.4	-1.6
	Native Villages that overlap multiple CDPs											
122	Kenaitze *		30,225	30,242	30,702	29,896	29,542	29,320	-17	905	-0.1	0.6
122	Ninilchik *		13,673	13,681	13,889	13,525	13,365	13,264	-8	409	-0.1	0.6
130	Ketchikan Gateway Borough /1 /4	1963	13,125	13,093	13,685	13,683	13,748	14,059	32	-934	0.2	-1.3
130	Ketchikan city /1 /5	1900	7,685	7,718	8,071	8,375	8,459	7,922	-33	-237	-0.4	-0.6
150	Kodiak Island Borough	1963	13,638	13,538	13,959	13,645	13,566	13,913	100	-275	0.7	-0.4
150	Kodiak city	1940	6,088	6,194	6,161	6,100	6,076	6,334	-106	-246	-1.7	-0.7
164	Lake and Peninsula Borough	1989	1,620	1,612	1,646	1,639	1,733	1,823	8	-203	0.5	-2.3
170	Matanuska-Susitna Borough	1964	74,041	70,482	67,841	64,329	61,737	59,322	3,559	14,719	4.9	4.3
170	Houston city	1966	1,447	1,374	1,367	1,262	1,160	1,202	73	245	5.2	3.6
170	Palmer city /9	1951	5,382	5,226	5,321	4,838	4,583	4,533	156	849	2.9	3.3
170	Wasilla city /6	1974	6,413	6,148	6,460	5,949	5,517	5,469	265	944	4.2	3.1

Table 4.3 Alaska Places by Borough and Census Area 2000-2005.												
Borough/ Census	Area Name	Year Incorp	DOLWP Estimate 2005	DOLWP Estimate 2004	DOLWP Estimate 2003	DOLWP Estimate 2002	DOLWP Estimate 2001	Census 2000	Change 2004-5	Change 2000-5	Avg Annual % Change 2004-5 2000-5	
170	Willow CDP		1,932	1,863	1,834	1,718	1,666	1,658	69	274	3.6	3
Native Villages that overlap multiple CDPs												
170	Chickaloon *		21,116	20,101	19,348	18,346	17,607	16,918	1,015	4,198	4.9	4.3
170	Knik *		39,901	37,983	36,560	34,667	33,270	31,969	1,918	7,932	4.9	4.3
170	Kanatak **		12,796	12,181	11,724	11,117	10,669	10,252	615	2,544	4.9	4.3
180	Nome Census Area		9,452	9,438	9,462	9,343	9,265	9,196	14	256	0.1	0.5
180	Nome city	1901	3,508	3,484	3,452	3,482	3,487	3,505	24	3	0.7	0
180	Unalakleet city *	1974	710	730	748	727	737	747	-20	-37	-2.8	-1
185	North Slope Borough	1972	6,894	7,137	7,310	7,240	7,232	7,385	-243	-491	-3.5	-1.3
185	Barrow city *	1959	4,199	4,371	4,463	4,437	4,444	4,581	-172	-382	-4	-1.6
185	Prudhoe Bay CDP		2	3	4	7	5	5	-1	-3	-40	-14.3
188	Northwest Arctic Borough	1986	7,323	7,341	7,373	7,235	7,141	7,208	-18	115	-0.2	0.3
188	Kotzebue city *	1958	3,120	3,144	3,105	3,075	3,070	3,082	-24	38	-0.8	0.2
188	Red Dog Mine CDP		33	33	37	35	33	32	0	1	0	0.6
201	Prince of Wales-Outer KTN Census Area		5,497	5,573	5,658	5,680	5,816	6,157	-76	-660	-1.4	-2.1
201	Metlakatla Indian Community		1,397	1,374	1,412	1,419	1,417	1,447	23	-50	1.7	-0.7
201	Annette Island Reserve		1,397	1,374	1,412	1,419	1,417	1,447	23	-50	1.7	-0.7
201	Metlakatla CDP		1,342	1,306	1,344	1,349	1,346	1,375	36	-33	2.7	-0.5
201	Remainder of MIC		55	68	68	70	71	72	-13	-17	-21.1	-4.6
201	Outer Ketchikan census subarea		122	108	107	129	127	129	14	-7	12.2	-1.1

Table 4.3 Alaska Places by Borough and Census Area 2000-2005.

Borough/ Census	Year Incorp	DOLWP Estimate 2005	DOLWP Estimate 2004	DOLWP Estimate 2003	DOLWP Estimate 2002	DOLWP Estimate 2001	Census 2000	Change 2004-5	Change 2000-5	Avg Annual % Change 2004-5 2000-5		
Area	Area Name											
201	Prince of Wales census subarea /1 /4		3,978	4,091	4,139	4,132	4,272	4,581	-113	-603	-2.8	-2.6
201	Coffman Cove city	1989	156	176	165	159	174	199	-20	-43	-12	-4.4
201	Craig *		1,417	1,475	1,512	1,545	1,592	1,725	-58	-308	-4	-3.7
201	Craig city	1922	1,102	1,134	1,190	1,207	1,245	1,397	-32	-295	-2.9	-4.4
220	Sitka City and Borough	963/197	8,947	8,832	8,994	8,795	8,728	8,835	115	112	1.3	0.2
220	Sitka city and Borough		8,947	8,832	8,994	8,795	8,728	8,835	115	112	1.3	0.2
232	Skagway-Hoonah-Angoon Census Area		3,062	3,120	3,240	3,344	3,373	3,436	-58	-374	-1.9	-2.2
232	Hoonah-Angoon census subarea		2,119	2,125	2,266	2,388	2,409	2,435	-6	-316	-0.3	-2.6
232	Gustavus city /11		459	452	444	423	418	429	7	30	1.5	1.3
232	Hoonah city *	1946	861	844	897	976	876	860	17	1	2	0
232	Pelican city	1943	115	118	114	117	161	163	-3	-48	-2.6	-6.5
232	Klukwan census subarea		109	121	121	113	126	139	-12	-30	-10.4	-4.4
232	Klukwan CDP (Chilkat *)		109	121	121	113	126	139	-12	-30	-10.4	-4.4
232	Skagway census subarea		834	874	853	843	838	862	-40	-28	-4.7	-0.6
232	Skagway city	1900	834	874	853	843	838	862	-40	-28	-4.7	-0.6
	/11 Gustavus incorporated 3/16/2004											
240	Southeast Fairbanks Census Area		6,471	6,147	5,992	5,948	5,931	6,174	324	297	5.1	0.9
261	Valdez-Cordova Census Area		10,042	10,000	10,337	10,082	10,080	10,195	42	-153	0.4	-0.3
261	Chugach census subarea /7		6,548	6,528	6,744	6,703	6,664	6,964	20	-416	0.3	-1.2
261	Cordova city	1909	2,288	2,300	2,317	2,305	2,380	2,454	-12	-166	-0.5	-1.3

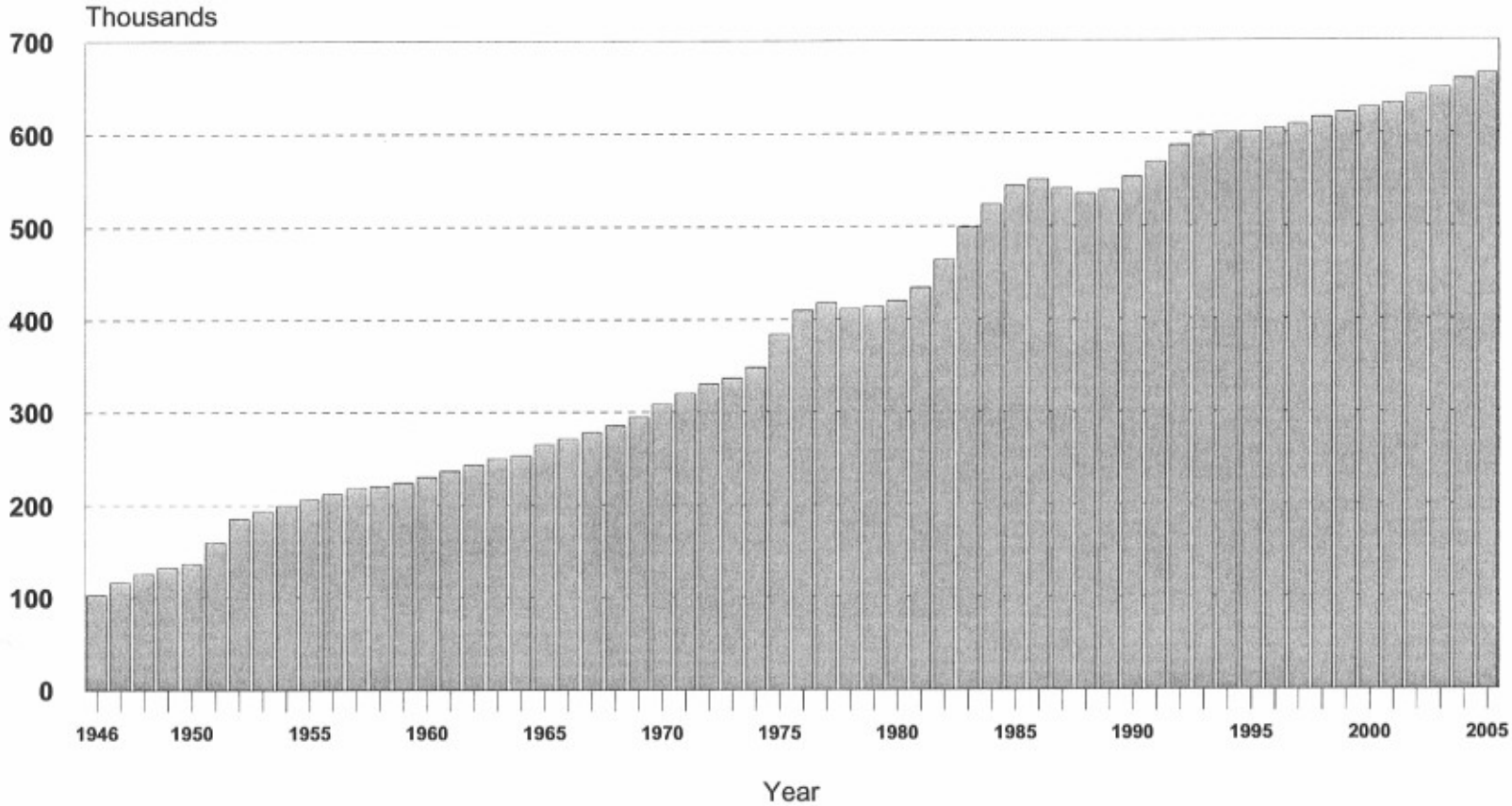
Table 4.3 Alaska Places by Borough and Census Area 2000-2005.

Borough/ Census		Year Incorp	DOLWP Estimate 2005	DOLWP Estimate 2004	DOLWP Estimate 2003	DOLWP Estimate 2002	DOLWP Estimate 2001	Census 2000	Change 2004-5	Change 2000-5	Avg Annual % Change 2004-5 2000-5	
Area	Area Name											
261	Valdez city /7	1901	3,745	3,721	3,942	3,957	3,822	4,036	24	-291	0.6	-1.4
261	Whittier city	1969	188	172	174	161	169	182	16	6	8.9	0.6
261	Copper River census subarea /7		3,494	3,472	3,593	3,379	3,416	3,231	22	263	0.6	1.5
261	Glennallen CDP (Tazlina * pt.)		589	550	592	527	546	554	39	35	6.8	1.2
Native Villages that overlap multiple CDPs												
261	Chitina * (Overlaps multiple CDP areas)		93	99	115	115	93	106	-6	-13	-6.3	-2.4
261	Tazlina * (Overlaps multiple CDP areas)		377	379	387	375	320	339	-2	38	-0.5	2
270	Wade Hampton Census Area		7,501	7,429	7,471	7,290	7,191	7,028	72	473	1	1.2
280	Wrangell-Petersburg Census Area		6,172	6,274	6,398	6,462	6,589	6,684	-102	-512	-1.6	-1.5
280	Kake city *	1952	598	660	688	698	694	710	-62	-112	-9.9	-3.1
280	Petersburg city	1910	3,155	3,134	3,116	3,157	3,225	3,224	21	-69	0.7	-0.4
280	Wrangell city	1903	1,974	2,024	2,147	2,180	2,223	2,308	-50	-334	-2.5	-2.9
282	Yakutat City and Borough	948/199	619	676	697	719	696	808	-57	-189	-8.8	-4.9
282	Yakutat CDP *		618	621	642	664	642	680	-3	-62	-0.5	-1.8
290	Yukon Koyukuk Census Area /1 /2		6,061	6,280	6,375	6,356	6,478	6,510	-219	-449	-3.5	-1.3
290	Koyukuk-Middle Yukon census subarea /1 /2		3,608	3,713	3,763	3,697	3,754	3,798	-105	-190	-2.9	-1
290	McGrath-Holy Cross census subarea		1,141	1,196	1,262	1,282	1,321	1,276	-55	-135	-4.7	-2.1

Table 4.3 Alaska Places by Borough and Census Area 2000-2005.											
Borough/ Census Area	Year Incorp	DOLWP Estimate 2005	DOLWP Estimate 2004	DOLWP Estimate 2003	DOLWP Estimate 2002	DOLWP Estimate 2001	Census 2000	Change 2004-5	Change 2000-5	Avg Annual % Change 2004-5 2000-5	
290	Yukon Flats census subarea	1,312	1,371	1,350	1,377	1,403	1,436	-59	-124	-4.4	-1.7
Village Statistical Area **Tribal Designated Statistical Area											
Workforce Development, Research and Analysis Section, Demographics Unit.											
Adjusted the population of Alaska in 2000 by 1 person.											

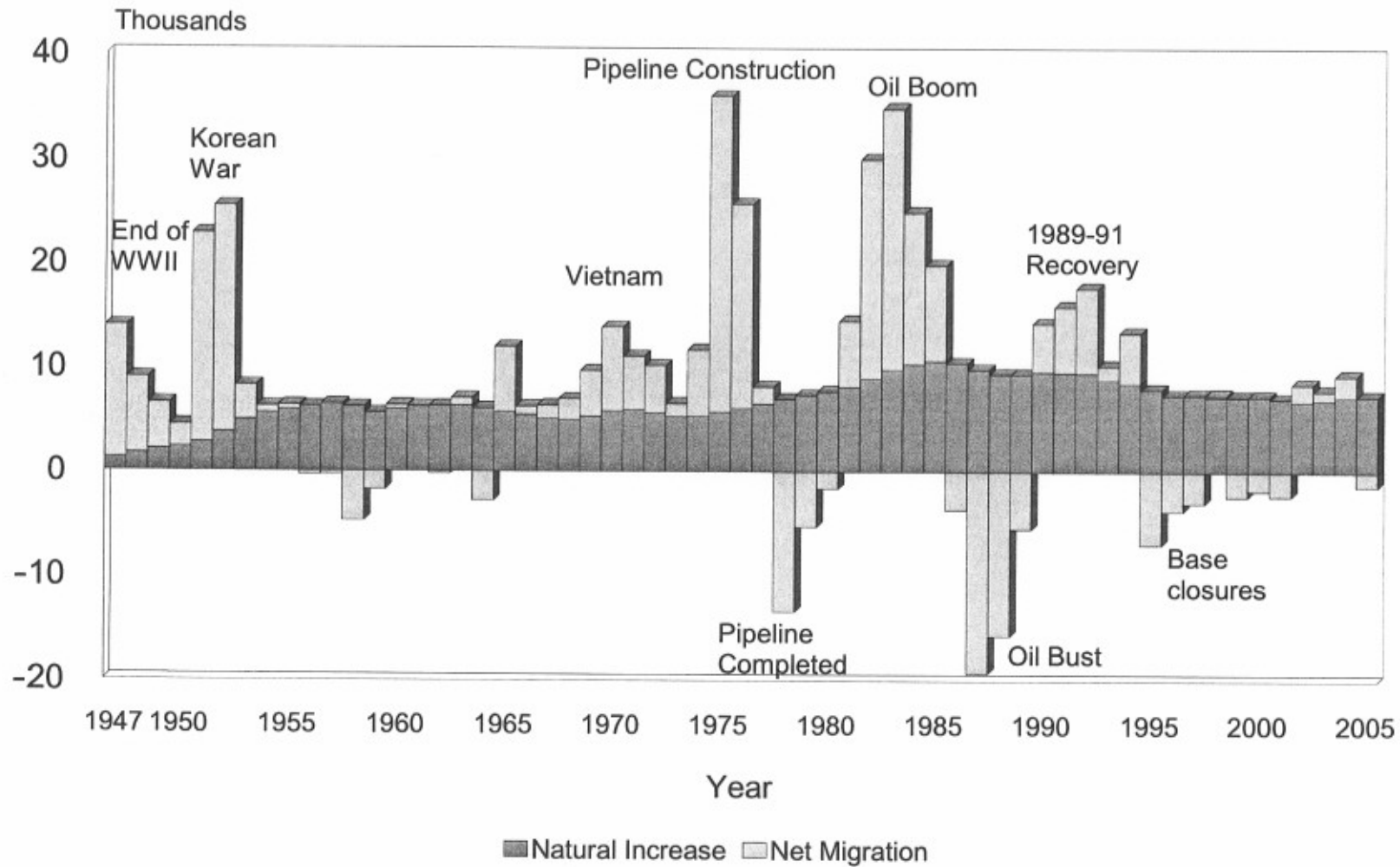
Alaska Population Trends

1946-2005



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section

Components of Population Change for Alaska, 1947-2005



Source: Alaska Department of Labor and Workforce Development, Research and Analysis Section, Demographics Unit.

ALASKA MEDIA OUTLETS

ALASKA NEWSPAPER	ALASKA TELEVISION	ALASKA RADIO
Alaska Fisherman's Journal	Anchorage - KAKM Channel 7 - PBS	KBFX - FM Anchorage
Alaska Journal of Commerce	Anchorage - KIMO Channel 13 - ABC	KFQD - AM Anchorage
Alaska Highway News	Anchorage - KTBY Channel 4 - Fox	KMXS - FM Anchorage
Alaska People Magazine	Anchorage - KTUU Channel 2 - NBC	KENI - AM Anchorage
Anchorage Daily News	Anchorage - KTVA Channel 11 - CBS	KBRW - AM Barrow
The Anchorage Press	Anchorage - KYES Channel 5 - UPN	KAKQ - FM Fairbanks
The Borrow Arctic Sounder	Fairbanks - KFXF Channel 7 - Fox	KIAK - AM Fairbanks
The Bering Strait Record	Fairbanks - KUAC Channel 9 - PBS	KIAK - FM Fairbanks
The Bethel Tundra Drums	Juneau - KTOO Channel 3 - PBS	KIYU - AM Galena
The Bristol Bay Times	North Pole - KJNP Channel 4 - Religious	KCAM - AM Glennallen
The Cordova Times	Sitka - KTNL CBS	KBBI - AM Homer
The Dutch Harbor Fisherman		KINY - AM Juneau
Fairbanks Daily News-Miner		KSUP - FM Juneau
Haines Eagle Eye Journal		KJNO - AM Juneau
The Juneau Empire		KTOO - AM Juneau
Juneau Capotal City Weekly		KZXX - AM Kenai
The Nome Nugget		KNOM - AM Nome
Seward Phoenix LOG		KRSA - AM Petersburg
The Valdez Vanguard		KCHU - AM Valdez
Wasilla Frontiersman		

PAID MEDIA BY GRANTEES

Time Frame	Radio	Television	Print	Total
Halloween	\$5,000.00	\$35,000.00	\$0.00	\$40,000.00
Holidays	\$25,000.00	\$80,000.00	\$500.00	\$105,500.00
NFL	\$0.00	\$25,000.00	\$0.00	\$25,000.00
Super Bowl	\$0.00	\$31,500.00	\$0.00	\$31,500.00
NHL	\$0.00	\$5,000.00	\$0.00	\$5,000.00
NASCAR	\$0.00	\$5,000.00	\$0.00	\$5,000.00
St. Patrick's Day	\$5,000.00	\$20,000.00	\$0.00	\$25,000.00
July 4th	\$5,000.00	\$0.00	\$0.00	\$5,000.00
Labor Day	\$15,000.00	\$50,000.00	\$0.00	\$65,000.00
DUI TOTAL	\$55,000.00	\$251,500.00	\$500.00	\$307,000.00
Memorial Day	\$15,000.00	\$81,500.00	\$0.00	\$96,500.00
Labor Day	\$15,000.00	\$81,500.00	\$0.00	\$96,500.00
Seatbelt TOTAL	\$30,000.00	\$163,000.00	\$0.00	\$193,000.00
DOT/PF Northern Everything	\$25,000.00	\$50,000.00	\$25,000.00	\$100,000.00
NCADD				
Anch/MatSu/Kenai Theater Ads	\$0.00	\$11,000.00	\$0.00	\$11,000.00
SE Theater Ads	\$0.00	\$5,000.00	\$0.00	\$5,000.00
Statewide TV	\$0.00	\$55,000.00	\$0.00	\$55,000.00
Anch/Fbks/Jnu	\$12,000.00	\$0.00	\$0.00	\$12,000.00
Anch/Fbks/Jnu	\$0.00	\$0.00	\$10,000.00	\$10,000.00
Ad Design Contract	\$0.00	\$0.00	\$3,000.00	\$3,000.00
NCADD TOTAL	\$12,000.00	\$71,000.00	\$13,000.00	\$96,000.00
AIPC				
Videographer	\$0.00	\$0.00	\$15,000.00	\$15,000.00
PSA - Paid & Don't	\$0.00	\$0.00	\$95,000.00	\$95,000.00
AIPC TOTAL	\$0.00	\$0.00	\$110,000.00	\$110,000.00
AK CHARR	\$7,000.00		\$7,000.00	\$14,000.00
GRAND TOTAL	\$129,000.00	\$535,500.00	\$155,500.00	\$820,000.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency:	Alaska Highway Safety Office, Statewide
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Alaska's impaired driving enforcement and media campaign will continue under the direction of AHSO. The National slogan, "Drunk Driving. Over the Limit. Under Arrest." will serve as the theme for the state's highly visible statewide enforcement and public information efforts. Similar to the statewide "Click It Or Ticket" occupant protection program, the impaired driving mobilizations will require coordination of overtime enforcement activities by the Alaska State Troopers and local police departments including Anchorage, Wasilla, Palmer, Fairbanks, North Pole, Juneau, Kenai, Homer, Soldotna, Seward, Kodiak and Sitka. Departments willing to commit patrol and reporting time to this effort will receive the necessary funding. In addition to enforcement, AHSO will coordinate a paid media campaign to coincide with the national impaired driving mobilizations. During the year and in addition to the mobilizations, high visibility sustained overtime enforcement will occur monthly in various communities throughout the state with additional overtime enforcement during traditional high DUI periods to include all major holidays. Media efforts throughout the year will be coordinated with local police departments, AST and AHSO.

Targeted Problem Area: Impaired Driving; Injury Prevention; Greater Anchorage Area; Interstates, Principal Arterials and Major Collectors; Statewide

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes
Reduce the Mileage Death Rate

Financial Summary: AHSO: \$900,00.00 Match: \$0 Local Benefit: \$360,00.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency:	Dept of Public Safety Crime Lab, Statewide
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This project is intended to reduce the number and severity of drug-impaired driving cases on the highways and road systems in Alaska by making possible for drug-impaired driving cases to be brought to trial at comparable rates and with comparable success as alcohol-impaired driving cases.

In order to achieve this goal, toxicology evidence of drug-impaired driving must be introduced in DUI-drug criminal cases. Alaska has no toxicology lab at this time and evidential-quality toxicology analysis must be performed in a laboratory with the equipment, staff, and training to provide this service; a successful arrangement has been ongoing with the Washington state toxicology lab in Seattle, Washington.

In addition to obtaining the toxicology analyses previously described, the expert analysts who perform the toxicology work must introduce their results when called into court. Police officers must be trained regarding the specific clues of impairment exhibited by drug-impaired drivers distinct from alcohol-impaired drivers. DRE officers need the proper training and materials to perform their specialized duties. Prosecutors need training and support for preparing their cases and judges need training to assess the merits of the arguments heard in their courtrooms.

Targeted Problem Area: Impaired Driving; Youth Drivers; Injury Prevention; Interstates, Principal Arterials and Major Collectors

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$125,000.00 Match: \$0 Local Benefit: \$50,00.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: Alaska State Troopers, Statewide

In a coordinated effort to curb the number of injuries and deaths caused by impaired drivers, AST's DUI Enforcement Teams will have 3 members on the Palmer team, and 4 members on the Fairbanks team to patrol the roadway system of Alaska. The teams will be highly visible and will attend major events around the state to keep the focus on enforcing the state's impaired driving laws.

The Palmer team has been operating for the past two years, with the cooperation of AHSO, Alaska Department of Public Safety, NHTSA and the FHWA. The new team will be based in Fairbanks.

The teams will serve two purposes. They will provide specific DUI enforcement at events like the Arctic Man Race, Talkeetna Bluegrass Festival, Tanana Valley and Palmer State Fairs. Additionally, the troopers will offer concentrated DUI enforcement around the state in a manner that provides a steady increase in both actual arrests and in public awareness of the Alaska State Troopers' commitment to DUI eradication.

Targeted Problem Area: Impaired Driving; Injury Prevention; Greater Anchorage Area; Interstates, Principal Arterials and Major Collectors.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$1,288,993.00 Match: \$0 Local Benefit: \$515,597.20

PROGRAM AREA: Impaired Driving

Project Coordinating Agency:	Alaska State Troopers, Statewide
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This project is in its third year and will maintain the program that employs a Visual Information Specialist II (VIS) to work within the Public Information Office (PIO) of the Alaska State Troopers. This is a full-time position. The person is required to travel to rural Alaska, Southeast Alaska, and to communities located on the highway system of Alaska in order to perform assigned functions.

This position will be tasked to provide audio, video, and photographic expertise to the Alaska Highway Safety Office and the Department of Public Safety in support of their efforts to make the highways and roadways of Alaska safer. This position is also tasked with developing the ad campaigns, per AHSO and NHTSA guidelines, and placing the ads in the various media outlets.

Targeted Problem Area: Impaired Driving; Injury Prevention; Greater Anchorage Area; Interstates, Principal Arterials and Major Collectors.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$598,029.00 Match: \$0 Local Benefit: \$239,211.60

PROGRAM AREA: Impaired Driving

Project Coordinating Agency:	Depart of Public Safety Crime Lab, Statewide
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The Crime Lab currently has three disparate databases that cannot be merged or otherwise automatically integrated. As agencies and legal interest in data collection increases proportionally to advances in technology that make new kinds of data available for collection, it becomes increasingly important for the Alaska Crime Lab to manage impaired driving data in one powerful, yet flexible system. By means of this proposal, we seek funding to create a Laboratory Information Systems Management (LIMS) database to collect and manage all facets of impaired driving data and to also automate and provide better accuracy within the documents generated in the Alaska Statewide Breath Alcohol Program into one universal Alaska Impaired Driving database in LIMS.

Targeted Problem Area: Impaired Driving; Injury Prevention; Greater Anchorage Area; Interstates, Principal Arterials and Major Collectors

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes
Reduce the Mileage Death Rate

Financial Summary: AHSO: \$46,000.00 Match: \$0 Local Benefit: \$18,400.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: Anchorage Police Department, Anchorage

In a coordinated effort to curb the number of injuries and deaths caused by impaired drivers, the Anchorage Police Department seeks to equip the 17 Traffic Officers with new and upgraded equipment; such as Kustom ProLaser III, Stalker 2X DSR Radar w/Fast Lock Remote, Stalker MVP Digital Video Recorder w/MDC and Radar interface; Total Stations w/software and server; Crash Data Retrieval System; and Portable Breath Testers. The team members will be highly visible and will attend major events around the Anchorage area to keep the focus on enforcing the state's impaired driving laws.

Additionally, the team members will offer concentrated DUI and CIOT enforcement in a manner that provides a steady increase in both actual arrests and in public awareness of the Anchorage Police Departments' commitment to DUI eradication.

Targeted Problem Area: Impaired Driving; Injury Prevention; Greater Anchorage Area; Interstates, Principal Arterials and Major Collectors.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$204,168.00 Match: \$0 Local Benefit: \$81,667.20

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: Fairbanks Police Department, Fairbanks

In a coordinated effort to curb the number of injuries and deaths caused by impaired drivers; the Fairbanks Police Department will manage a DUI Enforcement Team to patrol the roadway system of the Fairbanks area Alaska. The team will be highly visible and keep the focus on enforcing the state's impaired driving laws.

The team has been operating since April 2006, with the support of AHSO. Additionally, the Fairbanks Police Department will offer concentrated DUI enforcement around the area in a manner that provides a steady increase in both actual arrests and in public awareness of the departments' commitment to DUI eradication.

Targeted Problem Area: Impaired Driving; Injury Prevention; Greater Fairbanks Area; Interstates, Principal Arterials and Major Collectors.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$217,974.00 Match: \$0 Local Benefit: \$87,189.60

PROGRAM AREA: Impaired Driving

Project Coordinating Agency:	Alaska CHARR Education Fund, Statewide
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The Alaska CHARR Fund, and its local CHARR partners, anticipates that this program will go a long way towards helping to remove impaired drivers from Alaska's roads – either through a "Taxicab Ride Home" or by way of a "Designated Driver". Specifically, this program has several important goals: 1) Increase the frequency of "Drink Responsible, Drive Responsibly" messages in Alaska during '07; 2) Increase participation as a Designated Driver Program Statewide; 3) Decrease the number of impaired drivers in '07 in the following areas Nome, Juneau, Haines, Skagway, Kodiak and Ketchikan. .

Targeted Problem Area: Impaired Driving; Repeat Offenders; Youth Drivers;
Injury Prevention; Interstates, Principal Arterials, and Major Collectors

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$36,400.00 Match: \$0 Local Benefit: \$14,560.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency:	Alaska Court System, Statewide DUI Court
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The Therapeutic Courts were created to address problems that were not being resolved in the conventional court process. The focus of the Therapeutic Court will be on persons charged with multiple DUI offenses and the most dangerous DUI offenders. Under the court model, a single judge will work closely with a dedicated team, including prosecutors, the public defender, defense lawyers, a case coordinator, corrections officers, treatment providers and other related supporting agencies in overseeing the sentence of the offender. The goal is to break the defendant's cycle of criminal behavior, reducing the recidivism rate of DUI offenders, and ultimately reducing the occurrence of impaired driving related injuries and fatalities. The initial groundwork for the program has been completed. Based on the success of the Anchorage wellness court, the City of Fairbanks and Ketchikan want to provide the necessary staff for a therapeutic court in their community. By addressing the underlying issues of the alcoholic offender, especially DUI offenders, the Alaska DUI Courts have shown to be effective in reducing alcohol related offenses, fatalities and injuries.

Targeted Problem Area: Impaired Driving; Repeat Offenders; Injury Prevention,
Interstates, Principal Arterials and Major Collectors.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$669,416.00 Match: \$0 Local Benefit: \$267,766.40

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: NCADD Teens in Action, Southeast Alaska

To change societal norms on underage drinking being a "rite of passage", NCADD will conduct the Teens in Action (TIA) program in selected communities of Southeast Alaska. TIA is a community-based program that allows youth to partner with adult organizations to utilize environmental strategies to combat underage drinking. Environmental strategies focus less on changing individual behavior and more on making the drinking environment less conducive to excessive drinking. TIA will use strategies to reduce the availability of alcohol to all underage teens.

Targeted Problem Area: Impaired Driving; Occupant Protection; Youth Drivers; Injury Prevention

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$59,500.00 Match: \$0 Local Benefit: \$23,800.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: NCADD DUI Court, Juneau

NCADD will use continued funding to operate the DUI Court for Judicial District 1 in Juneau, Alaska. A nine month planning phase involving city, state and community stakeholders has been completed and court began operations in July 2005. The DUI Court is designed to reduce the recidivism rate of DUI's and other alcohol-related misdemeanors and felonies through a diversion process, treatment, and long-term monitoring through close case management and will target those repeat offenders who are addicted to alcohol and may benefit from a combination of sanctions, treatment and long-term monitoring.

Targeted Problem Area: Impaired Driving; Repeat Offenders; Injury Prevention.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$209,920.00 Match: \$0 Local Benefit: \$83,968.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: NCADD Court Monitor, Juneau

NCADD Court Monitoring will continue to address impaired driving prosecution and adjudication. Court monitoring has proven to be a highly effective method of creating ongoing productive discussions between citizens and the judiciary. A program whereby citizens observe local court proceedings

encourage courts to become more accountable to the communities they serve. Implementing an on-going dialogue often serves to foster improvements such as identifying shortcomings in the system, recommending practical solutions and advocating for change in the court system and procedures.

The NCADD Court Monitor will train volunteers to be court monitors to track court cases through the judicial process. The community plays a role in meeting these needs by providing the environment and resources necessary for justice to occur.

Targeted Problem Area: Impaired Driving; Repeat Offenders; Injury Prevention.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$70,000.00 Match: \$0 Local Benefit: \$28,000.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: NCADD Protecting You, Protecting Me, Alaska

NCADD will continue to position the model Program of the US Department of Health and Human Services, "Protecting You, Protecting Me" prevention curriculum, in Anchorage, Fairbanks and Juneau elementary schools. The PY/PM curriculum will teach children about the effects of alcohol on the developing brain and body, how to protect them selves and make informed decisions when riding with an alcohol impaired driver.

Targeted Problem Area: Impaired Driving; Occupant Protection; Youth Drivers; Injury Prevention.

Directed Impact: Reduce the ratio of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$79,000.00 Match: \$0 Local Benefit: \$31,600.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: Alaska Highway Safety Office, Statewide

Funding will be available for mini grants for training of Drug Recognition personnel in various police departments.

Targeted Problem Area: Impaired Driving; Injury Prevention.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$100,000.00 Match: \$0 Local Benefit: \$40,000.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: DOT/PF Northern Region Public Information Program

The Department of Transportation and Public Safety will conduct a print media campaign to target the following safety areas: Impaired & Aggressive Driving; Winter Driving Awareness; Put the Brakes on Fatality Day; Work Zone Awareness; Navigator/Construction Awareness, May to September; and Bike Safety.

Targeted Problem Area: Impaired Driving; Occupant Protection;
Youth Drivers; Injury Prevention.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$100,000.00 Match: \$0 Local Benefit: \$40,000.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: CHARR – “Off the Road” – Making Anchorage Safer through Free Rides for Impaired Drivers & their Vehicles

The Anchorage Hospitality Foundation is anticipating that this program will change behavior which can be caused by attitudes when a citizen makes the decision of whether or not to take a taxi ride home. By changing attitudes, appropriate behavior will follow. This project will allow a patron who needs a ride home, and chooses to make the choice to call a taxi, the option of having an establishment call for a taxi for a ride home, as well as a driver to bring the patrons vehicle home. The program will operate on a voucher system.

Targeted Problem Area: Impaired Driving;

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$50,000.00 Match: \$12,500.00 Local Benefit: \$20,000.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: Soldotna Police Depart Safe & Accident Free, Soldotna

The Soldotna Police Department will establish a two officer traffic enforcement unit to focus on assertively enforcing traffic regulations with an eye towards reducing crashes by aggressive, inattentive, distracted or impaired drivers; drivers who are speeding, and drivers in dangerous demographics such as

young drivers and seniors. At this time the SPD is working with AST to develop a LOA for the SPD to patrol State Highways in their patrol zone. The program will further emphasize the proper use of seat belts and child restraints with enforcement and education techniques, and the department hopes that by so doing they will have a positive effect on reducing victim mortality and morbidity in vehicle accidents within their community. This project will also be purchasing several pieces of equipment, such as: digital in-car cameras, Kustom Talon Radar devices, trunk vaults, lightbars, and etc.

Targeted Problem Area: Impaired Driving; Youth Drivers; Senior Drivers, Occupant Protection, and Injury Prevention.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$292,337.00 Match: \$0 Local Benefit: \$116,934.80

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: H&SS AK Alcohol Safety Action Program (ASAP) – High Risk Project, Statewide

The Alaska Alcohol Safety Action Program goal and objectives involve a long term goal of reducing the number of alcohol related crashes by; 1) expanding the number of ASAP offices, 2) implementing an upgrade of its existing DUI/Refusal Data Tracking System, and 3) digitizing the current ASAP filing system. Outcome objectives for this project include: establishing one to three new ASAP community projects, increase the number of clients enrolled in the high risk tracking system, increase from 30% to 90% the number of convicted DUI cases that are monitored through the ASAP tracking system, reduce the average processing time for high-risk offenders from 150 to 90 days and insure that all current ASAP communities have held community forums on DUI and underage drinking and that they have local media campaigns promoting DUI and underage drinking prevention.

Targeted Problem Area: Impaired Driving; Youth Drivers; Injury Prevention.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$750,000.00 Match: \$75,000.00 Local Benefit: \$300,000.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: Alaska Highway Safety Office, Statewide

Funding to bring outside Highway Safety Experts to Alaska for training and oversight as needed to support the programs and goals of the office.

Targeted Problem Area: Impaired Driving; Occupant Protection; Youth Drivers; Injury Prevention.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$25,000.00 Match: \$0 Local Benefit: \$10,000.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: Alaska Highway Safety Office, Statewide

The Alaska Highway Safety Office will fund additional overtime enforcement during the major holiday seasons, including Halloween to St. Patrick's Day, for Law Enforcement agencies throughout the State. Overtime will be used for DUI and Seatbelt patrols. The program will include a media campaign.

Targeted Problem Area: Impaired Driving; Occupant Protection; Youth Drivers; Injury Prevention.

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$325,000.00 Match: \$0 Local Benefit: \$130,000.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: Alaska Highway Safety Office, Statewide

The Alaska Highway Safety Office will fund the Law Enforcement Agencies and AHSO to attend the ASTEP Summit.

Targeted Problem Area: Impaired Driving; Occupant Protection; Youth Drivers; Injury Prevention

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$75,000.00 Match: \$0 Local Benefit: \$30,000.00

PROGRAM AREA: Impaired Driving

Project Coordinating Agency: Anchorage School District – Youth Education and Media Literacy Initiative, Anchorage

The Anchorage School District initiative will begin to rebuild the highway safety training infrastructure that it had for many years. The project will need to target several different strategies in a number of different venues, and see where the current interest and energies lie within ASD staff and students.

The initiative will target reducing crashes involving young drivers through building Anchorage School District capacity to teach social and emotional skills related to these issues. This project will build on the success of Prime for Life training program used throughout the state for first time alcohol offenders.

Targeted Problem Area: Underage drinking/impaired driving, Occupant Protection; Injury Prevention

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.

Financial Summary: AHSO: \$197,863.00 Match: \$42,062.00 Local Benefit: \$79,145.20

PROGRAM AREA: Occupant Protection

Project Coordinating Agency:

Alaska Highway Safety Office, Statewide

Alaska's occupant protection enforcement and media campaign will continue under the direction of AHSO. The slogan, "Click It Or Ticket" will serve as the theme for the state's highly visible statewide enforcement and public information efforts. Similar to the statewide "Drunk Driving. Over the Limit. Under Arrest." impaired driving program, the seatbelt mobilizations will require coordination of overtime enforcement activities by the Alaska State Troopers and local police departments including Anchorage, Wasilla, Palmer, Fairbanks, North Pole, Juneau, Kenai, Homer, Soldotna, Seward, Kodiak and Sitka. Departments willing to commit patrol and reporting time to this effort will receive the necessary funding. In addition to enforcement, AHSO will coordinate a paid media campaign to coincide with the national seatbelt mobilizations. During the year and in addition to the mobilizations, high visibility sustained overtime enforcement will occur monthly in various communities throughout the state with additional overtime enforcement during traditional high periods to include all major holidays. Media efforts throughout the year will be coordinated with local police departments, AST and AHSO.

Targeted Problem Area: Impaired Driving; Injury Prevention; Greater Anchorage Area; Interstates, Principal Arterials and Major Collectors

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes
Reduce the Mileage Death Rate

Financial Summary: AHSO: \$600,00.00 Match: \$300,000.00 Local Benefit: \$240,000.00

PROGRAM AREA: Occupant Protection

Project Coordinating Agency:

Hiland Mountain Correctional Center

The Hiland Mountain/Meadow Creek Correctional Center program will provide car seat installation assistance and education to the caregivers & children of those incarcerated individuals. This is the first year for this program. A certified child passenger safety seat technician will do safety seat checks on visitor days as needed, and will be available to assist people on an individual basis as well.

Targeted Problem Area: Occupant Protection; Impaired Driving; Injury Prevention.

Directed Impact: Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$2,000.00 Match: \$500.00 Local Benefit: \$2,000.00

PROGRAM AREA: Occupant Protection

Project Coordinating Agency: **Mat-Su Services for Children & Adults**

Mat-Su Services for Children and Adults is a non-profit corporation that has been providing car seat safety checks since 1999. In 2005 the CPS instructor and or technician checked 198 car seats during the monthly community events and found that 74 were unsafe and needed to be replaced. The CPS Coordinator received her instructor certification through the National Highway Safety training program and holds classes for new technicians. The Mat-SU region is the fastest growing area of the state. The population rose 4.9 percent during the last year. Unfortunately, motor vehicle crashes were the most frequent cause of injury to children and teens (26%). This grant will increase the car seat checks and seatbelt use among the zero to eight age group by conducting 21 community car seat safety checks; offer two technician training classes; send 2 people to the National Lifesavers conference.

Targeted Problem Area: Occupant Protection; Impaired Driving; Injury Prevention;

Directed Impact: Reduce the number of serious injury and fatal crashes.
Increase the rate of seat belt and child safety seat use.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$41,900.00 Match: \$9,060.00 Local Benefit: \$16,760.00

PROGRAM AREA: Occupant Protection

Project Coordinating Agency: **Safe Kids Coalition, Fairbanks**

The Fairbanks Safe Rider program will provide car seat installation assistance and education to the Fairbanks area and other communities within Interior Alaska. This is the fourth year of a very successful program. During FY06 the program was integrated into the Fairbanks Memorial Hospital based CPS program. Hospital staff will include CPS into the Prenatal/Lamaze classes, New Parent's clinic, The Women's Center and in-patient car seat needs. A certified child passenger safety seat instructor and technicians will hold monthly safety seat checks across the North Star Borough, and will be available to assist people on an individual basis as well.

Targeted Problem Area: Occupant Protection; Injury Prevention.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.

Financial Summary: AHSO: \$79,048.00 Match: \$89,775.00 Local Benefit: \$31,619.20

PROGRAM AREA: Occupant Protection

Project Coordinating Agency:	Kids On The Move, Southeast Alaska
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Kids on the Move project will focus on morbidity and mortality reduction with children and motor vehicle crashes in Southeast Alaska. A certified child passenger safety seat instructor and technicians will hold monthly safety seat checks, and will be available to assist people on an individual basis as well. This past year the program established a fixed fitting station at the SEARHC medical clinic. The primary focus will be on high-risk groups such as low-income populations and Alaskan Native children. National data shows that 64% of child passengers who were killed in DUI related crashes were riding in the vehicle with the drinking driver, thus the program plans on partnering with other agencies to educate parents who have been arrested for DUI while transporting young children.

Targeted Problem Area: Occupant Protection; Injury Prevention;

Directed Impact: Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$41,626.00 Match: \$64,300.00 Local Benefit: \$16,650.40

PROGRAM AREA: Occupant Protection

Project Coordinating Agency:	Kenai Central Peninsula Hospital CPS, Kenai
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KCP Hospital will encourage seat belt and child safety seat use through safety training opportunities, certification of instructors, and car seat safety events in multiple locations communities on the Kenai Peninsula. The project will continue to provide passenger restraints (booster seats) that are appropriate for children 40 – 80 pounds.

The coordinator will educate parents and safety staff about child passenger safety in an effort to increase device usage, support, and enforcement. Car seat inspections will continue to be provided at an additional 28 annual events.

Targeted Problem Area: Occupant Protection; Injury Prevention

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.

Financial Summary: AHSO: \$36,148.00 Match: \$37,270.00 Local Benefit: \$14,459.20

PROGRAM AREA: Occupant Protection

Project Coordinating Agency: AHSO OP Mini Grants, Statewide

Funding will be provided for various OP Mini Grants throughout the year, as needed.

Targeted Problem Area: Occupant Protection; Injury Prevention.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.

Financial Summary: AHSO: \$20,000.00 Match: \$20,000.00 Local Benefit: \$8,000.00

PROGRAM AREA: Occupant Protection

Project Coordinating Agency: Alaska Highway Safety Office – LifeSavers

This program will fund the AHSO and Other Agencies to attend the National LifeSavers Conference.

Targeted Problem Area: Occupant Protection; Impaired Driving; Injury Prevention.

Directed Impact: Reduce the number of serious injury and fatal crashes..
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$25,000.00 Match: \$2,000.00 Local Benefit: \$10,000.00

PROGRAM AREA: Occupant Protection

Project Coordinating Agency: Alaska Highway Safety Office – 406 Safety Belt Incentive

ASHO will use funding to support the National Safety Belt Incentive.

Targeted Problem Area: Occupant Protection; Injury Prevention.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.

Financial Summary: AHSO: \$1,490,075.00 Match: \$0 Local Benefit: \$596,030.00

PROGRAM AREA: Occupant Protection

Project Coordinating Agency: DHS&S IPEMS-State CPS Coordinator

The Department of Health and Social Services, Injury Prevention and EMS section will fund a CPS Program Coordinator and establish a CPS advisory board, and a system that will streamline administrative and instructional processes to ensure the quality and integrity of CPS training and inspection programs, lower equipment costs through wholesale procurement practices, and establish a sustainable statewide network that will enhance transportation safety. The proposed CPS program will initiate and support and advisory board of CPS and injury prevention advocates representing national, state, municipal, and private sectors.

Targeted Problem Area: Occupant Protection, Injury Prevention

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.

Financial Summary: AHSO: \$125,000 Match: \$0 Local Benefit: \$50,000

PROGRAM AREA: Pedestrian and Bicycle Safety

Project Coordinating Agency: Alaska Highway Safety Office, Statewide

Bike/Pedestrian Safety community mini-grants will be made available for bicycle safety rodeos, give presentations in schools on bicycle and pedestrian safety, and conduct public information campaigns focusing on pedestrian and bicyclist responsibilities in traffic and use of bicycle helmets.

Targeted Problem Area: Injury Prevention

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.

Financial Summary: AHSO: \$45,000.00 Match: \$0 Local Benefit: \$18,000.00

PROGRAM AREA: Police Traffic Services

Project Coordinating Agency: Fairbanks Police Department, Fairbanks

Vehicle Immobilization devices will be added to all FPD patrol vehicles. This procedure will decrease the number of fatalities and serious accidents, which result when police pursue vehicles who fail to stop or drive recklessly. Speed display boards will be used in key areas of town where speeding is prominent.

The Fairbanks Police Department will upgrade their Data-master room in which impaired drivers submit breath testing. The update will increase the number of cases successfully prosecuted while eliminating needless evidentiary hearings.

Targeted Problem Area: Impaired Driving; Occupant Protection;
Injury Prevention; Fairbanks Municipality;
Interstates, Principal Arterials and Major Collectors

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.

Financial Summary: AHSO: \$24,496.00 Match: \$24,496.00 Local Benefit: \$9,798.40

PROGRAM AREA: Police Traffic Services

Project Coordinating Agency: Juneau Police Department

The in-car camera multifaceted tool will assist police officers with documenting events that occur in the field. This device will increase the number of Juneau drinking driving arrests and result in the reduction of impaired fatality and injury rates.

Targeted Problem Area: Impaired Driving; Occupant Protection;
Injury Prevention; Kodiak Municipality.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.
Reduce the ratio of impaired driving fatalities.

Financial Summary: AHSO: \$37,400.00 Match: \$9,350.00 Local Benefit: \$14,960.00

PROGRAM AREA: Police Traffic Services

Project Coordinating Agency: Wasilla Police Depart, DUI & Seatbelt Enforcement

Funding will be used for hours over and above the regularly funded yearly overtime and will be used specifically for speed/DUI enforcement. The 384 overtime hours is based on the use of eight hours of overtime each weekend figured spread over twelve months.

Tint meters, radar units, PBT's and Tasers will be purchased for increased effectiveness in Wasilla law enforcement.

Targeted Problem Area: Impaired Driving; Occupant Protection;
Injury Prevention; Wasilla Municipality.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the ratio of impaired driving fatalities.

Financial Summary: AHSO: \$19,072.40 Match: \$19,072.40 Local Benefit: \$7,628.96

PROGRAM AREA: Police Traffic Services

Project Coordinating Agency: Wasilla Police Department – Turnkey Message Sign

A Turnkey Message Sign will be purchased to give the driving public instant notification of accidents. The sign will be integrated into the DOT/PF ITS Architecture and made operational through the DOT/PF CARS/511 travel information system.

Targeted Problem Area: Impaired Driving; Occupant Protection;
Injury Prevention; Wasilla Municipality.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.
Reduce the ratio of impaired driving fatalities.

Financial Summary: AHSO: \$122,924.70 Match: \$13,658.30 Local Benefit: \$49,169.88

PROGRAM AREA: Police Traffic Services

Project Coordinating Agency: Dillingham Police Department, Dillingham

The Dillingham Department will purchase speed measuring radar equipment and certify, equip and train all patrol officers in the use of police traffic radar.

Targeted Problem Area: Impaired Driving; Occupant Protection;
Injury Prevention; Dillingham Municipality.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.
Reduce the ratio of impaired driving fatalities.

Financial Summary: AHSO: \$4,440.00 Match: \$1,224.00 Local Benefit: \$1,776.00

PROGRAM AREA: Police Traffic Services

Project Coordinating Agency: Palmer Police Department, Impaired Driving Enforcement & Education Initiative

This project will fund a Simulated Impaired Driving Experience (SIDNE) vehicle, battery-powered go-kart, to be used for driving instruction at the area middle and high schools. Fatal Vision goggles, traffic cones, power point projector and screen will be purchased for these education presentation. A covered car-hauler trailer to transport and store the above equipment. The grant will also support the officer's time to make these presentations. The local troopers and medical personal will also assist in this effort.

Targeted Problem Area: Impaired Driving; Occupant Protection;
Injury Prevention; Palmer Municipality;
Interstates, Principal Arterials and Major Collectors.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.
Reduce the ratio of impaired driving fatalities.

Financial Summary: AHSO: \$192,471.00 Match: \$36,000.00 Local Benefit: \$76,988.40

PROGRAM AREA: Police Traffic Services

Project Coordinating Agency: Homer Police Department

The Homer Police Department will purchase a "Total Station" measurement device system, associated equipment and training for use of the device. The "Total Station" will assist Officers in performing better investigations of serious crashes.

Targeted Problem Area: Impaired Driving; Injury Prevention; Juneau Municipality.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.
Reduce the ratio of impaired driving fatalities

Financial Summary: AHSO: \$15,319.00 Match: \$8,000.00 Local Benefit: \$6,127.60

PROGRAM AREA: Police Traffic Services

Project Coordinating Agency: Bristol Bay Borough Police Department

The Bristol Bay Borough Police Department will purchase and install dash cams in three patrol vehicles to aid DUI investigations by gathering evidence while making a traffic stop and interviewing suspected DUI offenders. DUI cases in bush Alaska are notoriously hard to prosecute when they go to jury trial and having the equipment would bolster these cases. Project goals are to improve impaired driving prosecution and adjudication with aggressive high visibility enforcement, improve technology in creating DUI and traffic accident databases, reduce crashes involving impaired drivers and on rural roads with officer safety when making arrests.

Targeted Problem Area: Impaired Driving; Occupant Protection;
Injury Prevention; Youth Driving

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.
Reduce the ratio of impaired driving fatalities.

Financial Summary: AHSO: \$9,122.00 Match: \$0,000.00 Local Benefit: \$3,468.80

PROGRAM AREA: Police Traffic Services

Project Coordinating Agency: Alaska Traffic Enforcement Partnership, Statewide

The Alaska Traffic Enforcement Partnership (ATEP) will administer local law enforcement grants. The ATEP will manage traffic safety grants made by the Alaska Highway Safety Office (AHSO) to police agencies in Alaska with the exception of Alaska State Troopers projects. A Traffic Safety committee of senior police officials in Alaska will be created and responsible for determining equipment and overtime grant awards to police agencies under the direction of ATEP's Director.

Targeted Problem Area: Impaired Driving; Occupant Protection;
Injury Prevention; Statewide Municipalities.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.
Reduce the ratio of impaired driving fatalities.

Financial Summary: AHSO: \$87,000.00 Match: \$0 Local Benefit: \$34,800.00

PROGRAM AREA: Police Traffic Services

Project Coordinating Agency: Alaska Highway Safety Office, DUI Enforcement
Equipment Grants, Statewide

These funds will allow the Alaska Highway Safety Office to provide traffic safety grants to local police agencies.

Targeted Problem Area: Impaired Driving; Occupant Protection;
Injury Prevention

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.
Reduce the ratio of impaired driving fatalities.

Financial Summary: AHSO: \$100,000.00 Match: \$0 Local Benefit: \$40,000.00

PROGRAM AREA: Traffic Records

Project Coordinating Agency:	Alaska Highway Safety Office, Statewide
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The Alaska Traffic Records Coordinating Committee is restructuring. A core TRCC group has been established of agencies consisting of AHSO, ADOT&PF, MSCVE, DMV, and Alaska Courts. The immediate plans of the committee include adopting a formal TRCC charter and by-laws, arranging for a traffic records assessment, development of a traffic records multi-year strategic plan, and applying for SAFETEA-LU 408 funding. Expenses will include travel to meetings and annual Traffic Records Forum for AHSO staff, contractual services with Bency & Associates, and costs associated with holding TRCC meetings and organizing the TRCC Assessment, as well as funding for a TraCS license maintenance fee.

Targeted Problem Area: Impaired Driving; Occupant Protection;
Injury Prevention; Greater Anchorage area and other Municipalities;
Interstates, Principal Arterials and Major Collectors.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.
Reduce the ratio of impaired driving fatalities.

Financial Summary: AHSO: \$500,000.00 Match: \$24,600.00 Local Benefit: \$200,000.00

PROGRAM AREA: Traffic Records

Project Coordinating Agency:	DOT/PF Highway Safety Scan Automation
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The Alaska Department of Transportation is developing the Alaska Highway Safety Scan Automation project to identify how many crashes occur in each of the countermeasure categories identified by the AAHSTO Strategic Highway Safety Plan. The output will be helpful in directing safety initiatives, including the newly mandated Alaska Strategic Highway Safety Plan.

Targeted Problem Area: State Highways

Directed Impact: Reduce the number of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$50,000.00 Match: \$0 Local Benefit: \$20,000.00

PROGRAM AREA: Hazard Elimination

Project Coordinating Agency: Alaska Department of Transportation and PF, Statewide

Hazard Elimination projects will be funded in FY 07 with Section 154; Section 164 sanction funds will be determined by DOT & PF Traffic Engineering Section.

Targeted Problem Area: Injury Prevention; Interstates, Principal Arterials and Major Collectors.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.
Reduce time between collection and input of traffic crash data.

Financial Summary: AHSO: \$9,000,000.00 Match: \$0 Local Benefit: \$3,600,000.00

PROGRAM AREA: Hazard Elimination

Project Coordinating Agency: Alaska Department of Transportation and PF, Statewide

This project will allow contracting with computer programming companies and the purchase of computer hardware and/or software.

As the main repository for crash information, the HAS database is critical to Highway Safety efforts. HAS requires extensive adjustment to keep pace with the updates to the police crash report forms. Projects include an interface with the TRACS system, an interface for electronic crash reporting forms, and programs to identify high crash locations which allow for identification of design improvements to mitigate crashes.

Targeted Problem Area: Injury Prevention; Interstates, Principal Arterials and Major Collectors.

Directed Impact: Reduce the Mileage Death Rate.
Reduce the number of serious injury and fatal crashes.
Reduce time between collection and input of traffic crash data.

Financial Summary: AHSO: \$779,497.00 Match: \$0 Local Benefit: \$311,799.20

PROGRAM AREA: Safe Communities

Project Coordinating Agency: Alaska Injury Prevention Center, Statewide

Alaska Injury Prevention Center's proposal for FY 2007 funding is multi faceted:

- child passenger program
- chair the statewide CPS Committee
- provide 2 annual recertification
- update trainings for CPS technicians
- provide 2 trainings and support for new CPS technicians,
- continue to be the only car seat check station with regular hours and assistance in the state
- facilitate the training of 3+ new CPS instructors
- several data gathering and analyzing projects

Targeted Problem Area: Injury Prevention; Impaired Driving; Greater Anchorage area; Interstates, Principal Arterials and Major Collectors.

Directed Impact: Reduce the ratio of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$397,313.00 Match: \$217,107.00 Local Benefit: \$158,925.20

PROGRAM AREA: Emergency Medical Services

Project Coordinating Agency: Community Health & Emergency Medical Services, Statewide

“Help Along the Way” brochures will be printed and distributed by the State Section of Community Health and Emergency Medical Services. The brochure contains information about access to emergency medical services along major Alaska roadways, and marine highways. A summary of Alaska laws about safety on the highways; recommended emergency equipment for vehicles; information for travelers who are the first to arrive at the scene of a crash; airbag safety tips; and first aid information will be included in the brochure.

Targeted Problem Area: Impaired Driving; Occupant Protection; Injury Prevention.

Directed Impact: Reduce the ratio of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$16,000.00 Match: \$1,613.43 Local Benefit: \$6,400.00

PROGRAM AREA: Emergency Medical Services

Project Coordinating Agency: Alaska Department of Health & Social Services, Statewide

The EMS Unit of the Section of Injury Prevention and EMS (IPEMS) pilot project will begin Phase II implementation of an Alaska EMS Data Collection System. The EMS Unit has distributed electronic data collection software to several EMS Services statewide; however, the ability to capture and translate data from all decentralized EMS services is not currently possible. The pilot project will build infrastructure to allow for importation of EMS “run data” from urban and rural EMS service providers throughout the state. The system will support EMS data collection software currently in use by the larger organizations and provide web-based reporting for smaller communities.

Targeted Problem Area: Impaired Driving; Occupant Protection; Injury Prevention

Directed Impact: Reduce the ratio of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$100,000.00 Match: \$50,315.00 Local Benefit: \$40,000.00

PROGRAM AREA: Emergency Medical Services

Project Coordinating Agency: Alaska Injury Prevention Center, Statewide

The Alaska Highway Safety Office and Office of Alaska Injury Prevention Center have been awarded the SAFETEA-LU 2016 Alaska EMS Optimization Project for the development of a broad database that allows for comprehensive analysis of injury patterns and provides the distribution of injuries by type and adjustment for season. This will provide a powerful tool for emergency planners and management personnel throughout the state. This project would link three distinct databases which would help to make the Alaska EMS data system compatible with the National EMS Information System (NEMSIS). This data source will become the foundation of a statewide planning capability, managed and led by the Alaska Injury Prevention Center (AIPC).

Targeted Problem Area: EMS; Injury Prevention; Traffic Records

Directed Impact: Reduce the ratio of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$1,000,000.00 Match: \$0.00 Local Benefit: \$400,000.00

PROGRAM AREA: Driver Education

Project Coordinating Agency: NCADD High Risk Driver Education, Juneau

This project will continue to target high risk driver behavior by administering a program which addresses two separate groups of drivers. A statewide standardization 12-hour re-education curriculum will be taught to youth drivers (ages 16-20) who have been adjudicated for alcohol related charges. Twelve classes will be offered annually to 120-200 teens, one per month.

Young drivers (ages 21-35) who have been adjudicated for alcohol related charges will be exposed to a specific media campaign which stresses the prevention of impaired driving, underage drinking and encourages passenger safety & seatbelt use. The campaign will be coordinated with ongoing statewide, impaired driving media campaigns.

Targeted Problem Area: Impaired Driving; Occupant Protection; Youth Drivers; Injury Prevention.

Directed Impact: Reduce the ratio of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$39,000.00 Match: \$39,000.00 Local Benefit: \$15,600.00

PROGRAM AREA: Driver Education

Project Coordinating Agency: NCADD Teen Defensive Driving, Juneau

The Teen Defensive Driving course at the Juneau Douglas High School will continue to target the 14-16 year "novice driver", students who have received or are about to receive their driver's license. An instructor will provide textbook instruction using the "Driving Skills for Life" program. This program focuses on the four critical skills that safety experts have identified as being the most problematic for young drivers; vehicle handling, speed management, space management and hazard recognition. The program will also include driver skill building with a driving simulator purchased from the previous grant year. The "Driving Skills for Life" is recognized by both GHSA and Ford Motor Company.

Targeted Problem Area: Impaired Driving; Occupant Protection; Youth Drivers; Injury Prevention.

Directed Impact: Reduce the ratio of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$66,140.00 Match: \$9,900.00 Local Benefit: \$26,456.00

PROGRAM AREA: Driver Education

Project Coordinating Agency: Northern Industrial Training, LLC

Northern Industrial Training, LLC will educate and train young drivers between the ages of 16-20, and reduce crashes related to driver inattention and distraction, reduce crashes on rural county roads and state highways, reduce speed related crashes, reduce crashes involving young drivers, improve traffic records, and reduce crashes related to aggressive driving. Project activities to include the National Safety Council's training methodology, Defensive Driving course which is a basic 6 to 8 hour curriculum; Think Driver Course, and Fatal vision which is a training tool used to vividly demonstrate the concept of impairment and the dangers of impaired driving. NIT will train 50 youth drivers in the Matanuska-Susitna Borough in the program utilizing both classroom and behind the wheel driver programs.

Targeted Problem Area: Youth driver, Impaired Driver

Directed Impact: Reduce the ratio of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$70,425.00 Match: \$0 Local Benefit: \$28,170.00

PROGRAM AREA: Motorcycle Safety

Project Coordinating Agency: Juneau ABATE

The Juneau ABATE will continue in its second year of its successful MSF certified motorcycle rider education program by expanding the number of MSF certified rider education coaches in southeast Alaska and establishing a sustainable rider education course for the summer of 2007. Project goals for Juneau ABATE are to continue to provide a more safely trained and educated motorcycle riding public and provide a more aggressive motorcycle awareness education campaign to the non-motorcycle riding public.

Targeted Problem Area: Motorcycle Safety

Directed Impact: Reduce the ratio of impaired driving related fatalities.
Reduce the number of serious injury and fatal crashes and motorcycle crashes.
Reduce the Mileage Death Rate.

Financial Summary: AHSO: \$52,5000.00 Match: \$0 Local Benefit: \$0.00

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

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

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

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

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

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight

procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

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

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

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

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

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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

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

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.

- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

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

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of

Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into

this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Clay Cashen

Governor's Representative for Highway Safety

8.31.06

Date

National Highway Traffic Safety Administration
Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State Alaska Number 07-402 Date 30-Aug-06

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase / (Decrease)	% Change	Current Balance	
PA-07-01	\$ 105,000	NA		\$ -	\$ 105,000	NA	\$ 105,000	
AL-07-02	\$ 40,000	NA	\$ 16,000	\$ -	\$ 40,000	NA	\$ 40,000	\$ 16,000
OP-07-03	\$ 225,500	NA	\$ 90,200	\$ -	\$ 225,500	NA	\$ 225,500	\$ 90,200
PT-07-04	\$ 130,777	NA	\$ 52,310	\$ -	\$ 130,777	NA	\$ 130,777	\$ 52,310
DE-07-05	\$ 70,425	NA	\$ 28,170	\$ -	\$ 70,425	NA	\$ 70,425	\$ 28,170
MC-07-06				\$ -	\$ -		\$ -	
EM-07-07	\$ 96,400		\$ 38,560	\$ -	\$ 96,400		\$ 96,400	\$ 38,560
SA-07-08	\$ 412,313		\$ 164,925	\$ -	\$ 412,313		\$ 412,313	\$ 164,925
TR-07-09	\$ 246,000		\$ 98,400	\$ -	\$ 246,000		\$ 246,000	\$ 98,400
PS-07-10	\$ 54,500		\$ 21,800	\$ -	\$ 54,500		\$ 54,500	\$ 21,800
Total NHTSA	\$ 1,380,915	NA	\$ 510,365	\$ -	\$ 1,380,915	NA	\$ 1,380,915	\$ 510,365
								\$ -
Total FHWA	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -
Total NHTSA & FHWA	\$ 1,380,915	NA	\$ 510,365	\$ -	\$ 1,380,915	NA	\$ 1,380,915	\$ 510,365

State Official Authorized Signature:

Federal Official(s) Authorized Signature:

NAME:

Cuey Casten

NHTSA - NAME:

FHWA - NAME:

TITLE:

Governor's Highway Safety Representative

TITLE:

Regional Administrator

TITLE:

Division Administrator

DATE:

9-Nov-06

DATE:

DATE:

Effective Date:

National Highway Traffic Safety

Administration

Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State Alaska Number 07-405A Date 30-Aug-06

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
OP-07-01	\$ 935,294	NA	\$ 467,647	\$ -	\$ 935,294	NA	\$ 935,294	\$ 467,647
							\$ -	
Total NHTSA	\$ 935,294	NA	\$ 467,647	\$ -	\$ 935,294	NA	\$ 935,294	\$ 467,647
Total FHWA	\$ -	NA	\$ -	\$ -	\$ -	NA	\$ -	\$ -
Total NHTSA & FHWA	\$ 935,294	NA	\$ 467,647	\$ -	\$ 935,294	NA	\$ 935,294	\$ 467,647

State Official Authorized Signature:

Federal Official(s) Authorized Signature:

NAME: Craig L. Cashen
 TITLE: Governor's Highway Safety Representative
 DATE: 9-Nov-06

NHTSA - NAME: _____
 TITLE: Regional Administrator
 DATE: _____

FHWA - NAME: _____
 TITLE: Division Administrator
 DATE: _____

Effective Date: _____

National Highway Traffic Safety

Administration

Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State Alaska Number 07-406 Date 30-Aug-06

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
	\$ -	NA	\$ -	\$ -	\$ -	NA	\$ -	\$ -
K4-07-02	\$ 1,490,075		\$ 596,030				\$ 1,490,075	\$ 596,030
Total NHTSA	\$ 1,490,075	NA	\$ 596,030	\$ -	\$ -	NA	\$ 1,490,075	\$ 596,030
Total FHWA	\$ -	NA	\$ -	\$ -	\$ -	NA	\$ -	\$ -
Total NHTSA & FHWA	\$ 1,490,075	NA	\$ 596,030	\$ -	\$ -	NA	\$ 1,490,075	\$ 596,030

State Official Authorized Signature:

Federal Official(s) Authorized Signature:

NAME: Craig L. Cashen
 TITLE: Governor's Highway Safety Representative
 DATE: 9-Nov-06

NHTSA - NAME: _____
 TITLE: Regional Administrator
 DATE: _____

FHWA - NAME: _____
 TITLE: Division Administrator
 DATE: _____

Effective Date: _____

National Highway Traffic Safety
Administration
Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State Alaska Number 07-410 Date 30-Aug-06

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
K8-07-01	\$ 530,578	NA	\$ 132,645	\$ -		NA	\$ 530,578	\$ 212,231
Total NHTSA	\$ 530,578	NA	\$ 132,645	\$ -		NA	\$ 530,578	\$ 212,231
Total FHWA	\$ -	NA	\$ -	\$ -	\$ -	NA	\$ -	\$ -
Total NHTSA & FHWA	\$ 530,578	NA	\$ 132,645	\$ -	\$ -	NA	\$ 530,578	\$ 212,231

State Official Authorized Signature:

Federal Official(s) Authorized Signature:

NAME: Craig L. Cashen
 TITLE: Governor's Highway Safety Representative
 DATE: 9-Nov-06

NHTSA - NAME: _____
 TITLE: Regional Administrator
 DATE: _____
 Effective Date: _____

FHWA - NAME: _____
 TITLE: Division Administrator
 DATE: _____

National Highway Traffic Safety
Administration
Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State Alaska Number 07-154AL Date 30-Aug-06

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	
PA-07-01	\$ 200,000		\$ -		200,000		\$ 200,000
AL-07-02	\$ 6,118,997		\$ -		\$ 6,223,997		\$ 6,223,997
OP-07-03	\$ -		\$ -		\$ -		\$ -
PS-07-04	\$ -		\$ -		-		\$ -
PT-07-05	\$ -		\$ -		-		\$ -
SA-07-06	\$ -		\$ -		-		\$ -
EM-07-07	\$ -		\$ -		-		\$ -
DE-07-08	\$ 128,140		\$ -		128,140		\$ 128,140
Total FHWA	\$ 6,447,137		\$ -	\$ -	\$ 6,552,137		\$ 6,552,137

State Official Authorized Signature:

Federal Official(s) Authorized Signature:

NAME: *Craig Carlson*
 TITLE: Governor's Highway Safety Representative
 DATE: 9-Nov-06

NHTSA - NAME: _____
 TITLE: Regional Administrator
 DATE: _____
 Effective Date: _____

FHWA - NAME: N/A
 TITLE: _____
 DATE: _____
 Effective Date: _____

National Highway Traffic Safety
Administration
Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State Alaska Number 07-2010 Date 30-Aug-06

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
K6-07-01	\$ 100,000	NA	\$ -	\$ -	\$ 100,000	NA	\$ -	\$ 40,000
Total NHTSA	\$ 100,000	NA	\$ -	\$ -	\$ 100,000	NA	\$ 100,000	\$ 40,000
Total FHWA	\$ -	NA	\$ -	\$ -	\$ -	NA	\$ -	\$ -
Total NHTSA & FHWA	\$ 100,000	NA	\$ -	\$ -	\$ 100,000	NA	\$ 100,000	\$ 40,000

State Official Authorized Signature:

Federal Official(s) Authorized Signature:

NAME: Craig L. Cashen
 TITLE: Governor's Highway Safety Representative
 DATE: 9-Nov-06

NHTSA - NAME: _____
 TITLE: Regional Administrator
 DATE: _____
 Effective Date: _____

FHWA - NAME: _____
 TITLE: Division Administrator
 DATE: _____

National Highway Traffic Safety

Administration

Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

State Alaska Number 07-2016 Date 30-Aug-06

Program Area	Approved Program Costs	Basis for % Change	State/Local Funds	Federally Funded Programs				Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	Current Balance	
1-Jul	\$ 1,000,000	NA	\$ -	\$ -	\$ - \$ 1,000,000	NA NA	\$ - \$ 1,000,000	\$ -
Total NHTSA	\$ 1,000,000	NA	\$ -	\$ -	\$ 1,000,000	NA	\$ 1,000,000	\$ -
Total FHWA	\$ -	NA	\$ -	\$ -	\$ -	NA	\$ -	\$ -
Total NHTSA & FHWA	\$ 1,000,000	NA	\$ -	\$ -	\$ 1,000,000	NA	\$ 1,000,000	\$ -

State Official Authorized Signature:

Federal Official(s) Authorized Signature:

NAME: Craig L. Cashen
 TITLE: Governor's Highway Safety Representative
 DATE: 9-Nov-06

NHTSA - NAME: _____
 TITLE: Regional Administrator
 DATE: _____

FHWA - NAME: _____
 TITLE: Division Administrator
 DATE: _____

Effective Date: _____

2007 Highway Safety Plan		Total	Matching		402	157	405a	406	410	154	154/164	2010	2016		Federal to
Project Title		Costs	Funds	Share to Local	Funds	Incentive	Funds	Seat Belt	Alcohol Impaired Driving	Alcohol	HE	Motor Cycle	AK Pilot EMS Program	State Funds	Local
PA	Planning & Administration	\$338,280.00	\$33,280.00		\$105,000.00					\$200,000.00					\$338,280.00
AL	Alcohol Program Management	\$50,000.00		\$20,000.00	\$20,000.00					\$30,000.00					\$80,000.00
AL	NCADD Teens In Action	\$59,500.00	\$25,500.00	\$23,800.00						\$59,500.00					\$59,500.00
AL	Statewide DUI - DDOLGJ	\$550,000.00		\$220,000.00						\$550,000.00					\$550,000.00
AL	Statewide DUI Media - DDOLGJ	\$350,050.00		\$140,020.00						\$350,050.00					\$350,050.00
AL	AST Palmer DUI Team	\$545,576.00	\$54,136.00	\$218,230.40						\$545,576.00					\$545,576.00
AL	Crime Lab Toxicology	\$125,000.00		\$50,000.00						\$125,000.00					\$125,000.00
AL	AK Court Sys - DUI Court	\$669,416.00	\$347,050.00	\$267,766.40						\$669,416.00					\$669,416.00
AL	AST Fairbanks DUI Team	\$618,972.00	\$55,662.00	\$247,588.80						\$618,972.00					\$618,972.00
AL	NCADD DUI Court	\$209,920.00	\$209,920.00	\$83,968.00						\$209,920.00					\$209,920.00
AL	NCADD Court Watch Juneau	\$70,000.00	\$7,800.00	\$28,000.00						\$70,000.00					\$70,000.00
AL	AST Visual Information Specialist	\$150,000.00	\$50,000.00	\$60,000.00						\$150,000.00					\$150,000.00
AL	Police Mini Grants DEC/DRE	\$100,000.00		\$40,000.00						\$100,000.00					\$100,000.00
AL	NCADD Protecting You Protecting Me	\$79,000.00	\$8,780.00	\$31,600.00						\$79,000.00					\$79,000.00
AL	Law Enforcement Expertise Travel	\$25,000.00	\$1,500.00	\$10,000.00	\$10,000.00					\$15,000.00					\$25,000.00
AL	2006 DUI Holiday Enforcement	\$225,000.00		\$90,000.00						\$225,000.00					\$225,000.00
AL	2006 DUI Holiday Media - AST	\$100,000.00		\$40,000.00						\$100,000.00					\$100,000.00
AL	DUI Enforcement Equipment	\$100,000.00		\$40,000.00						\$100,000.00					\$100,000.00
AL	Fall 2006 ASTEP Summit	\$75,000.00		\$30,000.00						\$75,000.00					\$75,000.00
	AK CHARR Education Fund - Safe Ride Home Program	\$36,400.00	\$37,220.00	\$14,560.00						\$36,400.00					\$36,400.00
	DPS Crime Lab - AK Impaired Driving Database Conversion & Integration	\$46,000.00	\$23,000.00	\$18,400.00						\$46,000.00					\$46,000.00
	Anchorage Police Department Traffic Unit Equipment	\$204,162.00	\$40,858.00	\$81,664.80						\$204,162.00					\$204,162.00
	Palmer PD - FY07 Impaired Driving Enforcement & Education Initiative	\$192,471.00	\$36,000.00	\$76,988.40						\$192,471.00					\$192,471.00
	Fairbanks PD - DUI & Traffic Units	\$217,794.00		\$87,117.60						\$217,794.00					\$217,794.00
	City of Wasilla PD - Seatbelt & DUI Enforcement	\$19,072.40	\$19,072.39	\$7,628.96			\$9,536.20			\$9,536.20					\$19,072.40
	DOT/PF - Northern Region Highway Safety Public Information Program	\$100,000.00	\$29,000.00	\$40,000.00										\$100,000.00	\$100,000.00
	DOT/PF - AK Hwy Safety Scan Automation	\$50,000.00	\$5,000.00	\$20,000.00						\$50,000.00					\$50,000.00
	CHARR - "Off the Road" - Making Anchorage Safer through Free Rides for Impaired Drivers & their Vehicles	\$50,000.00	\$12,500.00	\$20,000.00						\$50,000.00					\$50,000.00
	Soldotna PD SAFE Streets - Safe & Accident Free for Everyone	\$292,337.00	\$111,352.00	\$116,934.80						\$292,337.00					\$292,337.00
	Wasilla Police Dept - Turnkey Sign for Highway Safety Mess	\$122,924.70	\$13,658.30	\$49,169.88										\$122,924.70	\$122,924.70
	H&SS AK Alcohol Safety Action Program (ASAP) - High Risk Project	\$750,000.00	\$75,000.00	\$300,000.00						\$750,000.00					\$750,000.00
	Anchorage School District - Youth Education & Media Literacy Initiative	\$197,863.00	\$42,062.00	\$79,145.20						\$197,863.00					\$197,863.00
															\$0.00
	Alcohol TOTAL	\$6,381,458.10	\$1,205,070.69	\$2,552,583.24	\$30,000.00	\$0.00	\$9,536.20	\$0.00	\$0.00	\$6,118,997.20	\$0.00	\$0.00		\$222,924.70	\$6,411,458.10

2007 Highway Safety Plan		Total	Matching		402	157	405a	406	410	154	154/164	2010	2016		Federal to	
Project Title		Costs	Funds	Share to Local	Funds	Incentive	Funds	Seat Belt	Alcohol Impaired Driving	Alcohol	HE	Motor Cycle	AK Pilot EMS Program	State Funds	Local	
OP	OP Program Management	\$75,000.00		\$30,000.00	\$75,000.00											\$75,000.00
OP	Click It Or Ticket Enforcement	\$400,000.00		\$160,000.00			\$400,000.00									\$400,000.00
OP	Click It Or Ticket Media	\$200,000.00		\$80,000.00			\$200,000.00									\$200,000.00
OP	OP Mini Grants	\$20,000.00	\$2,000.00	\$8,000.00	\$20,000.00											\$20,000.00
OP	CPS - Kenai Central Peninsula Hosp	\$36,184.00	\$37,270.00	\$14,473.60			\$36,184.00									\$36,184.00
OP	Fairbanks Safe Kids	\$79,048.00	\$89,775.00	\$31,619.20			\$79,048.00									\$79,048.00
OP	Juneau Kids on the Move	\$41,626.00	\$64,300.00	\$16,650.40			\$41,626.00									\$41,626.00
	Hiland Mountain/Meadow Creek Correctional Center Car Seats	\$2,000.00	\$500.00	\$800.00			\$2,000.00									\$2,000.00
	Mat-Su Svs for Children & Adults	\$41,900.00	\$9,060.00	\$16,760.00			\$41,900.00									\$41,900.00
	Life Savers	\$25,000.00	\$2,500.00	\$10,000.00	\$25,000.00											\$25,000.00
	NHTSA 406 Safety Belts Incentive	\$1,490,075.00		\$596,030.00				\$1,490,075.00								\$1,490,075.00
																\$0.00
	Occupant Protection TOTAL	\$2,410,833.00	\$193,845.00	\$964,333.20	\$120,000.00	\$0.00	\$800,758.00	\$1,490,075.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$2,410,833.00
PS	Ped/Bicycle Program Management	\$12,500.00		\$5,000.00	\$12,500.00											\$17,500.00
PS	Bike/Ped Mini-Grants	\$45,000.00		\$18,000.00	\$45,000.00											\$63,000.00
																\$0.00
	Pedestrian/Bicycle TOTAL	\$57,500.00	\$0.00	\$23,000.00	\$57,500.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$80,500.00
PT	Police Traffic Mini Grants (402)	\$20,000.00	\$0.00	\$8,000.00	\$20,000.00											\$20,000.00
PT	PT Program Management	\$20,000.00	\$0.00	\$8,000.00	\$20,000.00											\$20,000.00
PT	Fairbanks Police	\$24,496.00	\$24,496.00	\$9,798.40	\$24,496.00											\$24,496.00
PT	Dillingham Dept of Public Safety - Impaired Driving Enforcement	\$4,440.00	\$1,224.00	\$1,776.00	\$4,440.00											\$4,440.00
PT	Bristol Bay Police Dept - Reduce Impaired Driving	\$9,122.00	\$3,041.00	\$3,648.80	\$9,122.00											\$9,122.00
PT	Juneau Police	\$37,400.00	\$9,350.00	\$14,960.00	\$37,400.00											\$37,400.00
PT	Homer PD - Enhanced Accident Investigation Capability	\$15,319.00	\$8,000.00	\$6,127.60	\$15,319.00											\$15,319.00
																\$0.00
	Police Traffic Services TOTAL	\$130,777.00	\$46,111.00	\$52,310.80	\$130,777.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$130,777.00
TR	Traffic Records Program Management	\$30,000.00		\$12,000.00	\$30,000.00											\$30,000.00
TR	Traffic Records Committee	\$10,000.00		\$4,000.00	\$10,000.00											\$10,000.00
	TraCS Suppot & License Fees	\$26,000.00	\$2,580.85	\$10,400.00	\$26,000.00											\$26,000.00
	12-200 Web Enablement Support	\$25,000.00	\$2,481.59	\$10,000.00	\$25,000.00											\$25,000.00
	TRCC Assessment	\$55,000.00	\$5,459.49	\$22,000.00	\$55,000.00											\$55,000.00
	DOT/PF Comm Vehicle Enforcement - TraCS 12-200 Crash Form Polit Program in Anchorage	\$100,000.00	\$10,000.00	\$40,000.00	\$100,000.00											\$100,000.00
																\$0.00
	Traffic Records TOTAL	\$246,000.00	\$20,521.93	\$98,400.00	\$246,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$246,000.00
SA	Safe Communities Coordination	\$15,000.00		\$6,000.00	\$15,000.00											\$21,000.00
SA	Alaska Injury Prevention Center	\$397,313.00	\$217,107.00	\$158,925.20	\$397,313.00											\$397,313.00
																\$0.00
	Safe Communities TOTAL	\$412,313.00	\$217,107.00	\$164,925.20	\$412,313.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00		\$418,313.00

2007 Highway Safety Plan		Total	Matching		402	157	405a	406	410	154	154/164	2010	2016		Federal to
	Project Title	Costs	Funds	Share to Local	Funds	Incentive	Funds	Seat Belt	Alcohol Impaired Driving	Alcohol	HE	Motor Cycle	AK Pilot EMS Program	State Funds	Local
EM	EMS Brochures	\$16,000.00	\$1,613.43	\$6,400.00	\$16,000.00										\$16,000.00
	H&SS - Public Health - Injury Prevention & EMS (IPEMS) - AK Child Passenger Safety Technician Program	\$125,000.00	\$14,515.00	\$50,000.00			\$125,000.00								\$125,000.00
EM	Dept of Health - EMS Data Collection System	\$100,000.00	\$50,315.00	\$40,000.00	\$100,000.00										\$100,000.00
EM	AK Pilot Program for Optimizing Emergency Medical Services	\$1,000,000.00											\$1,000,000.00		\$1,000,000.00
	EMS TOTAL	\$1,241,000.00	\$66,443.43	\$96,400.00	\$116,000.00	\$0.00	\$125,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00	\$0.00	\$1,241,000.00
DE	NCADD High Risk Driver Education	\$39,000.00	\$39,000.00	\$15,600.00						\$39,000.00					\$39,000.00
DE	NCADD Teen Defensive Driving Juneau - Included \$23,000.00 for Vehicle	\$89,140.00	\$9,900.00	\$35,656.00						\$89,140.00					\$89,140.00
	Northern Industrial Trainin, LLC - DRIVE: Defensive Responsible Intellignet Vehicle Education	\$70,425.00	\$15,776.85	\$28,170.00	\$70,425.00										\$70,425.00
	Driver Education TOTAL	\$198,565.00	\$48,900.00	\$79,426.00	\$70,425.00	\$0.00	\$0.00	\$0.00	\$0.00	\$128,140.00	\$0.00	\$0.00		\$0.00	\$198,565.00
MC	Juneau ABATE	\$26,250.00	\$26,250.00		\$26,250.00							\$26,250.00			\$26,250.00
	If AK receives 2010 funding, it will be used														
	Motorcycle Safety TOTAL	\$26,250.00	\$26,250.00		\$26,250.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00			\$26,250.00
HE	154 Transfer Programs	\$3,500,000.00									\$3,500,000.00				\$3,500,000.00
HE	164 Transfer Programs	\$5,500,000.00									\$5,500,000.00				\$5,500,000.00
TR	HAS Projects	\$779,498.00									\$779,498.00				\$779,498.00
	HE TOTAL	\$9,779,498.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,779,498.00	\$0.00		\$0.00	\$9,779,498.00
	HSP TOTALS	\$21,222,474.10	\$1,857,529.05		\$1,314,265.00	\$0.00	\$935,294.20	\$1,490,075.00	\$0.00	\$6,447,137.20	\$9,779,498.00	\$0.00		\$222,924.70	\$21,281,474.10