

Alaska Annual Grant Application

Federal Fiscal Year 2025



prepared for

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

prepared by

Tammy Kramer

Alaska Highway Safety Office

Department of Transportation and Public Facilities

July 31, 2024

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1.0 Updates to Alaska’s Triennial Highway Safety Plan

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

September 2024 Amendments

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

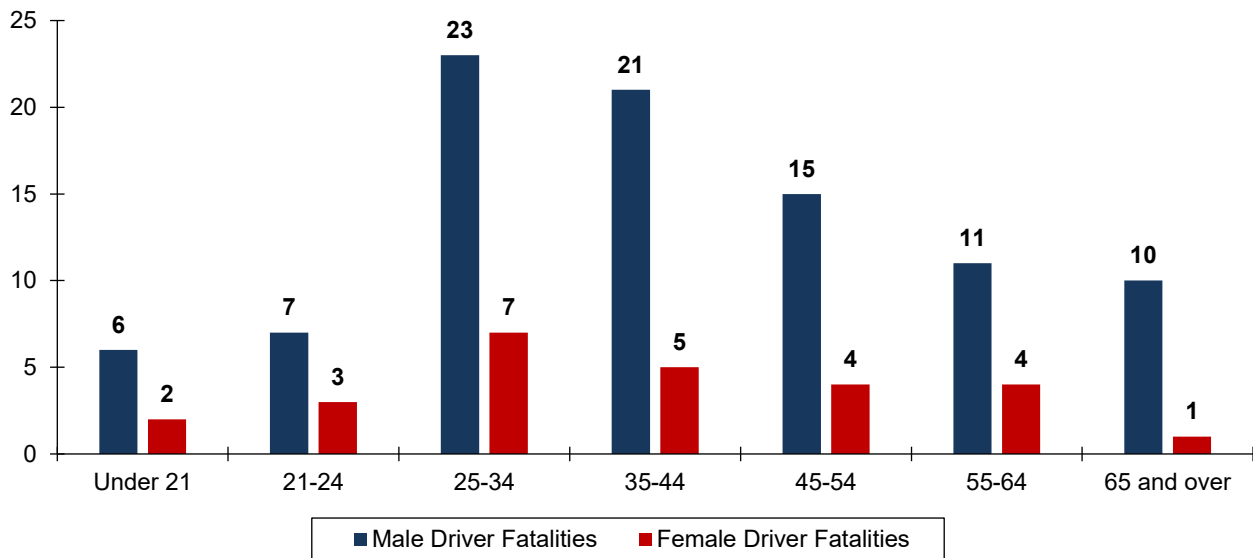
Previously the AHSO had novice and young driver countermeasures embedded under the occupant protection section. To strengthen and clarify the countermeasures to address novice drivers the AHSO is updating the 3HSP to add a Novice Driver section.

1.1 Novice Drivers

Problem ID the Strategy Addresses

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

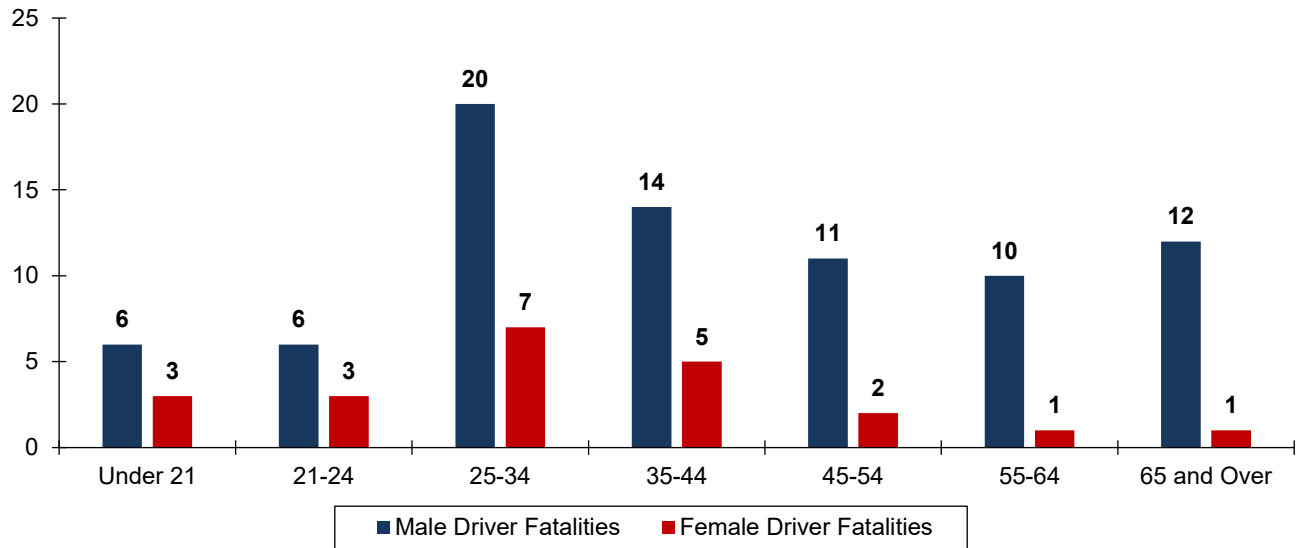
Figure 1 Alcohol-Suspected Driving Fatalities by Driver Gender and Age Group



Source/Date Accessed: FARS FIRST, May 2023

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

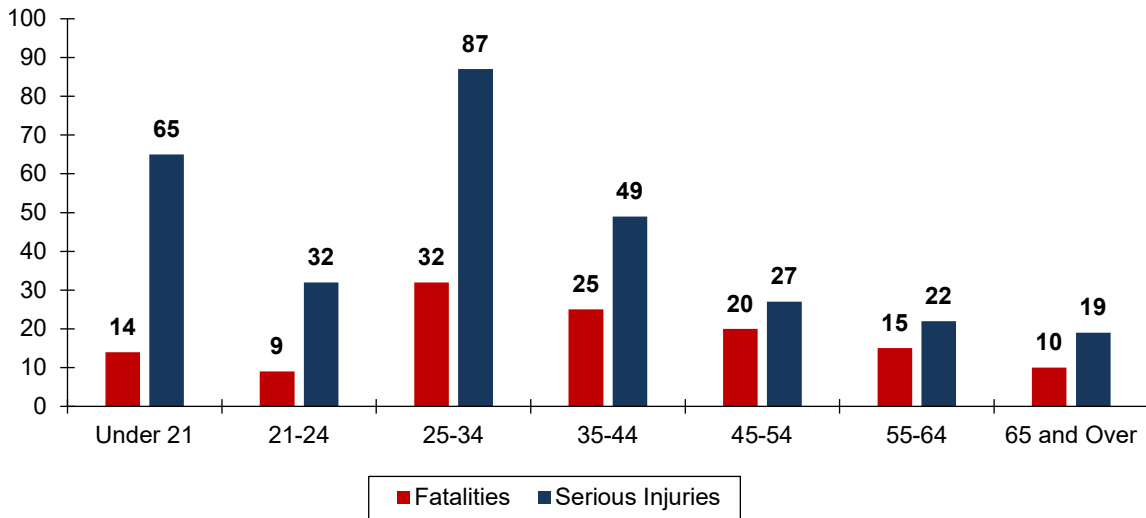
Figure 2 Speeding-Related Fatalities by Driver Gender and Age Group



Source/Date Accessed: FARS FIRST, May 2023.

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

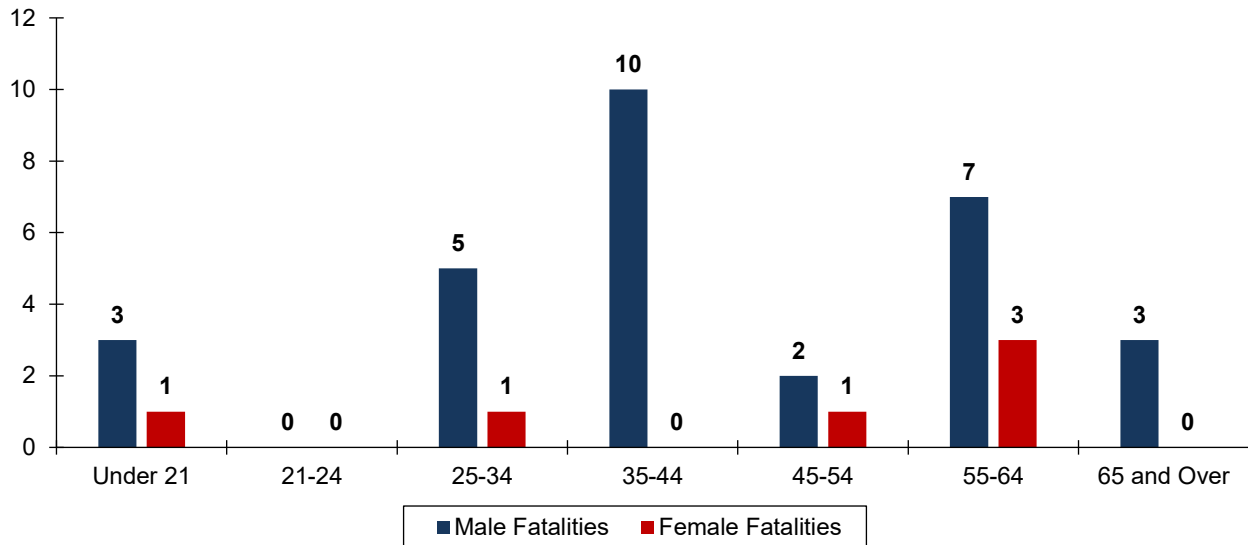
Figure 3 Unrestrained Fatalities and Serious Injuries by Age Group



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

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

Figure 4 Motorcyclist Fatalities by Gender and Age

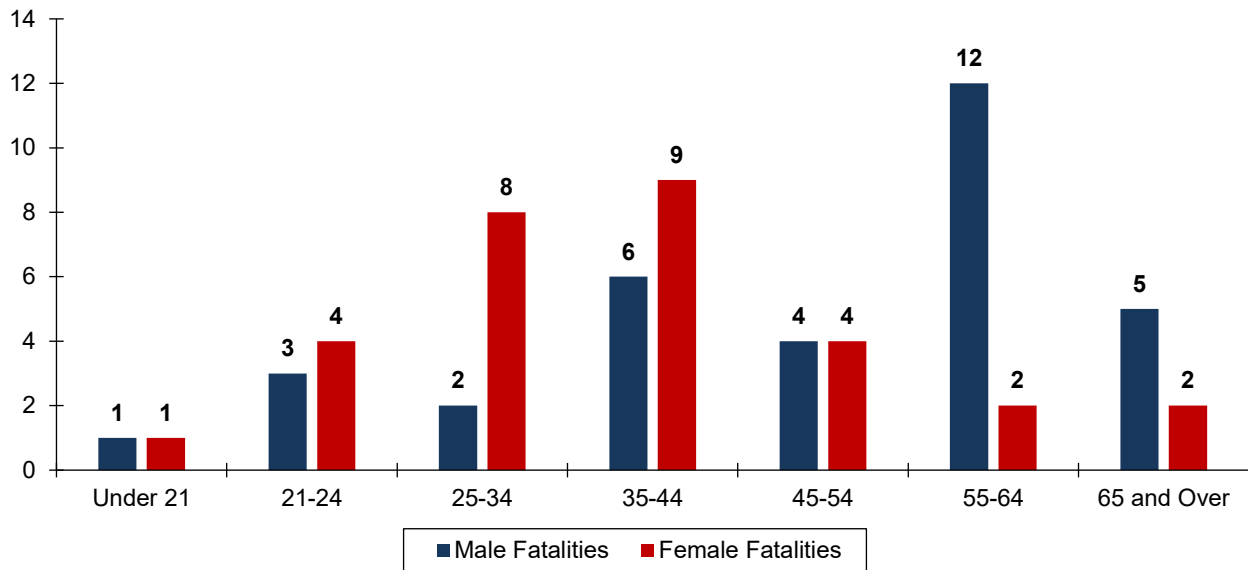


Source/Date Accessed: Alaska CARE, May 2023.

The age distribution for pedestrian fatalities was different between male and female pedestrians between 2017 and 2021, as illustrated in Figure 5. Male pedestrians age 55 to 64 years had the highest number of fatalities, accounting for 19 percent of all pedestrian fatalities. Males ages 35 to 44 years were the next

highest for male pedestrians, with six fatalities. In comparison, female pedestrians ages 35 to 44 years had nine fatalities, followed closely by 8 female pedestrian fatalities age 25 to 34 years old.

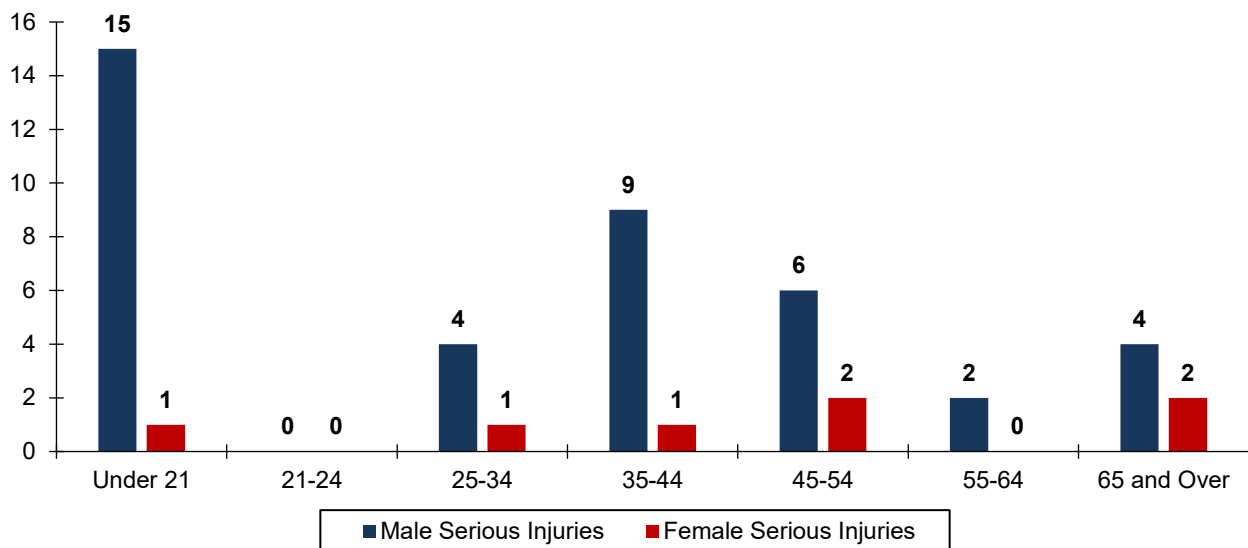
Figure 5 Pedestrian Fatalities by Age and Gender



Source/Date Accessed: FARS FIRST, May 2023.

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

Figure 6 Bicycle Serious Injuries by Age Group and Gender



Source/Date Accessed: Alaska CARE, May 2023.

Countermeasure Strategy

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

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

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

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

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

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

Performance Targets the Strategy Addresses

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

Federal Funds the State Plans to Use

Estimated Allocation of Funds: \$310,000

Funding Source(s): 402

Considerations Used to Determine What Projects to Fund for the Strategy

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

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

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

Previous Amendments

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

For this AGA, the State of Alaska is creating a new countermeasure strategy for programming funds, focused on Driver and Officer Safety Education, to accompany an application for Section 405 (i) funding. The new countermeasure strategy is described in Section 2.10 below.

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

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

According to the most recent Annual Report, submitted in January, 2024, most of Alaska's Core Performance Measures were on track to being met for FFY 2023. To address the trends for pedestrian and bicyclist fatalities, Alaska looks forward to leveraging Section 405 (g) Non-motorized grant funding. Since early indications appear that Alaska is on track to meet our Core Performance Measures the AHSO is not making any changes to program funding at this time.

This Annual Grant Application reflects Alaska's ongoing strategy to continue to invest in areas identified in the Problem Identification process, public engagement, and performance reporting. Alaska's commitment to Public Participation and Engagement (PP&E) also remains strong and we look forward to sharing a future update on ongoing additional PP&E activities.

2.0 Project and Subrecipient Information

2.1 Impaired Driving

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

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

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

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

Strategy 2: Prevention

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

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

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

AS 2.2.1:Conduct data-driven compliance checks.

AS 2.3:Conduct mandatory alcohol server training.

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

Strategy 3: Criminal Justice System

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

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

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

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

Strategy 3.3: Enforce and publicize High Visibility Enforcement

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

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

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

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

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

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

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

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

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

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

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

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

- AS 3.8.1: Hire a Traffic Safety Resource Prosecutor (TSRP).
- AS 3.8.2: Provide statewide prosecutor training and technical assistance throughout Alaska.
- AS 3.9: Provide information to judges on impaired driving issues and best practices.
- AS 3.10: Suspend a driver license administratively upon arrest.
- AS 3.10.1: Continue program to suspend or revoke licenses based on test refusal or test result.

Strategy 4: Communications Program

- AS 4.1: Establish a comprehensive communications plan that includes impaired driving initiatives.
- AS 4.1.1: Develop a statewide traffic safety communications plan which incorporates initiatives from the Alaska Impaired Driving Strategic Plan.
- AS 4.1.2: Implement the impaired driving communications plan to increase coverage of enforcement activity during special events and campaigns.

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

- AS 5.1: Develop and implement a screening, treatment, and rehabilitation program.
- AS 5.1.1: Evaluate the effectiveness of implementing SB 91 (which requires risk assessment screening for alcohol and drug use).

Strategy 6.1: Program Evaluation and Data

- AS 6.1: Conduct an annual impaired driving program evaluation.
- AS 6.1.1: Conduct data analysis and reporting of IDTF activities and grant funded impaired driving related programs.
- AS 6.2: Improve toxicology services for impaired driving cases.
- AS 6.2.1: Ensure the services of a forensic toxicologist to analyze blood test results and provide expert testimony in impaired driving cases.

The Alaska Impaired Driving Task Force includes the following members:

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

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

FY2025 Projects

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

Project Name: High-Visibility DUI Enforcement

Project Description: Highly visible enforcement is widely recognized as an effective countermeasure for reducing impaired driving fatalities and serious injuries. The AHSO will fund the Alaska State Troopers (AST) and 11 local agencies to conduct data-driven integrated enforcement which includes high visibility enforcement and saturation patrols in areas of high risk for impaired driving crashes in coordination with national mobilizations.

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

Affected Communities (if applicable):

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

Project Agreement Number: M5HVE-25-01-BL(A)

Subrecipient(s): Local and State Law Enforcement Agencies

Eligible Use of Funds: High Visibility Enforcement

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Anchorage Police Department Impaired Driving Enforcement Unit

Project Description: This project will support the Anchorage Police Department Impaired Driving Enforcement Unit's (IDEU) enforcement effort. The IDEU will focus on sustained, high visible enforcement using data driven methods to improve efficiency and effectiveness. The IDEU will continue to combat impaired driving with targeted enforcement, high-visibility patrols and continued partnership and community outreach with the AHSO. IDEU officers will maintain a visible presence in geographical areas of Anchorage associated with drinking establishments. IDEU will also review the list of catering permit applications to determine the need for additional presence in locations where events take place. The IDEU will deploy resources as needed on Federal, state, and local holidays, events, and other dates supported by arrest data, including but not limited to the Alaska State Fair, opening of sport fishing season, hunting season, the Alyeska Slush Cup, Anchorage community events, and all HVE dates provided by the AHSO (e.g., the

national You Drink, You Drive. You Lose. campaign). The IDEU will also coordinate public outreach campaigns with APD, AHSO, and Alaska DOT's public information officers and public relations. A portion of the funding will be used for officer training and fleet maintenance to enable officers to work the impaired driving enforcement patrols.

Location where the Project is Performed: Anchorage Metropolitan area

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)800,000

Project Agreement Number: 402 AL-25-01-BL(A)

Subrecipient(s): Anchorage Police Department

Eligible Use of Funds: Impaired Driving

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Fairbanks DUI Traffic Enforcement Unit

Project Description: The Fairbanks DUI Traffic Enforcement Unit will conduct highly visible and sustained enforcement through deployment of saturation patrols in areas of high risk for impaired driving crashes. An officer will be assigned by command staff to work 40 hours per week focused solely on DUI enforcement Wednesday through Sunday, when data suggests DUI-related crashes are most prevalent. Data-driven enforcement operations will be conducted throughout the year and in coordination with the national mobilizations.

Location where the Project is Performed: Fairbanks Area

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: 405d Mid/\$278,000

Project Agreement Number: M5HVE-25-01-BL(B)

Subrecipient(s): City of Fairbanks Police Department

Eligible Use of Funds: High Visibility Enforcement

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Statewide Drug Recognition Expert (DRE) Program

Project Description: This project will support Alaska's DRE program activities. This project will support a 3-day statewide annual in-service training in Anchorage; DRE instructors conducting up to three Drug Impairment for Educational Professionals (DITEP) trainings; DRE instructors to teach up to five Advanced Roadside Impaired Driving Enforcement (ARIDE) courses; participation in the National Annual DRE Training Conference and Annual DRE Regional Mid-Year Meeting; DRE Instructor training for up to two existing DREs; DRE certification for up to five DRE applicants; DRE Instructor travel for certification schools; DRE Certification travel for field certifications; equipment, callouts, and out-of-state toxicology testing.

Location where the Project is Performed: Anchorage area

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: M5TR-25-01-BL(A)

Project Agreement Number: 405d Mid/\$269,000

Subrecipient(s): Alaska State Troopers, Statewide

Eligible Use of Funds: Mid Training

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

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

Location where the Project is Performed: Anchorage area

Affected Communities (if applicable):

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

Project Agreement Number: M5BAC-25-01-BL(A)

Subrecipient(s): Alaska Highway Safety Office

Eligible Use of Funds: Mid BAC Testing; Reporting

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Alaska DUI/Drug Courts Outcome Improvement

Project Description: The overall objective of this project is to promote public safety and reduce criminal recidivism by admitting addicted offenders into treatment and the court program as quickly as possible and supporting them through the program to successful completion. This would be done by the leasing of 12 ankle bracelets for use on new high-risk participants in the states therapeutic court program. There are three objectives of this program:

One, to improve retention of participants in DUI/Drug courts by two percent at the end of the year by keeping participants engaged in the program thru to completion of the program. Two, to provide timely data analysis regarding therapeutic court processes and their alignment with best practices. Three, to have national

experts train at least five teams from DUI/Drug courts on practice standards and how to make their individual courts more effective and achieve better outcomes for participants and for public safety.

Location where the Project is Performed: Anchorage area

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: 405d Mid/\$106,371.00

Project Agreement Number: B5TST-25-01-BL(A)

Subrecipient(s): Alaska Court System

Eligible Use of Funds: Mid BAC Testing; Reporting

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

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

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

Affected Communities (if applicable):

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

Project Agreement Number: M5PEM-25-01-BL(A)

Subrecipient(s): Walsh Sheppard

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

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

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

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

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)/ \$184,000

Project Agreement Number: 402PM-25-25-BL(G)

Subrecipient(s): Alliance Highway Safety

Eligible Use of Funds: Paid Media

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

2.2 Occupant Protection

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes. The AHSO remains committed to improving the seat belt use rate. AHSO’s goal is to increase the observed seat belt use to 92 percent by the end of the year in 2024.

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

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

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

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

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

CPS Technicians will distribute information on the importance and use of child restraints through community clinics, health practitioners, and hospitals. At these events parents and guardians are advised about the dangers on leaving unattended passengers in the car who could be in danger from hot cars. Additionally, the statewide CPS Coordinator and Assistant State Coordinator will plan, implement, and promote a coordinated CPS event in support of National Child Passenger Safety Week/Seat Check Saturday in September, 2025 that focuses on both car and booster seats. Alaska's permanent inspection stations will be key sites for this coordinated event. The state's present active network of fitting stations, including whether they service rural or urban areas of the state, are identified in Table 2.1 below. Most fitting stations provide services for at-risk and low-income populations. These fitting stations are expected to service the state in FFY2025. Each planned event will be staffed with at least one current nationally certified CPS Technician. The AHSO CPS Coordinator will support other locations where seat checks can be conducted as needed to ensure statewide coverage continues. The AHSO will also support technician certification, re-certification and instructor certification via in-state conferences and technician certification courses.

Table 2.1 Alaska FFY2025 Child Restraint Inspection Stations

Name	City	Notes	Rural or Urban
Center for Safe Alaskans ¹	Anchorage	By appointment only. NHTSA Training Resource. Special Needs Transportation Resource	Urban ¹
Anchorage Fire Department	Anchorage	By appointment only. AFD has 13 Inspection Stations.	Urban
Safe Kids Alaska State Coalition Coordinator Providence Alaska Medical Center ¹	Anchorage	By appointment only. Special Needs Transportation Instructor.	Urban
Bethel Fire Department	Bethel	By appointment only.	Rural
Native Village of Eyak	Cordova	By appointment only.	Rural
Craig Tribal Association	Craig	By appointment only.	Rural
Eielson AFB and Emergency Services	Eielson AFB	By appointment only.	Rural
Ester Volunteer Fire Department	Ester	By appointment only.	Rural
The Fairbanks Safe Rider Program ¹	Fairbanks	By appointment only. Special Needs Transportation.	Rural
Sprout Family Services	Homer	By appointment only.	Rural
Bartlett Regional Hospital	Juneau	By appointment only.	Rural
Juneau Police Department, Safe Kids Alaska CPS Program ¹	Juneau	By appointment only.	Rural
SEARHC Juneau	Juneau	By appointment only.	Rural
Kenai Fire Department	Kenai	By appointment only.	Rural
City of Nikiski	Kenai	By appointment only.	Rural
Ketchikan Fire Department Safe Kids Alaska CPS Program	Ketchikan	By appointment only.	Rural
Kodiak Bayside Fire Station Safe Kids Alaska CPS Program	Kodiak	By appointment only.	Rural
Nome Community Center	Nome	By appointment only.	Rural
Seward Providence Mountain Haven	Seward	By appointment only.	Rural
SEARHC Sitka	Sitka	By appointment only.	Rural
Central Emergency Services	Soldotna	By appointment only.	Rural
Safe Kids Kenai Peninsula ¹	Soldotna	By appointment only. Checks conducted at Central Peninsula Hospital	Rural
Matsu Services for Children and Adults, Safe Kids Matsu ¹	Wasilla	By appointment only.	Rural
Ft. Wainwright Fire Department	Fairbanks	By appointment only.	Rural
Chena Goldstream Fire & Rescue	Fairbanks	By appointment only.	Rural
Western Emergency Services	Ninilchik	By appointment only.	Rural
CAMP – Norton Sound Health Corporation	Nome	By appointment only.	Rural

Name	City	Notes	Rural or Urban
Knik Tribe, Safe Kids Alaska CPS	Palmer	By appointment only.	Rural

¹ Denotes the station provides a Special Needs Transportation Resource.

The statewide CPS Coordinator and Assistant Statewide Coordinator will determine the current level and geographic distribution of certified CPS technicians in Alaska, monitor the state’s recertification rate, and schedule technician trainings. AHSO will provide funding for new technician certification training and technician recertification. Emphasis will be given to ensuring that there are certified technicians in remote communities. The anticipated number of CPS technician courses for FFY2025, their location, and estimated number of participants is shown below. Given current conditions, the statewide CPS Coordinator anticipates these courses will ensure Alaska will have the needed number of technicians to maintain required coverage at the state’s fitting stations and planned events.

Table 2.2 FFY2025 Child Passenger Safety Technician Courses

Course Location	Number of Courses	Estimated Number of Participants
Anchorage	3	30
Fairbanks	1	10
Palmer/Wasilla	1	10
Soldotna	2	10
Total	7	60

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

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

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

Proper restraint, both seat belts and child restraints, also will be addressed through earned and paid media disseminated by AHSO and its law enforcement and injury prevention partners (the latter will be provided

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

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

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

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

Alaska’s CIOT enforcement campaign will run in conjunction with the National CIOT Mobilization scheduled for May 2025. Funds will be granted to law enforcement agencies based on a pre-developed enforcement plan. It is anticipated that the following agencies will participate in the 2025 CIOT Mobilization:

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

FY2025 Projects

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

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

Project Description: The AHSO will provide grants to AST and local law enforcement agencies to conduct seat belt enforcement activity in their jurisdictions. The AST, in collaboration with local law enforcement agencies (Anchorage, Dillingham, Valdez, Juneau, Kenai, Soldotna, Wasilla and Whittier Police Departments), will conduct high-visibility overtime enforcement during the Click It or Ticket mobilization and state blitzes through directed and saturation patrols, and seat belt informational checkpoints. Enforcement will focus on roadways with identified low seat belt use rates as determined by crash data and Alaska’s

annual Observational Survey of Seatbelt Use and Occupant Protection Use Survey. Participating agencies also will conduct earned media activities and participate in education events.

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

Affected Communities (if applicable): Tribal and underserved communities

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

Project Agreement Number: 402OP-25-04-BL(A)

Subrecipient(s): Local and State Law Enforcement Agencies

Eligible Use of Funds: Seat Belts

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

Project Description: Safe Kids (SK) Kenai Peninsula will support the CPS component of the state's Occupant Protection Strategic Plan. SK Kenai will coordinate 17 community car seat checkup events and inspection sites to distribute 100 child passenger safety devices to families at risk and in need, perform 500 car seat checks at seven community checkup events, and increase education and awareness to 900 children and 1,200 adults. SK Kenai will also serve as a mentor to fire and EMS departments, and will coordinate, train, support certification, and mentor CPS technicians in the region. This project will implement a child passenger safety media campaign on social media through the Central Peninsula Hospital. Donations are requested but are not required for car seats, this project may generate program income.

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

Affected Communities (if applicable): Tribal and underserved communities

Federal Funding Source(s)/Amount: 405b High/\$44,911.00

Project Agreement Number: M1CPS-25-04-BL(C)

Subrecipient(s): Central Peninsula Hospital

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

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Fairbanks Safe Rider Program

Project Description: In support of the CPS component of the state's Occupant Protection Strategic Plan, the Fairbanks Safe Rider Program will host CPS events (e.g., car seat check events, inspections, seat distribution), support existing and develop additional child safety seat fitting stations, provide CPS education at community events, and implement earned media opportunities to educate the public. Specific goals are to conduct at least six community educational events; conduct at least one booster seat checkup event; increase community CPS fitting stations from two to three; increase the number of car seat fittings through

hospital rounds to 76; and increase the number of car seat checks to 211. Donations are requested but are not required for car seats, this project may generate program income.

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

Affected Communities (if applicable): Tribal and underserved communities

Federal Funding Source(s)/Amount: 405b High/\$145,158.00

Project Agreement Number: M1CPS-25-04-BL(D)

Subrecipient(s): Fairbanks Memorial Hospital

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

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Statewide CPS Coordinator

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

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

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

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

Project Agreement Number: M1CPS-25-04-BL(A)

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

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

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Statewide CPS Co-Coordinator

Project Description: This project will support activities of the statewide CPS Co-Coordinator who will function as an extension of the AHSO. The Co-Coordinator will assist the Coordinator in serving as the point of contact for the CPS community and activities in the state. They help the Coordinator maintain the CPS databases (e.g., technician, instructor, training, and child restraint inspection station); schedule training and monitor recertification and distribution of technicians and instructors; publicize a calendar of statewide training, activities, and injury prevention programs; collect and analyze car seat check data; and ensure the

CPS content on the AHSO website is accurate and up to date. They also help plan and implement a statewide event to support the National CPS Awareness Week and collaborate with the AHSO and law enforcement to ensure technicians are invited to participate in enforcement mobilizations such as Click It Or Ticket.

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

Affected Communities (if applicable): Tribal and underserved communities

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

Project Agreement Number: M1CPS-25-05-BL(B)

Subrecipient(s): Fairbanks Memorial Hospital

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

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

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

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

Affected Communities (if applicable): Tribal and unrestrained occupants

Federal Funding Source(s)/Amount: 405b High/\$200,000.00, NHTSA 402 (BIL)/\$200,000

Project Agreement Number: 405b M1*PM-25-06-BL(A); 402PM-25-25-BL(I)

Subrecipient(s): Walsh Sheppard

Eligible Use of Funds: Paid Media/Distracted Driving/UNATTD

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Countermeasure(s): Per requirement of 23 CFR 1340

Project Name: Occupant Protection Use Survey (OPUS)

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

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

Affected Communities (if applicable):

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

Project Agreement Number: M1OP-25-05-BL(B)

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

Eligible Use of Funds: High Occupant Protection Information System

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Older Drivers/CarFit Program

Project Description: This project will fund training of an additional staff member as CarFit Technician; maintain permanent older driver fitting station; provide ten CarFit check events; provide public education on older driver safety via in-person or virtual presentations to older adult driver group and/or CarFit events; lead the statewide Older Adult Driver Emphasis Area Team; and develop a social media education campaign. Information about each CarFit check will be collected and used to track the number of seniors assisted as well as motor vehicle changes recommended, and changes actually made. In addition, pre- and post-evaluations of all participants will be conducted to measure change in knowledge and behaviors related to car safety.

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

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)/\$73,668.00

Project Agreement Number: 402OD-25-05-BL(A)

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

Eligible Use of Funds: Older Driver Safety

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

Project Description: The Center for Safe Alaskan's CPS program is evidence based and focused on education programs for target low seat belt (car seat and booster seat) users. This project will fund distribution of car and booster seats and CPS education at fitting station and events on a needs basis for

socially or economically disadvantaged families and assist with continued education and training for CPS. Twenty-four percent of Alaskans live below the 200% of the poverty level. This project will also support 400 car seat checks at full-time permanent inspection/fitting station and events; four Public CPS checkup events; 24 CPS educational presentations at health and safety events and virtually; and participation in at least four CPS Technician certification trainings. Industry support will include supporting recertification of technicians and instructors, mentoring professionals, and supporting high visibility enforcement campaigns. Safe Alaskans will also evaluate program effectiveness, with a special emphasis on diversity, equity, and inclusion. Donations are requested but are not required for car seats, this project may generate program income

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

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

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)\$23,370.00; 405b High/\$214,768.00

Project Agreement Number: 402CR-25-03-BL(A) & M1CPS-25-04-BL(E)

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

Eligible Use of Funds: Child Restraint; Community CPS Services

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Media-OP

Project Description: This project funds media and educational activities on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals to reduce unrestrained occupant related crashes. This project is designed to reach high-risk target demographics gathered for sporting events, schools, and entertainment venues located throughout the state which are not currently addressed directly in other paid media activities for occupant protection. This project addresses these individuals directly at the events with a combination of consistent and repeated messaging at the events about the dangers driving unrestrained. The team will be present at many of these events, like local schools, to provide hands on demonstrations and peer to peer social media activities to provide an immersive learning experience on the dangers of driving unrestrained. FFY2025 planned activities for will occur at baseball games, fairs, and schools throughout the state. Dangers of unattended passengers and heatstroke will also be a component of these activities. A mass media campaign consists of intensive communication and outreach activities regarding occupant protection. Others promote specific behaviors such as buckling up every trip, every time, to reinforce with the public that a crash can occur at any time due to no fault of their own and being restrained is their best defense. Campaigns vary in quality, size, duration, funding, and many other ways. Effective campaigns identify a specific target audience and communications goal and develop messages and delivery methods appropriate to—and effective for—the audience and goal.

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

Affected Communities (if applicable): Tribal and unrestrained occupants

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

Project Agreement Number: 402 PM-25-25-BL(H)

Subrecipient(s): Alliance Highway Safety

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

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

2.3 Speed Enforcement

The following planned activity will support this countermeasure in FFY2025:

- Speed Enforcement

FY2025 Projects

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

Project Name: AST Speeding Fatality Reduction Effort

Project Description: The Alaska State Troopers will conduct speeding enforcement in FFY2025 with the goal of decreasing the number of excessive speeding of motorists who travel more than 15+ miles per hour over the posted speed limits by five percent. Enforcement of the posted speed limit will occur at locations based on data where speed-related crashes have occurred and will consist of high-visibility enforcement operations to address specific problem areas, times, and events with a high incidence of speeding and aggressive driving behavior.

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

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: 402 (BIL)/\$242,000.00

Project Agreement Number: 402SC-25-19-BL(A)

Subrecipient(s): Alaska State Troopers

Eligible Use of Funds: Speed Management

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

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

Location where the Project is Performed: Anchorage area

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)/\$227,000.00

Project Agreement Number: 402SC-25-19-BL(B)

Subrecipient(s): Anchorage Police Department

Eligible Use of Funds: Speed Management

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Educational Traffic Safety Media Buys (Speed)

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

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

Affected Communities (if applicable):

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

Project Agreement Number: 402PM-25-25-BL(C)

Subrecipient(s): Walsh Sheppard

Eligible Use of Funds: Paid Media/Speed Management

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Special Events and Sports Marketing (Speed)

Project Description: This project funds the media and educational activities on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals to reduce speeding related crashes. This project is designed to reach high-risk target demographics gathered for sporting events, schools, and entertainment venues located throughout the state which are not currently addressed directly in other paid media activities for speed. This project addresses these individuals directly at the events with a combination of consistent and repeated messaging at the events about the dangers of speeding. The team will be present at many of these events, like local schools, to provide hands on demonstrations and peer to peer social media activities to provide an immersive learning experience on the dangers of speeding while driving. Planned activities for FFY2025 will occur at fairs, college athletics, motorsports, hockey games, rodeos, motorcycle events and schools throughout the State.

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

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

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: 402PM/250,000

Project Agreement Number: 402PM-25-25-BL(F)

Subrecipient(s): Alliance Highway Safety

Eligible Use of Funds: Paid Media/Speed

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: APD Seward Highway High Visibility Enforcement Speed Reduction

Project Description: The Anchorage Police Department is proposing a targeted high visibility speed enforcement project aimed at modifying driving behavior during peak travel times on major arterials in its jurisdiction, which include Seward Highway Safety Corridor (MP 90 to MP 117 Potter Marsh), MP 75 to MP 90 and MP 117 to Tudor Road. HVE speed enforcement is a recognized strategy from Counter Measures That Work (NHTSA). While the effectiveness of such campaigns in Countermeasures is a "4-star rated", it can be effective (also per Countermeasures) when combined with supporting communications and outreach. Proposed countermeasures are HVE speed enforcement efforts on major arterials located on areas of Seward HWY where crashes have been prominent. The enforcement efforts will be complimented with a coordinated public outreach campaign from APD's in-house Public Information Officer (PIO), the AHSO's media contractor, and Alaska DOT's PIO.

The additional areas of the Seward Highway between MP 75 to MP 90 and MP 117 to Tudor Road are on either end of the Safety Corridor and are therefore related to the safety corridor, as drivers typically drive through these sections of the Seward Highway before entering the Safety Corridor. Additionally, officers must travel through the area of Tudor to Potter Marsh to get to the Safety Corridor and can make stops while en-route to the corridor. If drivers see enforcement activity or if drivers are stopped while speeding before entering the safety corridor, this could reduce speeding or related accidents inside the corridor. This will provide added presence in the additional areas surrounding the Safety Corridor causing drivers to slow down in the corridor. Also, these sections of the highway are newer construction areas that have wider shoulders and provide safer areas to pull a driver over, providing safety to both the driver and officers involved in the stop and the drivers on the road passing the stopped vehicles, while still providing the aforementioned benefits to the Safety Corridor.

Location where the Project is Performed: Seward Highway between MP 75 to MP 90 and MP 117 to Tudor Road

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)/\$76,000

Project Agreement Number: 402 SC-25-19-BL(C)

Subrecipient(s): Anchorage Police Department

Eligible Use of Funds: Speed Management

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

2.4 Motorcycle Safety

The following planned activity will support this countermeasure in FFY2025:

- Communication Campaign

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

FY2025 Projects

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

Project Name: Educational Traffic Safety Media Buys (Motorcycle)

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

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

Affected Communities (if applicable):

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

Project Agreement Number: 402PM-25-25-BL(E)

Subrecipient(s): Walsh Sheppard

Eligible Use of Funds: Paid Media/Motorcycle Safety

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

2.5 Nonmotorized Safety

The following planned activities will support these countermeasures in FFY2025:

- Conspicuity Enhancement
- Communication and Outreach

FY2025 Projects

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

Project Name: Alaska Injury Prevention Center (DBA Center for Safe Alaskans) Walk Safe, Bike Safe

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

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

Affected Communities (if applicable): Tribal & VRU

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)/\$143.322.00

Project Agreement Number: 402 PS-25-06-BL(A)

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

Eligible Use of Funds: Pedestrian/Bicycle Safety

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

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

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

Affected Communities (if applicable): Tribal and VRU

Federal Funding Source(s)/Amount: 405h(FAST ACT)/\$170,000.00

Project Agreement Number: PHPE-25-00-FA(A)

Subrecipient(s): Walsh Sheppard

Eligible Use of Funds: Public Education

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

Project Used to Meet Disposition of Unexpended Balances Requirements: Yes

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

Project Name: Special Events and Sports Marketing (bike and pedestrian)

Project Description: This project funds the media and educational activities on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals to reduce crashes with bicyclists and pedestrians. This project is designed to reach high-risk target demographics gathered for sporting events, schools, and entertainment venues located throughout the state which are not currently addressed directly in other paid media activities for bicyclist and pedestrian safety. The project addresses these individuals directly at the events with a combination of consistent and repeated messaging about the dangers of sharing the road as a bicyclist or pedestrian. The team will be present at many of these events, like local schools, to provide hands on demonstrations and peer to peer social media activities to provide an immersive learning experience on the dangers of sharing the road with automobiles while walking or biking. Planned activities for FFY2025 will occur at community festivals and schools throughout the state.

A mass media campaign consists of intensive communication and outreach activities regarding bicyclist and pedestrian safety measures and promotes specific behaviors such as making sure these roadway users are visible while bicycling and walking to other motorists, dangers of impairment, and using intersections and crosswalks to cross roadways. Campaigns vary in quality, size, duration, funding, and many other ways. Effective campaigns identify a specific target audience and communications goal and develop messages and delivery methods that are appropriate to—and effective for—the audience and goal.

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

Affected Communities (if applicable): VRU and Tribes

Federal Funding Source(s)/Amount: 402 BIL/\$24,000

Project Agreement Number: 402PM-25-25-BL(J)

Subrecipient(s): Alliance Highway Safety

Eligible Use of Funds: Paid Media/Pedestrian/Bicycle Safety

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

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

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

*Affected Communities (if applicable):*VRU

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)\$2,859.00

Project Agreement Number: 402PS-25-06-BL(B)

Subrecipient(s): Central Peninsula Hospital

Eligible Use of Funds: Pedestrian/Bicycle Safety

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: Vulnerable Road User (VRU) Awareness

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

Location where the Project is Performed: Anchorage area

Affected Communities (if applicable): Vulnerable Road Users

Federal Funding Source(s)/Amount: 405g, \$65,000.00

Project Agreement Number: BGSP-25-00-BL(A)

Subrecipient(s): Anchorage Police Department

Eligible Use of Funds: Training/ Law Enforcement

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

2.6 Novice Drivers (20 and Under)

FY2025 Projects

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

Project Name: Young Drivers

Project Description: This project will fund a social media campaign during Teen Driving Safety Week targeted at youth and youth-serving organizations and schools; provision of Teen Safe Driving Toolkits to 10 high schools; peer to peer safe driving messaging projects to at least four schools or with four youth-serving organizations; evidence-based peer to peer social norms or marketing campaigns targeted at middle and high school students; a young driver behavior and mindfulness training; and GDL education.

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

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)/\$170,653.00

Project Agreement Number: 402TSP-25-08-BL(A)

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

Eligible Use of Funds: Teen Safety Program

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

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

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

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)/\$145,000

Project Agreement Number: 402PM-25-25-BL(D)

Subrecipient(s): Walsh Sheppard

Eligible Use of Funds: Paid Media/Teen Safety Program

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

2.7 Traffic Safety Information System Improvements

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

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

Part 2: State Traffic Safety Information System Improvements Grants

Traffic Records INTERIM PROGRESS REPORTING IN FFY2024

Interim Progress Report

State: Alaska Report Date: 7/23/2024 Submitted by: Tammy Kramer

Regional Reviewer:

System to be Impacted	<input checked="" type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	<input type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure C-T-1: The median or mean number of days from (a) the crash date to (b) the date the crash report is entered into the database.
Relevant Project(s) in the State’s Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates Crash Data Entry Services (<i>Alaska Traffic Records Strategic Plan pages. 57-59</i>)
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) During the baseline period from April 1, 2022, through March 31, 2023, the average difference in years from when a crash occurred and was processed in the state crash system was 1.8 years. During the current reporting period, April 1, 2023, through March 31, 2024, the average difference in years from when a crash occurred and was processed in the state crash system was 0.4 years. This represents a decrease of 1.4 years over the baseline

	reporting period.-Because of the decrease in average (mean) number of years from when a crash occurred and how long until it was available in the state crash reporting system for analysis an improvement in timeliness in crash reports available for analysis was achieved.
Specification of how the Measure is calculated / estimated	<p>Narrative Description of Calculation / Estimation Method</p> <p>The Crash Data Section of the Alaska DOT & PF utilized data tools within the Crash Data Entry System (CDES) to generate a Processing Time Report (PTR) within a set time frame. The PTR provides numerous data points, which include both the date of the actual crash event, and the date it was entered completely into the CDES system.</p> <p>This report aims to calculate the average number of days it takes from the crash date to the date it is processed by the state crash reporting system. To accomplish that, the PTR data was loaded in to an excel table and the difference of the dates was calculated using the Excel date difference function. The values were expressed in absolute days between crash date and entry date, which were then converted into decimal year values for ease of viewing.</p>
Date and Baseline Value for the Measure	Date: 4/1/2022 through 3/31/2023 Value: 1.8 years on average from date of the crash to being received and processed by the states crash reporting system.
Date and Current Value for the Measure	Date: 4/1/2023 through 3/31/2024 Value: 0.4 years on average from date of the crash to being received and processed by the states crash reporting system.
Regional Reviewer's Conclusion	<p>Check one</p> <p><input type="checkbox"/> Measurable performance improvement <i>has</i> been documented</p> <p><input type="checkbox"/> Measurable performance improvement <i>has not</i> been documented</p> <p><input type="checkbox"/> Not sure</p>
If “has not” or “not sure”: What remedial guidance have you given the State?	
Comments	

Evidence:

The Oracle based Crash Data Entry System (CDES) utilized by AKDOT&PF to securely house received Crash Data has a vast array of useful polling tools. The particular report used to generate the data below is a record tracking function of the CDES database that provides insights on the processing time of the files. In this instance, the ability to see the actual date of crash provided an anchor point to evaluate overall processing efficiency and total time per processed file. Due to a significant backlog of files from a prior data event, this was a useful metric to evaluate our progress through the backlog, as the declining values represented a closure of the gap between date of incident and date of completion, showing that we were working through the older files at sufficient speed to 'catch up' to current year.

	YEARS			
	2021	2022	2023	2024
Jan	2.4	3.8	0.6	0.2
Feb	3.2	2.5	0.5	0.2
Mar	2.3	3.1	0.8	0.2
Apr	1.7	2.6	0.4	0.2
May	2.4	2.1	0.6	0.3
Jun	5.0	4.5	0.5	0.3
Jul	3.4	0.9	0.4	
Aug	3.6	2.1	0.8	
Sep	2.4	3.5	0.6	
Oct	2.9	1.1	0.5	
Nov	1.6	1.0	0.3	
Dec	1.2	1.8	0.4	
Avg Per year	2.7	2.4	0.5	0.2
Apr-Mar Avg	2.8	1.8	0.4	0.3

FY2025 Projects

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

Project Name: FFY2025 AHSO Data Linkage

Project Description: The Center for Safe Alaskans, in collaboration with the Municipality of Anchorage, will continue refinement of the probabilistic data linkage system between Anchorage crash data and the Alaska Trauma Registry. With 40 percent of Alaska’s population in Municipality of Anchorage (MOA), this will provide substantial access to integrated crash and injury data. The goals and objectives for FFY2025 center on quality assessment and matching confirmation will also be completed for 2020-2023 data. Will also continue to attempt to link Hospital Facilities Discharge data, EMS data and citation data with ATR/Crash cases. 80% of appropriate 2009-22 ATR cases will be linked to appropriate Anchorage crash reports.

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

Location where the Project is Performed: Anchorage area

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: 405c/\$113,657.00

Project Agreement Number: M3DA-25-00-BL(A)

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

Eligible Use of Funds: Data Programs

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

Project Used to Meet Disposition of Unexpended Balances Requirements: Yes

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

Project Name: Crash Data Entry Services

Project Description: The AHSO will contract with a vendor to provide crash data entry services. The vendor will enter motor vehicle crash data from the driver (12-209) and law enforcement (12-200) forms into DOT&PF's crash data entry system to continue help on catching up on the backlog of data. Anticipated improvements from this project will address the following Traffic Records Strategic Plan attributes of integration, timeliness, and accuracy. 1) Crash data management reports on items such as timeliness will be provided to the ATRCC on at least an annual basis; and 2) Continuously improve upon each of these metrics on an annual basis: It is anticipated in FFY2025 the data entry contractor will have entered all 2021 and 2022 crash data so then the time of availability of the crash data being available for analysis will be reduced to 180 days from over 500 days currently.

Location where the Project is Performed: Juneau

Affected Communities (if applicable):

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

Project Agreement Number: M3DA-25-00-BL(B)

Subrecipient(s): Data Entry Contractor

Eligible Use of Funds: Data Programs

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

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

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

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

Affected Communities (if applicable):

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

Project Agreement Number: M3DA-25-00-BL(C)

Subrecipient(s): Alaska Highway Safety Office

Eligible Use of Funds: Data Programs

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

Project Name: DRE Data Program

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

Training and data collection has been standardized over the years which includes a uniform paper data collection form and a mechanism to submit their data to national databases. Paper collection can be limiting and time intensive. ITSMR developed their data entry and management system to improve the data collection process and gather more comprehensive data for analysis. Specifically, the system will: allow for tablet and web applications for data collection and serve as a tool for data collection in the field while conducting evaluations; create a database for capturing training conducted, evaluations and follow up data; provide reporting and query tool. Funding will be for software licenses for up to 50 users and tablets for officers to report on. Alaska is looking to maintain the number of DREs in the state to 35 for the FFY2025 time period.

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

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: 405c, \$50,000.00

Project Agreement Number: M3DA-25-00-BL(D)

Subrecipient(s): Alaska Highway Safety Office

Eligible Use of Funds: Data Programs

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

2.8 Distracted Driving

The following planned activity will support this countermeasure in FFY2025:

- Public Education (PE-3)

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

FY2025 Projects

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

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

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

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

Affected Communities (if applicable):

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

Project Agreement Number: 402 PM-25-25-BL(B)

Subrecipient(s): Walsh Sheppard

Eligible Use of Funds: Paid Media/Distracted

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

2.9 Roadside Safety

Part 9: Preventing Roadside Deaths

Problem ID the Strategy Addresses

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

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

Countermeasure Strategy

In FFY2025, we plan to use the 405h funds for a public information campaign aimed at preventing roadside deaths. Funding will be used for the production of public information assets as well as statewide paid media campaigns to take place annually. Assets will include, but are not limited to television spots, video (for use on social media and other channels), still photography, motion graphics, static graphics, and radio spots. The media buy will include, but is not limited to, broadcast and/or cable television, terrestrial radio, streaming radio, YouTube, and social media platforms.

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

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

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

Considerations Used to Determine What Projects to Fund for the Strategy

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

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

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

FY2025 Projects

Countermeasure(s): CTW, Chapter 8: Section 3.1 and Section 4.2, 4.4, 4.5, and 4.6

Project Name: Anchorage Police Department Preventing Roadside Deaths Alert System

Project Description: This project funds the Anchorage Police Department (APD) to deploy an alert system to help inform and educate the motoring public when they are driving towards a roadside incident in an effort to reduce the number of roadside crashes. The digital alerting system will warn approaching drivers, both visually and audibly, through digital systems they use while driving, such as navigation apps and vehicle infotainment systems. An epidemiological study by the University of Minnesota has shown that digital alerting system can reduce the risk of collisions by 90 percent by getting the attention of approaching drivers sooner than lights and sirens to allow drivers ample time to move over or slow down when approaching an incident. Once a first responder enables their lights, real time visual and audible alerts of “slow doen and move ober” are sent to approaching drivers inside their vehicles, thus giving them more time to slow down and move over prior to being able to visually see the incident further down the roadway. APD also will lookin into deploying PSAs/ advertisements to be aired to further remind drivers about the states Move Over Law and the need to move over and slow down when approaching a first responder at a traffic incident.

Location where the Project is Performed: Anchorage area

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: 405h (BIL)/\$215,280.00

Project Agreement Number: 405h PM-25-25-BL(B)

Subrecipient(s): Anchorage Police Department

Eligible Use of Funds: Paid Media/ Roadway Safety

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

2.10 Planning and Administration

FY2025 Projects

Countermeasure(s): N/A

Project Name: Statewide Law Enforcement Liaison

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

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

Affected Communities (if applicable): Tribal and underserved areas

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)/\$80,000

Project Agreement Number: 402 PT-25-07-BL(A)

Subrecipient(s): Trueblue Alaska Consulting

Eligible Use of Funds: Traffic Enforcement Services

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Countermeasure(s): N/A

Project Name: Statewide LEL Program

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

Location where the Project is Performed: Northern Region, Central Region, Southeast Region

Affected Communities (if applicable): Tribal and underserved areas

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)/\$80,000

Project Agreement Number: 402PT-25-07-BL(B)

Subrecipient(s): Local Law Enforcement Agencies

Eligible Use of Funds: Traffic Enforcement Services

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Countermeasure(s): N/A

Project Name: Indirect Cost Allocation Plan (ICAP)

Project Description: The ICAP is charged on all funding sources and is shown on each voucher submitted by the State of Alaska. Direct costs are those that have been incurred for a single purpose and are readily assignable to the cost objective specifically benefitted. Direct costs occur in both operations and in capital projects. Projects are charged directly for personal services costs (including fringe benefits) and equipment usage through the Time and Equipment (T&E) reporting system. Fringe benefit cost percentages applied in the Time and Equipment process are calculated by the federally approved Labor Rate methodology that is separately approved by FHWA. Projects are charged directly for the use of materials lab services using rates that have been approved through the DOT&PF's ten small cost allocation plans (also separately approved by FHWA). Projects are charged directly for other non-personal services costs according to the project scope and the applicable Federal grant award. The FFY2024 ICAP rate, as of the drafting of this report in July 2024 (rate runs on state fiscal year 7/1-6/30 and subject to change with start of the new state fiscal year), is 6.38 percent.

Location where the Project is Performed: Juneau

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: \$500,000.00

Project Agreement Number: N/A

Subrecipient(s): Alaska Highway Safety Office

Eligible Use of Funds: Planning and Administration

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Countermeasure(s): N/A

Project Name: AHSO Operations/Planning and Administration

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

Location where the Project is Performed: Juneau

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)/\$396,852.00

Project Agreement Number: 402 PA-25-00-BL

Subrecipient(s): Alaska Highway Safety Office

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

Planning and Administration Costs: Yes **Amount:** \$396,852.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Countermeasure(s): N/A

Project Name: Attitudinal Survey

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

Location where the Project is Performed: Anchorage

Affected Communities (if applicable): Statewide

Federal Funding Source(s)/Amount: NHTSA 402 (BIL)/\$36,500.00

Project Agreement Number: 402CP-25-02-BL(A)

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

Eligible Use of Funds: Community Traffic Safety Programs

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Countermeasure(s): N/A

Project Name: Media Contract

Project Description: This project will fund the services of the media contractor who will develop media plans and place media buys on behalf of the AHSO to assist in fulfillment of its HSP and SHSP goals.

Location where the Project is Performed: Anchorage

Affected Communities (if applicable):

Federal Funding Source(s)/Amount: 402(BIL), \$38,000

Project Agreement Number: 402 PM-25-25-BL(A)

Subrecipient(s): Walsh Sheppard

Eligible Use of Funds: Paid Media

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

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

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

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

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

For FFY2025, Alaska is applying for the following 405 incentive grants programs:

- Part 1—Occupant Protection (23 CFR 1300.21).
- Part 2—State Traffic Safety Information System Improvements (23 CFR 1300.22).
- Part 3—Impaired Driving Countermeasures (23 CFR 1300.23).
- Part 8—Nonmotorized Safety (23 CFR 1300.26).
- Part 9—Preventing Roadside Deaths (23 CFR 1300.27).
- Part 10—Driver and Officer Safety Education (23 CFR 1300.28).

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

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