



**FFY 2026
GRANT APPLICATION
FOR HIGHWAY SAFETY
FUNDS**

State of Alaska
Department of Transportation & Public Facilities
Alaska Highway Safety Office
P.O. 112500; Suite #200
Juneau AK 99811-2500
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www.dot.alaska.gov/ahso

<i>For DOT&PF Use Only</i> Project Number:				
Federal Funds Allocated:	Date Approved:			
Subgrant Period:	Date Revised:			
PART I: GENERAL ADMINISTRATIVE INFORMATION (See FFY 2026 Highway Safety Grant Application Instructions)				
1 Project Title: Whittier Police Equipment Modernization				
2. Requested Subgrant Period: _____ to _____				
<table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">3. Support Sought: \$28,035.27</td> <td style="width: 33%; text-align: center;">Matching Share: \$7,008.81</td> <td style="width: 33%; text-align: right;">Total Budget: \$35,044.08</td> </tr> </table>		3. Support Sought: \$28,035.27	Matching Share: \$7,008.81	Total Budget: \$35,044.08
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5. Applicant Agency (Subgrantee): Whittier Police Department Telephone: 907-472-2327	6. Implementing Agency: Whittier Police Department Telephone: 907-472-2327			
7. Federal ID Number: 92-0041440	8. UEI Number: GMTFPTDD6HT5			
9. Alaska Business License Number: NOTE: Attach a copy of your Business License with your application	10. Non-Profits: Attach a copy of your Non-Profit Certificate (401.C3 or 501.C3) with your application			
11. Chief Financial Officer: Kris Erchinger Telephone: 907-472-2327 #202 Fax Number: 907-472-2404 E-mail Address: finance@whittieralaska.gov	12. Project Director: Andre Achee Telephone: 907-472-2327 #212 Fax Number: 907-472-2344 E-mail Address: Policechief@whittieralaska.gov			
Subgrant funds provided by the U.S. Department of Transportation, National Highway Traffic Safety Administration. Catalog of Federal Domestic Assistance Number – 20.6 __, State and Community Highway Safety Program, through the Alaska Department of Transportation. Compliance requirements applicable to the Federal resources awarded pursuant to this agreement are: Activities Allowed or Unallowed, Matching, Level of Effort, Earmarking and Reporting.				

PART II: PROJECT PLAN AND SUPPORTING DATA

State clearly and in detail the aims of the project, precisely what will be done, who will be involved, and what is expected to result. Use the following major headings:

1. Statement of the Problem
2. Proposed Solution
3. Objectives
4. Evaluation
5. Milestones (Use form provided)

Start below and use no more than five (5) additional pages.

1. STATEMENT OF THE PROBLEM

Whittier, Alaska—located 60 miles from Anchorage along the high-risk Seward Highway corridor—faces unique roadway safety challenges. Although the community has only 275 year-round residents, more than 900,000 seasonal visitors travel through Whittier during the summer cruise season. WPD is also responsible for full police services in nearby Girdwood (population ~2,500), a major winter tourism destination. Together, these communities see dramatic seasonal traffic surges that significantly elevate crash and enforcement demands. Over the last 5 years WPD has responded to 284 collisions in all jurisdictions, and 75 Reddi Reports/Traffic complaints (mostly on the Seward Highway). According to Alaska DOT serious injury collisions are down from 249 (2023) to 126 (2024), however fatal collisions are up from 60 (2023) to 69 (2024).

Despite this broad regional responsibility, the Whittier Police Department operates with only seven sworn officers. WPD is often the closest agency to mileposts 56–94 of the Seward Highway, a corridor repeatedly associated with speeding, impaired driving, reckless driving, and fatal crashes. Due to limited Anchorage Police patrols and lengthy APD response times, WPD is routinely requested to assist with serious roadway incidents outside its small jurisdictional population base when these major collisions occur. Between 2018 and 2022 there were nine fatalities on the Seward Highway Safety Corridor signifying while collisions have reduced, fatalities have not. A triple fatality recently (November 1st 2025) on another nearby road not commonly patrolled, Portage Glacier Highway. Portage Glacier Highway connects Whittier to Girdwood by connecting Whittier to the Seward Highway, Portage is another almost completely unpatrolled/ enforced roadway.

A critical barrier to effective traffic enforcement is the absence of digital traffic records and in-vehicle reporting technology. All citations and Alaska 12-200 collision reports are handwritten. Because the State of Alaska no longer accepts paper documents, officers must later scan and upload each citation into Trufile and the eForce records system, creating an average citation workload of 35 minutes. This administrative burden has directly discouraged enforcement: from 2019–2025, officers conducted 2,858 traffic stops but issued only 246 citations.

The lack of digital crash reporting creates similar delays, with collision data potentially taking up to 12 days to reach state systems—limiting timely analysis and statewide safety planning. Overall, these inefficiencies reduce field patrol time, slow crash response, limit deterrence, and weaken Alaska’s traffic-records accuracy and timeliness.

This challenge directly impacts Alaska’s statewide safety priorities. The current delays in citation processing and crash reporting reduce patrol presence along a documented high-risk corridor and slow access to crash data needed to support the Alaska Strategic Highway Safety Plan (SHSP). By limiting enforcement capacity and data timeliness, these gaps undermine SHSP emphasis areas related to Safe Speeds, Safe Roads, Post-Crash Care, and Traffic Records. This project directly supports these priority areas by addressing enforcement inefficiencies and data delays that contribute to elevated roadway risk.

2. PROPOSED SOLUTION

This project aligns with FFY 2024–2026 Highway Safety Plan (HSP) focus areas, specifically Speeding, Dangerous Driving, and Traffic Records Improvement. By modernizing in-vehicle reporting and reducing administrative burden, the project enables more consistent enforcement of high-risk behaviors on the Seward Highway corridor while improving the timeliness and accuracy of statewide crash data.

WPD proposes to modernize its enforcement and reporting capability by equipping each active patrol vehicle with rugged laptops (Dell Toughbooks), license scanners, printers, docking stations, and secure mounting hardware compatible with electronic citation and crash-reporting systems.

This upgrade will:

A. Improve Citation and Crash Efficiency

- Auto-populate digital citation and crash forms using scanned driver credentials.
- Reduce average stop time by nearly 50% (from ~20 minutes to under 10 minutes).
- Eliminate the need to return to the office to scan and upload documents.
- Enable direct digital submission to the Alaska Court System and eForce.

B. Increase Patrol Presence on High-Risk Roadways

By completing reports in-vehicle, officers remain on the road rather than returning to the station. Increased roadway presence will:

- Enhance deterrence of speeding, impaired, and reckless driving.
- Reduce roadside exposure risk during prolonged stops.
- Improve response times along the Seward Highway corridor, including documented 100+ mph violations near Mile 85.

C. Improve Data Accuracy and Statewide Safety Planning

- Digital 12-200 crash reports reduce transcription errors.
- Faster submission accelerates statewide crash trend identification and resource allocation.
- Supports Alaska's traffic records modernization goals.

D. Align With Safe System and SHSP Priorities

This technology directly advances:

- Safer Speeds: More consistent enforcement of high-risk behaviors.
- Safer Roads: Increased presence in a documented fatality corridor.
- Safer People: Enhanced ability to intervene with impaired and reckless drivers.
- Post-Crash Care: Faster scene access and reporting support improved emergency response.

WPD is uniquely positioned as the fastest responder in this corridor, making technology-enabled enforcement a high-impact, regionally significant safety investment.

This investment is not solely an equipment purchase. The technology serves as an operational tool that enables a broader, data-driven roadway safety program focused on increased patrol presence, enhanced enforcement, and accelerated crash reporting. These outcomes directly contribute to Alaska's ability to meet statewide performance targets and support federal Safe System priorities.

3. OBJECTIVES

OBJECTIVE 1: ELIMINATE HANDWRITTEN TRAFFIC RECORDS

BY THE END OF THE GRANT PERFORMANCE PERIOD, WHITTIER POLICE DEPARTMENT WILL **ELIMINATE 100% OF HANDWRITTEN TRAFFIC CITATIONS AND 12-200 COLLISION REPORTS**, TRANSITIONING FULLY TO ELECTRONIC REPORTING SYSTEMS IN ALL ACTIVE PATROL VEHICLES.

- **SPECIFIC:** END USE OF HANDWRITTEN FORMS
- **MEASURABLE:** 100% OF RECORDS ELECTRONIC
- **ACHIEVABLE:** SUPPORTED BY NEW EQUIPMENT/SOFTWARE
- **RELEVANT:** REQUIRED FOR STATE SUBMISSION COMPLIANCE
- **TIME-BOUND:** COMPLETED BY END OF GRANT PERIOD

OBJECTIVE 2: REDUCE CITATION PROCESSING TIME BY 50%

WITHIN **90 DAYS** OF EQUIPMENT DEPLOYMENT, WPD WILL **REDUCE AVERAGE CITATION PROCESSING TIME FROM APPROXIMATELY 35 MINUTES TO 15 MINUTES OR LESS**, INCLUDING ISSUANCE AND SUBMISSION TO REQUIRED SYSTEMS.

- **SPECIFIC:** REDUCE PROCESSING TIME
- **MEASURABLE:** 50% REDUCTION
- **ACHIEVABLE:** BASED ON AUTO-POPULATION AND DIGITAL SUBMISSION
- **RELEVANT:** INCREASES PATROL PRESENCE ON HIGH-RISK CORRIDORS
- **TIME-BOUND:** 90 DAYS FROM DEPLOYMENT

OBJECTIVE 3: IMPROVE CRASH REPORT SUBMISSION TIMELINESS

WITHIN **SIX MONTHS** OF IMPLEMENTATION, WPD WILL **REDUCE CRASH REPORT SUBMISSION LAG** FROM AS LONG AS 12 DAYS TO **48 HOURS OR LESS** FOR 12-200 CRASH REPORTS SUBMITTED TO THE STATE OF ALASKA REPOSITORY.

- **SPECIFIC:** REDUCE REPORT LAG
- **MEASURABLE:** 48-HOUR MAXIMUM
- **ACHIEVABLE:** ENABLED BY ELECTRONIC SUBMISSION
- **RELEVANT:** IMPROVES STATEWIDE CRASH TREND ANALYSIS
- **TIME-BOUND:** SIX MONTHS FROM DEPLOYMENT

OBJECTIVE 4: TRAIN ALL SWORN PERSONNEL ON ELECTRONIC REPORTING

WITHIN **60 DAYS** OF EQUIPMENT INSTALLATION, WPD WILL **TRAIN 100% OF SWORN PERSONNEL** IN ELECTRONIC CITATION AND CRASH REPORTING SYSTEMS, INCLUDING TRACS FUNCTIONALITY AND DIGITAL SUBMISSION PROCEDURES.

- **SPECIFIC:** TRAIN ALL SWORN STAFF
- **MEASURABLE:** 100% TRAINED
- **ACHIEVABLE:** SMALL AGENCY, LIMITED STAFF
- **RELEVANT:** ENSURES SYSTEM COMPETENCY
- **TIME-BOUND:** 60 DAYS

OBJECTIVE 5: EXPAND ENFORCEMENT OUTPUT

WITHIN 12 MONTHS OF FULL IMPLEMENTATION, WPD WILL **INCREASE DOCUMENTED TRAFFIC ENFORCEMENT ACTIONS (CITATIONS AND CRASH INVESTIGATIONS)** BY **AT LEAST 25%**, COMPARED TO THE PRIOR 12-MONTH BASELINE.

- **SPECIFIC:** INCREASE ENFORCEMENT ACTIVITY
- **MEASURABLE:** 25% INCREASE
- **ACHIEVABLE:** BASED ON REDUCED PROCESSING TIME AND INCREASED FIELD PRESENCE
- **RELEVANT:** ADDRESSES SPEEDING, IMPAIRED DRIVING, AND RECKLESS BEHAVIORS
- **TIME-BOUND:** 12 MONTHS

	Project Timeline	1st Quarter			2nd Quarter			3rd Quarter			4th Quarter			
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	
1	Purchase Equipment	P												
2	Install Equipment/ Testing	C			X									
3	Complete Training	P				X								
4	Begin Using Equipment	C					X							
5	Evaluate Progress of Electronic Citations/ Time of Traffic Stops	P								X				X
6	Submit Claim for Grant Reimbursement	C												X
7		P												
8		C												
9		P												
		C												

P – Projected

C – Completed

PART III: PROJECT DETAIL BUDGET

Project Title: **Whittier Police Equipment Modernization**

Project Number: _____

Contract Number: _____

Each budget category subtotal listed below cannot be exceeded. All individual line item costs are estimates, and the AHSO may approve monetary shifts between line items, not to exceed the subtotal of each budget category.

Budget Category	Total	Federal Funding	Non-Federal	
			State	Local
A. Personnel Services				
Subtotal				
B. Travel & Per Diem				
Subtotal				
C. Contractual Services				
D. Commodities				
Subtotal				

PART III: PROJECT DETAIL BUDGET

Project Title: **Whittier Police Equipment Modernization**

Project Number: _____

Contract Number: _____

Each budget category subtotal listed below cannot be exceeded. All individual line-item costs are estimates, and the AHSO may approve monetary shifts between line items, not to exceed the subtotal of each budget category.

Budget Category	Total	Federal Funding	Non-Federal	
			State	Local
E. Operating Capital Outlay				
Dell Pro Rugged 14 RB12350 x8	16,004.08			
Brother Pocket Jet 8 x5	2,250.00			
Barcode Scanner x5	2,750.00			
Havis Dock (DS-DELL-436N-3) x5	6,000.00			
Havis Pedestal Mount x5	3,675.00			
Brother Printer USB Cable 10' x 5	175.00			
Brother Printer Power Cable x 5	190.00			
Install / Setup Costs x 5	4,000.00			
Subtotal	35,044.08	28,035.27		7,008.81
F. Indirect Cost				
Subtotal				
Total Cost of Project	35,044.08	28,035.27		7,008.81

BUDGET NARRATIVE

Project Title: **Whittier Police Equipment Modernization**

Project Number:

Contract Number:

The following is a narrative description of the project budget by line item by category, detailing the item and anticipated cost. Each category must be sufficiently defined to show cost relationship to project objectives. Attach additional sheets as needed.

The requested budget supports the Whittier Police Department's project to modernize traffic enforcement and crash reporting through the deployment of in-vehicle electronic citation and crash-reporting systems. Each item directly contributes to the project's objectives, including eliminating handwritten records, reducing citation processing time by 50%, improving crash report timeliness, and increasing patrol availability along the Seward Highway corridor.

1. Equipment – Mobile Data Computers

8 Rugged Laptop Computers @ \$2,000.51 each = \$16,004.08

These computers will serve as the primary platform for electronic citation and crash-reporting software. They enable officers to complete citations and 12-200 crash reports in the field, eliminating handwritten forms and reducing time spent returning to the office. The eight units allow full deployment across all active patrol vehicles and ensure operational continuity during shift rotations, training, or equipment failure. This directly supports Objectives 1, 2, and 3 by enabling real-time digital submission.

2. Equipment – Mobile Printers

5 Brother Printers @ \$450.00 each = \$2,250.00

These printers will allow officers to provide on-scene printed copies of citations and other required documents to drivers, as mandated under state procedures. In-vehicle printing supports faster completion of stops, reduces administrative delays, and minimizes roadside exposure time, contributing to increased patrol presence and improved roadway safety.

3. Equipment – License Scanners

5 License Scanners @ \$550.00 each = \$2,750.00

License scanners auto-populate driver and vehicle information into electronic forms, reducing transcription errors and significantly speeding report completion. This directly supports Objective 2 (reducing citation time) and Objective 3 (improving data accuracy and crash report timeliness), while improving statewide data quality for safety analysis.

4. Equipment – Havis Docks

5 Havis Docking Stations @ \$1,200.00 each = \$6,000.00

These docking stations secure the laptops within patrol vehicles, provide power and connectivity, and protect equipment in a rugged operating environment. Reliable docking is necessary for real-time data entry and submission, allowing officers to complete reports without returning to the station, which supports increased field time and enhanced enforcement presence.

BUDGET NARRATIVE – CON'T

5. Equipment – Computer Mounts

5 Computer Mounts @ \$735.00 each = \$3,750.00

Computer mounts ensure safe, ergonomic placement of laptops in patrol vehicles, allowing officers to access systems efficiently while maintaining safety standards. These mounts are essential to practical field use and directly support project objectives related to in-vehicle reporting and reduced administrative downtime.

6. Equipment – Printer Mounts

5 Printer Mounts @ \$369.00 each = \$1,845.00

Printer mounts secure the in-vehicle printers, ensuring safe operation during patrol. Proper mounting prevents equipment damage, supports field efficiency, and enables officers to issue required printed documents on-scene, thereby reducing stop duration and improving enforcement efficiency.

6. Equipment – Printer USB Cable

5 Printer Computer Cables @ \$35.00 each = \$175.00

USB cables connect in-vehicle printers to the mobile computer, ensuring reliable communication between devices during patrol operations. Proper connectivity allows officers to transmit print jobs from the computer to the printer without interruption, supporting efficient field documentation. This capability enables officers to issue required printed documents on-scene, reducing stop duration, minimizing equipment downtime, and improving overall enforcement efficiency.

6. Equipment – Printer Power Cable

5 Printer Power Cables @ \$38.00 each = \$190.00

Power cables supply consistent electrical power to in-vehicle printers, ensuring reliable operation during patrol activities. Proper power connectivity allows the printer to function continuously without interruption, supporting efficient field documentation. This capability enables officers to produce required printed documents on-scene, reducing stop duration, preventing equipment downtime, and improving overall enforcement efficiency.

6. Equipment – Installation Costs

5 Installation of Equipment / Setup Costs @ \$800.00 each = \$4,000.00

Installation services provided by an authorized vendor ensure that in-vehicle printers are properly integrated with the patrol vehicle and mobile computer systems. Using certified installers helps guarantee that all equipment is mounted, wired, and configured in accordance with manufacturer specifications and safety standards. Professional installation reduces the risk of equipment damage, electrical issues, or operational failures, while also helping maintain manufacturer warranties. Proper installation supports reliable printer performance in the field, allowing officers to efficiently produce required printed documents on-scene and maintain effective enforcement operations.

TOTAL PROJECT EQUIPMENT COST: \$35,044.08

(All itemized equipment will be used 100% for traffic safety functions consistent with project objectives.) All equipment purchases will comply with Buy America requirements, and documentation will be retained for audit purposes.

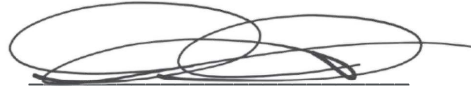
Signature Required for Grant Application to Be Deemed Complete

By signing below, the Project Director identified on page 1 of the grant application acknowledges that:

1. the information included in this application is correct to the best of your knowledge.
2. you attended the FFY 2026 mandatory Grantee webinar
3. you have contacted Tammy Kramer at 907-465-8944 or tammy.kramer@Alaska.gov for, and received, clarification of any questions or concerns before you submit this grant application.

Andre Achee

Print Project Director's Name



Signature of Project Director

3/4/2026

Date

Mail the original Grant Application and cover letter to:

USPS

Tammy Kramer
Governor's Highway Safety Representative
Alaska Highway Safety Office
P.O. Box 112500
Juneau, AK 99811-2500

Overnight via Fed Ex, UPS, DHL

Tammy Kramer
Governor's Highway Safety Representative
Alaska Highway Safety Office
3132 Channel Drive, Suite 200
Juneau, Alaska 99801-7814
Phone: 907.465.8944

Highway Safety Grant Applications for FFY 2026 funding must be **received no later than April 30, 2025** to be considered for funding. The Alaska Highway Safety Office will not accept Highway Safety Grant Applications that are received by contract carrier (e.g., Fed Ex) after close-of-business on April 30, 2025. Highway Safety Grant Applications postmarked April 30, 2025, but received after that date will not be accepted.

Grant applications may be hand-delivered on or before close-of-business April 30, 2025.