

State of Alabama
Fiscal Year 2013
Annual Report



Robert Bentley, Governor

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Overall Program Goal/ Accomplishments

The Alabama Highway Safety Plan (HSP) is produced each year to provide the specification for the allocation of funds within the purview of the Federal Section 402 Program, which is administered by the National Highway Traffic Safety Administration (NHTSA). This plan reflects the efforts that have been made to assure that these funds are allocated optimally in order to bring about the maximum reduction of crash-caused fatalities and severe injuries on Alabama roadways. By federal law, these highway safety funds must be used to support State and community programs to reduce deaths and injuries on the highways. This will continue under the Moving Ahead for Progress in the 21st Century (MAP-21), and the Alabama Highway Safety Plan (HSP) reflects the new MAP-21 reforms. Section 402 sets forth the minimum requirements with which each State's highway safety program must comply, and Alabama has met these requirements since the onset of the program in the late 1960s.

The Governor of Alabama administers this program through the Alabama Office of Highway Safety (AOHS), which is located within the Law Enforcement and Traffic Safety Division of the Alabama Department of Economic and Community Affairs (ADECA).

Alabama's overall vision in developing the Highway Safety Plan was "To create the safest surface transportation system in the Southeast by means of a cooperative effort that involves all organizations and individuals within the state who have traffic safety interests." This included the ideals of saving lives, reduction in suffering, focus on speed and alcohol related hotspots, teamwork and diversity. The mission to be accomplished by implementing this plan is to "reduce fatalities by focusing on the problem locations identified for speed and alcohol related hotspots." Goals were set for each of the individual related crash (injury and severity) cause types as will be discussed later in this report. The traffic safety community within Alabama recognizes that even if these goals are met there will still be an intolerably high death and injury toll. An overall program goal was set "*To reduce the fatal mileage rate in Alabama by 25% from 2.0 in 2006 to 1.5 per 100 million vehicle miles traveled by calendar year 2013.*"

The fatal mileage rate went from 2.0 in 2006 to 1.81 in 2007 which is a drop of 9.5%. This well exceeds the reduction expected for one year and will help in reaching the goal set. For the second year (CY 2008) the state had a goal of an additional 8% reduction. The fatal mileage rate decreased from 1.81 in 2007 to 1.63 in 2008, a 9.4% reduction. In CY 2009 the goal set called for an additional 5% reduction. The reduction from 1.63 to 1.51 (*adjusted rate for the FY2012 HSP*) was a drop of approximately 7.4%, which is above the goal set for a single year. The rate once again dropped in 2010 from 1.51 to 1.34. Therefore Alabama met the overall program goal that was set. This was a rewarding accomplishment; however traffic safety professionals and all concerned will continue to work to reduce this rate even further each year.

This goal has been maintained since it was achieved in 2010. In 2011, the rate rose slightly to 1.38. But in 2012, the rate decreased again to the 2010 level of 1.34. So Alabama has held steady in this regard. Of course, the overall goal is to not rest on our laurels but continue to do everything in our power to reduce this fatal mileage rate even more.

Police Traffic Services Programs

Total FY 2013 Expended Funds - \$1,428,580.15 - Funding Source - Section 402

Our general implementation strategy has been to require the Community Traffic Safety Program/Law Enforcement Liaisons (CTSP/LEL) project directors to focus their plans solely on speed and alcohol hotspot crashes and the problem locations identified for their respective regions. By doing this, we have been able to focus on the biggest problem areas for traffic safety. In the nine regions, participating law enforcement agencies (which includes municipal, county and state agencies) conducted sustained enforcement of statutes at a minimum of one activity per month to address impaired driving, occupant protection, and driving in excess of posted speed limits. In addition, the participating agencies conducted Driving Under the Influence (DUI) checkpoints and saturation/directed patrols during at least one weekend per month.

Crash Summary

In Alabama in 2012, 865 people were killed on the highways, down from the 2011 total of 895 fatalities. The Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC decreased from 261 in 2011 to 257 in 2012 (FARS). Number of Speeding-Related Fatalities decreased from 298 in 2011 to 272 in 2012. In 2012, the Number of Serious Injuries in Traffic Crashes was down to 8,974 compared to 9,904 in 2011.

Community Traffic Safety Programs

Total FY 2013 Expended Funds - \$1,469,775.94- Funding Source - Section 402

There are nine Community Traffic Safety Program (CTSP) regions in Alabama. These nine regional offices serve as the main coordination center for traffic safety programs in the State. These offices coordinate traffic safety enforcement, educational and training programs for local communities. Most of the funding received by the State Office of Highway Safety (OHS) is sub granted to these regions for disbursement through contract overtime agreements (COTA) to municipal, county and state law enforcement agencies.

The nine CTSP regions participated in two statewide enforcement campaigns in 2013. These campaigns took place during the Memorial Day and Labor Day holiday periods. There were no specific statewide enforcement campaigns for the Thanksgiving or Christmas/New Year's holiday periods.

The CTSP project directors conducted regular meetings with law enforcement committees in their respective regions. These committees serve a number of vital functions that include, but are not limited to: reporting enforcement data, enlisting non-participating agencies to join the committees, and determining allocation of COTA funds per crash data obtained from the Center for Advanced Public Safety (CAPS). The Northeast Alabama Highway Safety Office continued their involvement in implementing the "Yellow Dot" program to seniors and other interested motorists. This program began with regional interest but has slowly been made available throughout the State of Alabama.

The Alabama Office of Highway Safety (AOHS) continues to hold quarterly meetings with the CTSP project directors. These meetings began in 2003 and serve a useful function as a coordination and information exchange forum.

**Center for Advanced Public Safety (CAPS)
Data and Information Technology Support
Total FY 2013 Expended Funds - \$557,057.77 - Funding Source - State Traffic
Safety Trust Fund**

The University of Alabama Center for Advanced Public Safety and ADECA/LETS have had a long standing relationship in working together to help improve traffic safety. CAPS provides ADECA with valuable statistics, data and analysis tools relating to traffic safety (coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan). The use of this data is particularly important as emphasis is placed on strategic planning for highway safety and as ADECA works to base funding on crash data.

The development and deployment of the eCite and eCrash projects are key areas where CAPS and ADECA have worked together in an effort to improve the quality of data being gathered and the safety of the state's law enforcement officers. The funding that CAPS receives from ADECA is crucial in conducting projects to improve law enforcement and traffic safety and in maintaining the systems that have been developed that the officers are now reliant upon. In FY 2013, CAPS supported the Alabama Office of Highway Safety in many ways including fulfilling information requests that are made of the CAPS staff, preparing reports and statistical information for grant applications when requested, assisting with the development of the State's Highway Safety Plan and assisting with all aspects of the Traffic Records Coordinating Committee (TRCC) meetings. CAPS continued to spread eCite and eCrash to law enforcement agencies throughout the state and maintain existing software. CAPS also coordinated the phone surveys concerning the "Drive Sober or Get Pulled Over" campaign project and the National Highway Traffic Safety Administration (NHTSA) and Governors Highway Safety Administration (GHSA) survey on driver attitudes. CAPS also developed a web portal for the CTSPs to use to report STEP enforcement and funding. Specific accomplishments in each area are listed below.

CARE Software Program

In the efforts to support the traffic safety community in the State of Alabama, CAPS staff members responded to over 190 requests for traffic crash data. These included requests from CTSPs regularly, Geographic Information Systems (GIS) Coordinators, Department of Transportation, Department of Public Safety (DPS), state troopers, county and municipal agencies, Federal Motor Carrier Safety Administration (FMCSA), reporters, NHTSA Region 4 personnel, planning commissioners, the public, various media outlets from across the state, engineers, and others. These requests varied in complexity and the amount of time required fulfilling the request. Some requests required several follow-ups to complete. Each of these requests was responded to as quickly as possible in order to give the user the timeliest data.

Improvements to the Critical Analysis Reporting Environment (CARE) systems are ongoing, and updates to these systems are released approximately every two months. Data releases for the CARE program are made on a regular basis as data are made available to provide the users with the most up to date data possible for their analyses.

Highway Safety Plan

The Fiscal Year (FY) 2014 Highway Safety Plan was developed by CAPS personnel, AOHS staff and through the use of the CARE program. This report was submitted to NHTSA and approved. Regional data was also made available to each of the CTSP offices via electronic format.

Electronic Citation Distribution and Expansion and Technical Support

The distribution and expansion of eCite, our electronic citation software, is part of this project. Training sessions were held on some Thursdays. Software CDs are mailed out to agencies upon request. Many training sessions were conducted during FY13. Some of these were "Train the Trainer" sessions so these officers can go back and train others at their agency. Manuals are printed and distributed for each officer at each training session. CAPS technical support and training staff also conduct a brief demonstration of Alabama Dashboards for Visualization, Analysis and Coordinated Enforcement (ADVANCE) at all eCite training sessions so officers become aware of ADVANCE and its capabilities. In addition to training, the staff has completed a tremendous amount of software testing of eCite, eCrash, the new eForms and other CAPS software products. Mr. Arnold is an effective liaison between the officers using the software and our CAPS developers because he communicates well with both groups.

CAPS provides technical support to all users that call or email with questions in a very timely manner. These calls cover a wide range of topics and questions. They work with both the law enforcement agencies and the municipal court personnel to make eCite more efficient for all concerned.

CAPS also receives requests for assistance with eCite integration into the police or court records management systems (RMS). All requests are made through CAPS administrative staff, which coordinate between CAPS personnel and the vendors and keep records of all agencies requesting integration and the specifics for that integration. CAPS has had many new municipal courts begin integrating with eCite this year so they are able to pull the data directly into their court RMS and without manually entering the data which saves a tremendous amount of time for the clerks. Police Department RMS vendors can also pull the data into the police records management system which is of great benefit to the police agencies. Police agencies sometimes request this vendor integration service as well.

Survey Services and Administrative Support

CAPS assisted in the "Drive Sober or Get Pulled Over" campaign. This campaign focused on the importance of not drinking and driving and involved a strong media and enforcement blitz focused on the Labor Day Holiday weekend. In order to measure the effectiveness of this campaign, The University of Alabama subcontracted with an agency known as Abt Schulman, Ronca and Bucuvalas, Inc. (AbtSRBI). AbtSRBI performed telephone surveys from a representative portion of the state in order to determine whether or not the campaign was a success. CAPS worked closely with Abt SRBI in order to refine the survey questions being asked as well as the counties that were included in this statewide survey. The results of the phone survey were compiled by AbtSRBI and provided to AOHS at ADECA.

CAPS assisted with another survey this year. The other survey was a driver attitude survey conducted at the request of GHSA and NHTSA. CAPS once again contracted with AbtSRBI to conduct the phone surveys. CAPS instructed AbtSRBI as to the questions and counties that were included in the survey of the state. The results of the phone survey were produced by AbtSRBI and forwarded on to AOHS at ADECA.

CAPS personnel also provided administrative support to the AOHS in facilitating the Traffic Records Coordinating Committee meetings by developing and giving presentations at the meeting, helping coordinate the meeting including the development of the agenda, sending invitations and taking the minutes of the meeting. CAPS personnel also provided report writing or grant writing support to the AOHS whenever called upon in a very timely manner. There was quite a bit of this service this year due to MAP-21 and the new grant requirements.

Safe Home Alabama Web Site

The SafeHomeAlabama.gov web site (SHA) is unique in that it does not tout any one agency, but attempts to be comprehensive of all traffic safety activities in Alabama as well as including information from other sources that are judged to be of use to the Alabama traffic safety community. We know of no other web site that is not agency-specific. During 2013 increased efforts were made to extend SHA coverage to all traffic safety programs and data within the state, covering all governmental agencies and private organizations that are active in the state. Special efforts were made to track all traffic safety legislative activities from their origination through to final disposition. A new feature introduced in 2013 was a weekly push out of the most important changes or additions to SHA made during the prior week. There are an average number of about ten changes in any given week. These include reports and links to reports, including recent news articles. The site contains over 80 pages, over 400 external links and 100 documents. A prototype of a new version of SHA has been created, but it will not be released until we verify that the technology to be used is an optimal balance between its information transmission capabilities and its sustainability.

CTSP Web Portal

A model CTSP website was developed and pilot tested by one of our CTSP Coordinators. While this web site will be immediately put into service for a pilot Region, it was designed as a model to work for all the CTSPs. This will allow them to electronically report their special enforcement activities funded through the Alabama Office of Highway Safety (AOHS) by enabling the local agencies that are funded to do selective enforcement and other programs to report them to the CTSPs. The CTSP Coordinators can then use it to report their collective activities to ADECA/LETS. This will save all of the CTSP Coordinators and the local reporting agencies a considerable amount of effort, which can then be re-applied to their traffic safety endeavors.

The site is ready and CAPS is still doing the testing between one CTSP and one agency. If all goes well during this month of testing, the CTSP wants to roll out the site, CTSP Online Reporting Engine (CORE), to the entire agency list he deals with. From there the system should be ready for statewide deployment.

Click It or Ticket High Visibility Enforcement

Total FY 2013 Expended Funds - \$164,205.52 - Funding Source – 405

In addition to the paid media effort, Alabama conducted a High Visibility Enforcement program for a two week period from May 20 through June 2. The enforcement program consisted of members from 228 law enforcement agencies from the municipal to the state level (Municipal Agencies: 169; County Sheriffs: 38; State Police Districts: 16; Other Agencies: 5). The officers worked 8,745 total hours and conducted 252 checkpoints. The total number of citations issued was 25,597.

Click It or Ticket Paid Media Campaign

Total FY 2013 Expended Funds - \$394,463.76 - Funding Sources – 405

“2013 Click It or Ticket” (CIOT) Media Campaign included placement of approved, paid CIOT programming on broadcast and cable TV and radio spots (May 13-27); and negotiation for earned (free) media (May 7-June 14, which includes the enforcement period) with the buys.

We expect that the Click It or Ticket Statewide Mobilization played a critical role in the effort to keep people safe on our roads and highways. In the May to June time frame, paid and bonus commercials supplemented law enforcement agencies statewide as they conducted a zero-tolerance enforcement of seat belt laws with a special emphasis on young males. Further, electronic billboards, the al.com website and statewide newspapers were employed to reach the target audiences. These efforts were aimed at yielding increases in seat belt use. In the May to June time frame, the Alabama Department of Commerce placed 19,110 paid media and 6,623 bonus commercials for Click It or Ticket.

For the campaign, paid media was engaged based on parameters outlined below:

Broadcast Television

The Broadcast television buys provide the greatest reach. The buys focused on programming in prime times: morning drive (M-F, 7A-9A) and evenings (M-F, 5P-Midnight). Selected weekend day parts, especially sporting events, were also approved if the media programming would appeal to the target group.

Cable Television

The large number of cable networks in Alabama can be effective in building frequency for the male 18-34 target market. The buys focused on the following day parts: morning drive (M-F, 7A-9A) and evenings (M-F, 5P-Midnight) with selected weekend day parts, especially sporting events. Paid scheduling was placed for networks that cater to males in our target, such as CNBC, ESPN, Fox News and Fox Sports, CNN, etc.

Radio

The campaign targeted that same key at-risk group, 18-34 year olds, particularly males. The buy focused on the following day parts: morning drive (M-F, 7A-9A), midday (M-F, 11A-1P), afternoon (M-F, 4P-7P), evenings (M-F, 7P-Midnight). Selected weekend day parts were considered as well.

One thirty-second video/audio commercial was produced by Auburn Media for television and radio and one thirty-second video/audio commercial was repurposed and was used for the 2013 Campaign.

2013 Click It or Ticket Media:

Cut #1: Grim Reaper: “Click It or Ticket, buckle your seatbelt.”

Cut #2: Sgt. Steven Jarrett: “Life is precious, buckle your seat belt!”

Advertisements for electronic billboards, newspaper and al.com were tied back to the video media.

Electronic billboards were leased in major markets where space was available. Two designs were developed to correspond to and reinforce the video commercials. Lamar electronic billboards were designed and placed in the twenty-six (15) major media market sites providing coverage in Birmingham, Mobile, Montgomery/Wetumpka, Huntsville and Auburn/Opelika. Ads ran 1,666,080 times per day during the campaign, providing 4,998,240 exposures. Bell Media ran nine e-billboards at 308,000 daily effective circulation (DEC) for a total of 9,242,000 exposures and also Bell Media ran 35 indoor screens at 3,360 ads per day for a total of 50,400 exposures in the Montgomery, Auburn and Enterprise areas.

AL.com Website: The state’s leading news website also provided excellent coverage for less than a \$10,000 investment:

Delivered:	Impressions	Click Thru’s
Purchased Impressions	963,140	
Delivered Paid Ads	963,648	389
Added Value Impressions	276,798	29
Text Links	21,714	1
TOTAL	1,262,160	419

ALABAMA PRESS ASSOCIATION

Newspapers:

Circulation	3,285,050
Online impressions	186,000

Evaluation of “Click It or Ticket” 2013

Total FY 2013 Expended Funds - \$169,772.21 - Funding Source - Section 405

Summary

A Special Traffic Enforcement Program called “Click It or Ticket” (CIOT) was conducted between April 22 and June 13 (2013) in Alabama. Multiple agencies and organizations participated in this effort, under the leadership of the Office of Highway Safety in the Law Enforcement/Traffic Safety (LETS) Division of the Alabama Department of Economic and Community Affairs (ADECA). Scheduled public education and enforcement was conducted, working toward the single goal of improving seat belt use to increase highway safety.

Seat belt use was evaluated in two primary ways: (1) by direct observation of vehicles, based upon a carefully designed sampling technique, and (2) through a telephone survey. Before and after seat belt usage rates were evaluated by direct observation, and after rates were evaluated through the telephone surveys.

The evaluations showed that the CIOT program is producing positive results. Most Alabamians are getting the message and know that they should be wearing their seat belts. Restraint use rose from 89.46% in 2012 to 97.26% in 2013. Many positive results came from the 2013 CIOT campaign.

Click It or Ticket Team

The Office of Highway Safety in ADECA/LETS coordinated this major project. The magnitude of the total effort may be gathered from Table 1-1.

Table 1-1: Agencies and Organizations on 2013 “Click It or Ticket” Team

LETS (ADECA)	Law Enforcement and Traffic Safety Division of the Alabama Department of Economic and Community Affairs	Lead agency, organized project, secured partners to conduct project, coordinated activities, funded project.
NHTSA	National Highway Traffic Safety Administration	Key federal agency that encourages safety, provided Section 405 funding for LETS to conduct project.
ADPS	Alabama Department of Public Safety	Conducted road blocks for seat belt use.
ALDOT	Alabama Department of Transportation	Used changeable message signs along highways to emphasize the “Click It or Ticket” program.
CTSPs	Community Traffic Safety Program Coordinators	Regional coordinators for LETS, assisted in local public relations, planned local law enforcement checkpoints, etc.
Research Strategies	Research Strategies, Inc. Mobile, AL	Engaged to conduct the pre and post media observational surveys. Also involves recruiting and training personnel to conduct the surveys.
ADC	Alabama Department of Commerce Montgomery, Alabama	Engaged to place ads in various media, conduct public relations portion of project, and otherwise support the project.
AbtSRBI, Inc.	AbtSRBI, Inc. Summer Spring, Maryland	Engaged to conduct and evaluate telephone surveys of public opinion regarding vehicle restraints in states participating in Click It or Ticket.
CAPS	Center for Advanced Public Safety, University of Alabama	Engaged to assist in coordination of project, evaluation of results, and preparation of project final report. Contracted company to conduct observational surveys.

Occupant Protection Paid Media Evaluation

AbtSRBI conducted telephone interviews after the CIOT campaign in 2013. Thousands of calls were made in order to obtain 500 complete interviews. Random telephone numbers were used, and many were bad numbers. There are various other reasons it takes so many calls to get 500 complete interviews. The process continued until the 500 interviews were obtained so as to have a good sample size. The survey took place June 3 through June 24, 2013.

The most important questions dealt with the respondent's use or non-use of seat belts. Results were good; the most frequent answer was "All of the time." It was given by 92% of the respondents interviewed. 97% of the respondents reported that they used their seat belts "all of the time" or "most of the time" at the end of the CIOT campaign.

When questioned about crashes, 89% strongly agreed that they wanted to be wearing their seat belts if they were ever involved in a crash.

Summary of Telephone Surveys: Alabama June 2013

Media Exposure:

- Messages Encouraging Seat Belt Use
 - Heard any in past 30 days: 73%
 - More messages heard/seen in past 30 days: 15%
 - Messages cause more frequent seat belt use: 26%
- Recall of Specific Slogans Heard/Seen in the Past 30 days
 - Click It or Ticket: 91%
 - Friends Don't Let Friends Drive Drunk: 79%
 - Buckle Up Alabama: 68%
 - Pay attention – Buckle Your Seatbelt: 36%
 - Didn't See It Coming? No One Ever Does: 28%
 - Buckle Up America: 27%
 - Buckle Up in Your Truck: 16%
- Pickup Truck Drivers Less Likely to Wear Set Belt in Truck than Other Car: 4%
- Seen/Heard Messages Encouraging Child Car Seats/Seat Belts: 45%

Awareness of Law

- Awareness of state seat belt law: 98%
- Awareness that seat belt law is primary: 81%

Beliefs about Enforcement

- Disagree police won't bother to write tickets: 51%
- Agree police are writing more tickets for seat belts now: 44%

Attitudes toward Seat Belt Use

- Disagree they are as likely to harm: 58%
- Agree want my seat belt on in an accident: 95%
- Disagree wearing a seat belt makes me worry: 84%
- Seat belt laws should be primary: 77%
- Agree enforcement of seat belt laws is important: 91%
- Stricter enforcement of adult seat belt laws is important: 66%

Reported Use of Seat Belts

- Wear seat belt all of the time in past month when driving: 76%
- Drove without seat belt in past month: 4%
- Seat belt use increased in past 30 days: 7%

The question was asked if they had seen or heard messages encouraging people to wear seat belts in the past thirty days. The overwhelming majority of drivers (73%) had seen or heard messages encouraging seat belt use. Of those who had seen a message, 66% saw the message on TV, while 35% heard it on the radio. 36% of respondents saw a billboard or sign and 4% read it in the newspaper. The majority of TV and radio messages (85%) were from commercials/advertisements and 19% were public service announcement.

The question was asked about why seat belt use has increased. The number one response was increased awareness of safety at 26%. The second highest rated response was that they don't want to get a ticket at 24% of the responses.

This survey indicates that Alabamians are aware that they should be wearing their seat belts. The message is out; 92% report that they wear them all of the time, and 97% report that they wear them all of the time or most of the time.

Occupant Protection and Child Restraint Use Observational Surveys

Observational Study Design

The National Highway Traffic Safety Administration (NHTSA) issued new Uniform Criteria for State Observational Surveys of Seat Belt Use (NHTSA, 2011a). The final rule was published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. This survey plan represents Alabama's response to the requirement to submit to NHTSA a study and data collection protocol for an annual state survey to estimate passenger vehicle occupant restraint and child safety restraint use. This plan is fully compliant with the Uniform Criteria and was used for the implementation of Alabama's 2013 seat belt survey. 2013 is the first year to implement the new plan.

The University of Alabama Center for Advanced Public Safety (UA/CAPS) managed the process of the annual survey of vehicle belt usage and child restraint usage throughout Alabama. UA/CAPS contracted with a highly qualified survey company, Research Strategies, Inc., to conduct the observational seat belt surveys throughout the state.

The sampling of observation sites was done in two stages, as indicated by the following summary:

- Stage 1: County Selection and Determination of the Number of Sites
- Stage 2: Site Selection
 - Data sources
 - Stratification and number of observations with each stratum
 - Sampling and the site selection probabilities.

The NHTSA sampling system incorporates a probability-based multi-staged stratified sampling approach. This approach provides data for rural and urban roadways. The old uniform criterion had population-based exclusion criteria. Following the old criterion, 15 counties were included in the vehicle belt usage survey, and 23 sites were selected for each of the 15 counties. The new uniform criterion has fatality-based exclusion criteria. This new criterion requires an update to the counties included in the sampling framework. The sample includes any combination of counties to account for at least 85% of Alabama's passenger vehicle occupant fatalities. The criterion instrument used was Alabama Crash Fatality data 2008-2010.

The first stage of sampling allows for the counties with the fewest number of passenger vehicle occupant fatalities to be eliminated, leaving at least 85% of Alabama's passenger vehicle occupant fatalities in the remaining counties. This elimination process left 40 out of a total of 67 counties. The percentage of total deaths per county was used to determine the number of sites, setting a minimum number of five sites in each county. This ensured that enough county data was collected to show an effect and was more cost-effective than surveying fewer sites per county. Although Jefferson and Mobile counties have much larger numbers than the other 38 counties surveyed, their totals are only slightly higher than the prior strategy of surveying 23 sites in each county. The calculation leads to a total of 343 sites, which is approximately the same as in past surveys, to be randomly selected from the sampling framework. The past surveys have averaged sample sizes of 40,000 to 50,000 vehicles, and the number of observations for 2013 turned out to be in the same range to those surveys performed in prior years.

In Stage 2, UA/CAPS and UTCA personnel worked jointly to provide randomized site selection using a stratified sampling approach. The 2010 Census Bureau's Master Address File/Topologically Integrated Geographic Encoding and Referencing (TIGER) database was used in this project. The database provided a complete listing of eligible road segments in the state. Each data point in the Census database is a road segment defined with one set of GPS coordinates (one point on the map) and a segment length. Data for the 40 counties selected in Stage 1 comprised the sampling framework. The framework was then stratified into smaller groups. A simple random sampling (SRS) was performed, and at least two observation sites were selected from each stratum.

Observational Surveys of Occupant Restraint Use

Field observation surveys were performed to measure shoulder seat belt use rates by drivers and front seat outboard passengers in passenger motor vehicles. The observation surveys were performed in 40 Alabama counties (343 sites) at two different times during the campaign to collect a pre-campaign rate and a post-campaign rate. These counties are identified in Table 2-1. These counties and the sites within them were chosen in order to satisfy the new NHTSA guidelines.

Table 2-1: Seat belt observation counties

Pre and Post Surveys			
Autauga	Cullman	Jefferson	Morgan
Baldwin	Dale	Lauderdale	Pike
Blount	Dallas	Lawrence	Russell
Calhoun	DeKalb	Lee	Shelby
Chambers	Elmore	Limestone	St. Clair
Chilton	Escambia	Madison	Talladega
Coffee	Etowah	Marshall	Tallapoosa
Colbert	Franklin	Mobile	Tuscaloosa
Conecuh	Houston	Monroe	Walker
Covington	Jackson	Montgomery	Winston

Occupant Restraint Survey Results

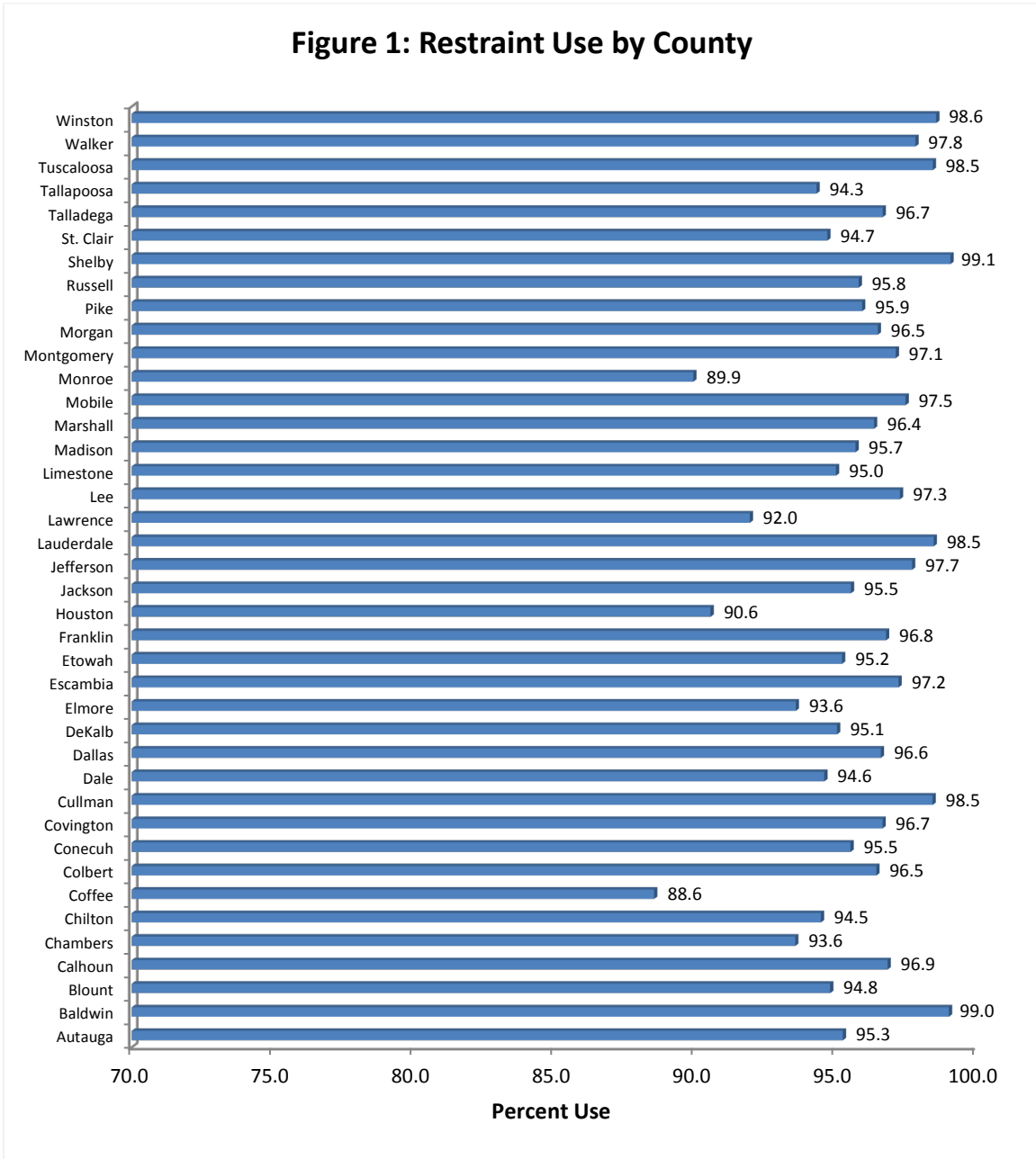
A total of 94,358 front seat occupants were observed at 343 sites scattered among 40 selected counties for the observational surveys. There were 44,337 front seat occupants observed during April 22 – May 5 for the pre-media campaign period and 50,021 front seat occupants observed June 3 – 13 during the post-media campaign.

The resulting analysis of the observation data produced the following conclusions:

- An increase in the seat belt usage rate was seen in 2013, with the number rising to a record high of 97.26%.
- The pre-campaign rate in 2013 is 93.73% and the post-campaign rate is 97.26%. The CIOT program had a positive result on seat belt use when comparing 2012 to 2013 and also comparing pre-campaign to post-campaign in 2013.
- As for gender in 2013, women wore their seat belts 97.7% of the time and men wore their seat belts 94.3% of the time.

Drivers of certain types of vehicles have historically been less likely to wear their seat belts. Each vehicle type saw rate improvements from 2012 to 2013, with Car at 96.8%, SUV at 96.7%, Van at 96.3%, and Truck at 93.1%. Even though the Truck category had the lowest rate, it saw the greatest improvement from 2012 to 2013, going from 79.5% to 93.1%.

See Figure 1 below for results for each county in the survey.



For more information about the Click It Or Ticket Project for Alabama, see the Evaluation of 2013 Click It or Ticket Report produced by the Center for Advanced Public Safety.

Child Restraint Observational Survey

The child restraint survey took place at 10 randomly selected sites in each of the 15 counties. At least one site from each ADT category was surveyed in each county chosen. Each site required one hour of direct observation. The survey required a total of 150 hours of direct observation. All children who appeared to be age five and under were observed, in any position in the car. The survey sites selected proportionally reflect road travel in urban and rural areas and account for road volume. The survey results measured a proportional distribution which resembles the statewide population. The survey was conducted during July 2013.

Child Restraint Survey Results

The survey team observed a total of 2,246 children, approximately aged five and under, in any position in the vehicle. Alabama was estimated to have a child restraint usage rate of 97.71%. Marshall County had the highest rate of 99.35%. Mobile County had the lowest rate of 94.44%. There were 15 counties in the survey. The county results are listed below:

County	Rate
Blount	96.25%
Colbert	99.27%
Escambia	95.28%
Etowah	97.56%
Houston	97.06%
Jefferson	96.09%
Lawrence	98.89%
Lee	97.62%
Madison	98.60%
Marshall	99.35%
Mobile	94.44%
Montgomery	98.91%
Shelby	98.82%
Tuscaloosa	98.44%
Walker	99.07%
Overall	97.71%

Child Passenger Safety (CPS) Program

Total FY 2013 Expended Funds - \$133,075.17 - Funding Source – Section 405

Alabama continued with the Child Passenger Safety (CPS) program that began in FY 2006. In that year, we established a single CPS coordinator augmented with three instructors from the CTSP offices and tasked them with addressing CPS from a regional perspective. The CPS program was continued through FY 2013. The overall goal of the CPS program remains to have more child restraint technicians available so that it will lead to an increase in the child restraint usage within the State of Alabama, resulting in a reduction of fatalities.

During FY 2013, fifteen certification classes were held. The re-certification rate for Alabama for the year was 51% and the national average was 58%. Alabama's re-certification rate can be attributed to the re-certification classes, an additional reminder email from the CPS coordinator and to an increased awareness of Child Passenger Safety across the state. The increased awareness has resulted in better retention of technicians. Of those technicians who did not re-certify, job change has been the biggest factor.

The first goal of the project was to increase the number of certified child passenger technicians in each of the nine CTSP regions across the state.

To meet this goal for FY 2013, fifteen ADECA funded three-day classes were held in Troy Alabama at Troy University, Dothan Alabama at SE Alabama Medical Center, Saraland Alabama at the Saraland Chamber of Commerce building, Decatur Alabama at Decatur General Hospital, Birmingham Alabama at the Birmingham Fire Department at Ensley, Ozark Alabama at the Ozark Fire Department, Atmore, Alabama for the Poarch Creek Indians, Dothan Alabama at Southeast Alabama Medical Center, Grove Hill Alabama at the Grove Hill Public Health Department, Geneva, Alabama, Opelika Alabama, Summerdale Alabama, Gulf Shores Alabama, Birmingham Alabama, and Ft. Payne Alabama. Each CTSP office was made aware of all the training opportunities available and that the classes were on a first-come, first-served basis. Not only were the classes advertised through the CTSP offices but each CTSP office was responsible for making sure all participants signed up using the website, www.cpsalabama.org. Many classes were projected to be held all over the state and many of the smaller communities were willing to participate. The smaller (higher risk, underserved) communities have been a goal of the CPS program since its inception.

A special emphasis was placed on keeping currently certified technicians. To meet this need, re-certification classes were offered all over the state. This re-certification class enables the technicians the opportunity to acquire all six CPS Continuing Education Units (CEUs) required for re-certification. The technician is also required to attend a two hour (minimum) checkup event and install five car seat scenarios with an instructor present to complete all the requirements for re-certification. These classes are coordinated through CTSP offices and are on a first-come, first-served basis. The calendar on www.cpsalabama.org is constantly updated and all the classes (both certification & re-certification) are shown. Each CTSP coordinator is encouraged to hold at least one CPS certification class and one CPS re-certification class in their region.

In FY 2013, ten ADECA sponsored re-certification classes were held. All of the re-certification classes are to support the fitting stations and ensure that existing technicians have the latest information possible. The CPS coordinator assisted with the development of a re-certification curriculum for use in Alabama and it is already approved for CPS CEU's with SAFE Kids worldwide, which makes recertification much easier for technicians.

For FY 2013, the standardized CPS curriculum was revised and taught over three days instead of the previous four days. Since the revision of the standardized CPS curriculum in 2007, all classes will be taught over three straight days.

The second goal of this project was to increase communication and awareness on the issue of CPS in each of the nine CTSP regions.

The statewide CPS website is heavily utilized by parents and technicians alike. The website offers a place to go to get accurate up-to-date CPS information for parents and technicians. The Alabama CPS website, www.cpsalabama.org is now being utilized all over the country. Since the website offers a single place for all accurate CPS information, both technicians and parents are able to use it. The website has also generated phone calls from all over the country about the law in Alabama, the proper way to travel with children through Alabama and who they can contact for help in their local community.

During FY 2013, printable items were heavily utilized from the CPS website. A chart of the minimum and maximum weight ranges for all car seats was updated. Parents use technicians for guidance in selecting new car seats and this chart will give them some much needed information. The website also has valuable information for current CPS technicians so that they may retain their certification. The website has a re-certification page with links to articles, activities and tests to help technicians stay current. The calendar on the website notes Child Passenger Safety related events such as classes and events, as well as offering valuable information on changes in the technology of child restraints.

In addition to updates on www.cpsalabama.org, more email communication was enacted with CPS technicians in Alabama. New developments in child restraint designs have been noted on the website as well. These changes will make it easier for parents to properly secure their children on every ride.

All potential students for certification classes and re-certification classes now register for classes on-line at the website. The website also has links to the latest recall list, the complete technician manual, offers a way for fitting stations to report their activities, a way for educational classes to report their activities, and a way for technicians, instructors and organizations to add their events to the CPS calendar. The website now features an update service as well, so every time the website changes a subscriber's email will be notified.

As a third goal, each CTSP regional office will explore the possibilities of establishing additional permanent child passenger safety fitting stations in each of the regions.

With the classes taught during this FY 2013, awareness has been raised in these areas and three additional fitting stations were added. The three-day certification classes taught this year had 148 students attend; most of these students passed the course and can assist the existing permanent fitting stations and add more child passenger safety experts to Alabama. A report for the year shows 5,743 car seats were checked during the year with all 19 fitting stations reporting. Additionally, 468 people received community education through CPS outreach trainings.

There currently are 19 fitting stations around the State of Alabama. They are: Children's hospital, and 3 Fire stations in Trussville, South East Medical Center in Dothan, Enterprise Police, Troy Police Department, Ozark Police Department, Crenshaw County Sheriff's Department, Hartford Police Department and Andalusia Police Department, ECM Hospital in Florence and Decatur Morgan Hospital in Decatur, Huntsville Hospital in Huntsville, Montgomery State Farm, and Northport Fire, Tuscaloosa Police Department and Demopolis Police and Saraland Police Department. Alabama is constantly working to create more fitting station sites around the state to meet the need of caregivers. As this fiscal year and the following fiscal years progress more areas of the state will be covered with technicians and fitting stations.

Drive Sober or Get Pulled Over High Visibility Enforcement
Total FY 2013 Expended Funds - \$170,104.58 - Funding Source – 410

In addition to the paid media effort, Alabama conducted a High Visibility Enforcement program for a two week period from August 16 through September 2. The enforcement program consisted of members from 188 law enforcement agencies from the municipal to the state level (Municipal Agencies: 138; County Sheriffs: 33; State Police Districts: 16; Other Agencies: 1). Officers worked 10,735 total hours and conducted a total of 196 checkpoints. The total number of citations issued was 21,173.

Drive Sober or Get Pulled Over Paid Media Campaign
Total FY 2013 Expended Funds - \$399,319.60- Funding Source – 410

Overview

The 2013 Drive Sober or Get Pulled Over Campaign is a partnership among Governor Robert Bentley, the Alabama Department of Economic and Community Affairs, the Alabama Department of Public Safety, the National Highway Traffic Safety Administration, the Regional Community Traffic Safety Programs, and municipal and county law enforcement agencies.

Alabama Department of Commerce (ADC) implemented the Labor Day 2013 “Drive Sober or Get Pulled Over State Media Plans and submitted to AOHS at ADECA/LETS. The plan and actions taken were consistent with the campaign content: The mission was to produce and direct a statewide multimedia campaign – a comprehensive, high visibility initiative of the national enforcement mobilization, a partnership of criminal justice and traffic safety partners.

The campaign is designed to increase awareness that sobriety checkpoints, saturation patrols, undercover officers and concerned citizens will conduct massive enforcement efforts, usually involving multiple agencies that target specific areas to identify and arrest impaired drivers.

Alabama's earned media, paid media, enforcement and post-survey periods followed the campaign and evaluation schedule as distributed for the campaign.

- Paid media: Wednesday through Friday weekly from August 15 to September 3. The campaign once again targeted a key at-risk group, 18 to 34-year-olds, particularly males. The buy focused on the following dayparts: morning drive (M, Th-F, 7A-9A) and evenings (M, Th-F, 5P-Midnight). Weekend dayparts, especially sporting events, were appropriate as well if they appealed to the target group.
- Bonus media: July 28 - September 8, 2013
- Enforcement: August 16 - September 2, 2013

The objective was accomplished principally through the following tasks:

(1) Development of the “Drive Sober or Get Pulled Over” marketing approaches, based on Nielsen and Arbitron Ratings and targeted toward males in the 18-34 age group primarily and slanted toward rural areas and identified hot spots;

(2) Produced two television and radio advertising spots, "Bad Billy" and "Good Billy" in addition to corresponding billboard and newspaper ads;

(3) Negotiated placements of approved, paid program broadcast television, cable television, radio spots, and newspaper, in addition to free and public service spots. Paid advertising for the campaign was placed with 25 broadcast television stations in five major metro areas, 50 cable stations, multiple radio networks that cover 130 AM and FM radio stations across the state; 95 weekly newspapers and 30 daily papers.

(4) Newspaper ads and eBillboards were distributed across these markets.

(5) Movie theatre ads were placed in the Carmike Cinemas across the state in these markets.

Results

Total Media buys were 18,514 paid media plus 7,346 bonus spots for a total of 25,736. This included broadcast and cable television, radio, newspapers, eBillboards and al.com web ads.

ADC was able to negotiate a favorable “bonus media” to “paid media” ratio with the broadcast television and the cable television. In addition, several add-ons included a presence on the majority of broadcast television websites, 10-second radio billboard spots with traffic and sports reports, and banner ads on cable television weather channels. Weekly newspapers offered free ads in addition to paid placements.

Creation and production for the 2013 ads was provided by the Media Production Group from Auburn University, producing this year’s “Bad Billy” and “Good Billy” campaign videos. They also produced beta-tapes and digital sound files for distribution at a minimal charge. The videos were digitized to the disk and provided separately to the AOHS at ADECA/LETS.

E- Billboards

Electronic billboards were leased in major markets where space was available and consisted of both 10' by 21' boards and 14' by 48' digital displays. Two designs for each size billboard were developed to correspond to and reinforce the video commercials.

Space in the rotations of electronic billboards were designed and placed in these markets: 21 digital locations covered Huntsville, Birmingham, Montgomery, Prattville, Auburn, Opelika, Enterprise and Mobile markets.

AL.com (internet)

The statewide campaign demographically targeted to males aged 18-34. This demographic was developed for AL.com where, during an average month, 20% of their unique visitors are in the targeted range. The web ads garnered more than 1.3 million hits.

The campaign ran August 16 through September 2, and included Standard Ad Units, story ads and text links with a bonus of roll-over and video ads.

Impaired Driving Paid Media Evaluation

The 2013 Survey of Alcohol Targets of Opportunity was a statewide telephone survey conducted for AOHS. The study design called for a measurement of awareness, behavior, and perceptions concerning public information and enforcement programs of drinking and driving among drivers who had at least one drink in the past year. The public education effort consisted of paid advertising and increased enforcement. The survey was administered to a randomly selected sample of approximately 500 drivers age 19 and older who drive at least a few times a year and must have had at least one drink in the past year. Interviews were conducted from September 5 to September 25, 2013. AbtSchulman, Ronca and Bucuvalas, Inc. (AbtSRBI), a national survey research organization, conducted the data collection.

The questionnaire was programmed on a computer assisted telephone interviewing (CATI) system. This system used up to five call-backs to determine if the randomly generated phone number was a household and up to eight call-backs were made to find a respondent in a household. A cell phone component was added this year so the interviews consisted of enough calls to complete surveys on 400 landlines and 100 cell phone lines.

General Information

Respondent Gender: By observation of the interviewers, 48% of the respondents were male and 52% were females.

Respondent Age: Drivers were asked to indicate their age during the demographic portion of the survey. Drivers age 19-34 made up 18% of respondents; 35-44 made up 11%; 45-54 made up 21%, 55-64 made up 24%, 65 and older made up 24%.

Respondent Race and Ethnicity: Drivers were asked what racial category described them. The majority of drivers considered themselves to be white at 71%. Blacks or African American made up 26% of the survey while Hispanics made up 1%. Asians were 1% and "Other" made up 3% of the survey.

Respondent Education: Drivers were asked for their highest educational achievement. College graduate or higher was chosen by 51%. Some college education was chosen by 27%; high school graduate was chosen by 18%; and less than high school education was chosen by 4%.

Major Findings among All Drivers

Frequency of Motor Vehicle Use: Drivers were asked how often they drive a motor vehicle. The majority of respondents (82%) said they drove almost every day while 13% drive a few days a week and 4% drive a few days a month or less. 1% replied that they drive a motor vehicle a few days a year.

Type of Motor Vehicle Driven: The majority of respondents (53%) drove cars. The next highest categories were SUVs at 20% followed by pickup trucks at 18% and vans or minivans at 6%.

Frequency of Seat Belt Use: Most drivers (92%) wear their seat belts all of the time and 6% wear their seat belts most of the time. Additionally, 1% wear their seat belts some of the time while 1% of the respondents answered that they never wear their seat belt.

Alcohol Use: The majority of drivers (71%) answered that they had at least one drink in the past thirty days while 29% said they had not.

Average Number of Days of Alcohol Use: Drivers were asked how many days out of the past 30 days did they drink any alcoholic beverages, which include, beer, wine, wine coolers, mixed drinks or liquor. Of those driver who did have a drink the average was 7.1 days of alcohol use.

Driven within Two Hours of Drinking: Drivers were asked if in the past 30 days they had driven a motor vehicle within two hours after drinking any alcoholic beverages. 13% of respondents drove within two hours of drinking while 87% did not. Of those that did drink, the average number of days in the past 30 days in which they did drink and drive was 2.7 and the average number of drinks was 1.70.

Driving When Had Too Much to Drink: When asked if they had driven when they thought they had too much to drink in the past 30 days, 98% replied "No".

Visibility of Police on Roads: Drivers were asked if they had seen police on the roads where they normally drive in the past 30 days. The majority of drivers (74%) answered about the same, 2% of drivers answered more often than usual while 3% answered less than usual.

Overall Likelihood of Being Stopped: Drivers were asked what they believed the likelihood of being stopped while having an amount of alcohol in their body greater than the amount allowed by law would be. 26% felt they would not likely be stopped by police after drinking, 33% felt it was somewhat likely, 30% responded it was very likely they would be stopped and 11% were not sure/refused.

Increase Likelihood of Being Stopped: (That is, compared to a month ago; did they think a driver who had been drinking is more likely, less likely or about as likely to be stopped by the police?) 30% of the drivers surveyed thought that the chances of being stopped had increased in the past month, 57% felt the likelihood of being stopped was about the same as the last month, 4% felt that it was less likely and 9% not sure/refused.

Seen or Heard Messages Encouraging People to Avoid Drinking and Driving: The overwhelming majority of drivers (79%) had seen or heard messages encouraging people to avoid drinking and driving only 19% said they had not. Of those who had seen a message 82% saw the message on TV, while 27% heard it on the radio. 21% of respondents saw a billboard or sign and 6% read it in the newspaper. The majority of TV and radio messages (65%) were from commercials/advertisements and 23% were public service announcement.

Number of TV and Radio Messages Seen or Heard in Past 30 Days: Drivers who saw or heard messages were asked if it was more message than usual to encourage people to avoid drinking and driving. 73% reported that they had seen about the same number of messages while 24% said they had seen more than usual.

Special Efforts by Police to Reduce Drunk Driving: Some drivers (34%) had seen or heard of special effort by the police to reduce drinking and driving. Most respondents (62%) had seen the special effort by police on TV while 13% read it in the newspapers, and 25% heard of the efforts on the radio. Many drivers (51%) saw or heard news story about law enforcement efforts. 45% saw or heard a commercial/advertisement and 16% saw or heard a public service announcement.

Overall Seen or Heard about Police Checkpoints: 45% of drivers had seen or heard about police checkpoints while 54% had not.

Visibility of Police Checkpoints: In the last 30 days, 14% of the drivers said they had personally driven past or through a police checkpoint.

Name or Slogan to Prevent Drunk Driving: 27% said they knew the name or slogan of an enforcement program(s) that is targeted at drinking and driving.

Unaided Awareness of Slogans: Drivers were asked to recall a name or slogan of a program to prevent drinking and driving. 47% responded with “MADD/Mothers Against Drunk Driving”, 9% responded “Friends Don’t Let Friends Drive Drunk”, 4% responded with “You Drink and Drive. You Lose”, 3% responded with “Drunk Driving. Over the Limit. Under Arrest.” and 5% with “Drive Sober or Get Pulled Over”

Aided Awareness of Slogans: Drivers were asked if they recall hearing or seeing some slogans. “Friends Don’t let Friends Drive Drunk” was recalled by 68% of respondents, “Buzzed Driving is Drunk Driving” was familiar with 52% of respondents, “Drunk Driving. Over the Limit. Under Arrest.” was recalled by 42% of respondents and “Drive Sober or Get Pulled Over” was recalled by 39% of respondents.

Enforcement of Drinking and Driving Laws: Most drivers (85%) feel it is very important to enforce drinking and driving laws more strictly, whereas 8% felt it was fairly important, 4% felt that it was somewhat important, and 2% felt it was not that important.

Traffic Safety Resource Prosecutor Program
Total FY 2013 Expended Funds - \$136,119.51 - Funding Source - State Traffic Safety Trust Fund

The Traffic Safety Resource Prosecutor (TSRP) provides critical support to Alabama's prosecutors, law enforcement officers, judges and other traffic safety professionals by offering competency and expertise in the area of impaired driving.

Responsibilities

- Provide on-call technical assistance and legal research to prosecutors on a myriad of legal issues pertaining to impaired driving prosecution. Issues include: Standardized Field Sobriety Testing (SFST), probable cause, implied consent, breath and blood testing, trial advocacy, evidentiary predicate and the Drug Recognition Expert (DRE) program.
- Assess training needs and develop training opportunities for prosecutors and law enforcement officers to enhance the effectiveness and competence of investigating and prosecuting impaired driving cases.
- Assist and/or lead prosecutions of impaired driving cases upon request.
- Develop and maintain resources related to the investigation and prosecution of impaired driving cases.
- Monitor legislative matters that impact impaired driving laws.
- Communicate with other state agencies involved in impaired driving cases such as the Alabama Department of Public Safety and the Alabama Department of Forensic Sciences to promote uniform enforcement and prosecution of Alabama's impaired driving laws.
- Make presentations to and participate in local, state and national meetings on traffic safety issues.
- Maintain a working relationship with the National Highway Traffic Safety Administration (NHTSA), National Association of Prosecutor Coordinators (NAPC), National Traffic Law Center (NTLC) and other TSRPs around the country.
- Maintain a website on which relevant and informative information is contained.
- Serve as the state coordinator for Alabama's Drug Recognition Expert (DRE) program.

2013 Activities

- 10+ Trainings:
 - 30+ Prosecutors
 - 160+ Law Enforcement Officers
 - 120+ Municipal Judges and Prosecutors
 - 60+ District and Circuit Court Judges
- Attended National DRE Conference in Oklahoma City, OK. Also, taught two presentations to over 100 DREs and prosecutors from across the country in an Ask This Not That program.
- Attended National Lifesavers conference in Denver, CO and participated in Mock Trial session.
- Attended National Association of Prosecutor Coordinators in Nashville, TN.
- Attended TSRP Conference in St. Louis, MO.
- 300+ email and phone call requests for technical assistance.
- Maintain a TSRP website that has generated over 135,000 hits since its launch in January 2011.
- Spearheaded the creation of a statewide DUI Task Force as well as creating a State Impaired Driving Highway Safety Plan (SIDHSP).
- Created the task force, subsequently titled the Alabama Impaired Driving Prevention Council (AIDPC), and held two meetings as well as conducted communications via email. Through those meetings, information was gathered and the SIDHSP was crafted and submitted to NHTSA for approval.
- Conducted an interview with NHTSA regarding occupant protection in Alabama.

The TSRP website, www.alabamaDUIprosecution.com had 31,823 hits for FY 2013.

The TSRP continues to be a utilized resource in the battle against impaired driving and the problems being faced both on the law enforcement level and the prosecutorial level. It is all being done with an eye to the overall goal of increasing the level of readiness and proficiency for the effective investigation, preparation, and prosecution of traffic related cases involving impaired driving from misdemeanor offenses to traffic homicide cases. The TSRP further serves as a liaison while providing technical assistance, training, and counsel to prosecutors and law enforcement, as well as information to communities regarding the dangers of driving under the influence.

Driver's License Suspension Appeals Program

Total FY 2013 Expended Funds - \$30,307.14 - Funding Source - Section 402

The Driver License Suspension Appeals Program was designed to handle the additional workload created by State mandates requiring administrative suspensions of driver's licenses in DUI cases. The implementation of this legislation resulted in a backlog in the number of driver license appeals. This program was designed to reduce that backlog and reduce the period of time required to handle such cases so that impaired drivers were more quickly removed from the highway which was the intention of the administrative license suspensions.

The goal of the Driver License Suspension Appeals (DLSA) Program is to ensure timely driver license suspension thus protecting drivers on the roadways of Alabama. There were three objectives to meet this goal.

Objective 1 was to maintain the average of five months required to handle driver license suspension appeals and decrease by one month. This goal of reducing the time of handling the appeals was not achieved in FY 2013; however the five month average has been maintained. One reason the goal was not achieved was because of the increase in DUI deferral programs being run by Municipalities and District Attorneys, which slows the enforcement efforts on the part of the legal unit. There is also an effect that the enforcement effort is having on CDL holders, as DUI arrest affects their CDL status even if they are arrested in their personal car.

The FY 2013 year began on October 1, 2012 with 1,760 cases pending; an additional 861 cases were filed this grant period. The grant's attorneys were able to clear 1078 cases, which are 70.4% of the cases that went to court. Because of the limited court schedule for setting cases, there were a total of 1,157 cases pending on September 30, 2013.

Objective 2 was to reduce the number of pending driver license suspension appeals from 1,760 to 1,320, a reduction of 25 percent. This goal was not met. This is due to greater enforcement action and many courts running deferral programs allowing persons to get their DUI criminal cases dismissed and the civil cases continued. There also has been a general slowdown in the cases being served on the department and set for trial because of staff reductions in the court system. However given all of the above, the Department's attorneys were able to dispose of 217 more cases than were received during this grant period.

Objective 3 was to further streamline DLSA procedures by continuing to request the courts schedule cases in groups in order to combine as many possible into one trip. This goal has been achieved.

The DLSA Program has been very successful in getting the courts to set multiple cases on a single docket allowing the grant's personnel to be more effective in trying to reach the goals of the grant with the limited personnel that the department has available. The greatest challenge is developing a plan to reduce the number of cases because of the large increase in the number of court filings, due to greater enforcement and the courts running deferral programs allowing persons to get their DUI criminal cases dismissed causing the withdrawal of the suspension prior to hearings.

This year the DLSA Program prepared and answered complaints filed by people attempting to keep their driver license under Alabama Administrative Suspension Act and attend court to defend the Director's action. Because of the courts financial and personnel problems, it is very difficult to get the cases before the court. They continue to be unable to get the courts in the smaller counties to set these cases on other than nonjury dockets which are held only a few times a year. They are continuing to work with the courts to shorten the pending case time as the Department is very successful in closing the cases once they come to trial.

**Alabama Yellow Dot Program - Etowah County Commission
Total FY 2013 Expended Funds - \$71,982.84 - Funding Source - State Traffic Safety Trust Fund**

The Older Drivers segment of the population is growing by increasing amounts annually due to the "Baby Boomers" entering the later stage of their lives. Crash injury treatments involving Older Drivers in rural areas as well as cities are hampered by the fact that Emergency Medical Services (EMS) personnel will not start treatments en route to hospitals without information on the injured party's normal medical condition or information regarding medication that the party may be taking. This delay radically cuts into the "Golden Hour" in which proper treatment can save a person's life.

Many other segments of the population of Alabama have medical conditions that may give first responders the wrong impression if information concerning their affliction is not readily available. In the event of a crash, passengers may be unable or too distraught to convey information to the medical people on the scene.

The Northeast Alabama Traffic Safety Office (NATSO) in cooperation with the Etowah County Commission has continued implementation of the ADECA/LETS Yellow Dot Program for Senior and At Risk Drivers in the North East Region of Alabama. NATSO continued to take the lead role in the implementation of the Yellow Dot Program throughout the other regions of the State of Alabama and has coordinated the forming and training of coalitions of Law Enforcement, Fire, EMS and Senior Groups. While designed for Alabama seniors, the Yellow Dot Program benefits all drivers of passengers with medical issues.

There are now 60 counties in the State that are participating in The Alabama Yellow Dot Program. We now have an enrollment location within 50 miles of over 95% of the state's population.

Grant personnel continued working closely with Tennessee's TDOT to help get their program under way. Alabama's Yellow Dot coordinator attended the roll out meeting in Nashville to help explain the program to those who will be tasked to carry it out in Tennessee

There has been a lot of television coverage and the print media continue to cover the campaign. This grant has achieved or exceeded the goals and objectives outlined in the grant application.

Alabama Driver Attitude Report 2013-July Statewide Telephone Survey

A statewide Driver Attitude telephone survey was conducted for the AOHS. The study design measured attitudes toward seat belt use, messages about seat belt law enforcement, speeding, speed enforcement, drinking and driving and impaired driving enforcement.

The survey was administered to a randomly selected sample of respondents age 19 and older. Interviews were started in July 2013. AbtSchulman, Ronca and Bucuvalas, Inc. (AbtSRBI), a national survey research organization, conducted the data collection.

The questionnaire was programmed on a computer assisted telephone interviewing (CATI) system. This system used up to five call-backs to determine if the randomly generated phone number was a household and up to eight call-backs were made to find a respondent in a household.

General Information

Respondent Age: Drivers were asked to indicate their age during the demographic portion of the survey. The overall average age of respondents was 47.6 years. The average age of the male respondents was 46.9 years and the average age of female respondents was 48.3 years.

Respondent Race and Ethnicity: Drivers were asked what racial category described them. The majority of drivers considered themselves to be white 70%. Blacks or African American made up 26% of the survey. Hispanic or Latinos made up 4%.

Major Findings Among All Drivers

Frequency of Motor Vehicle Use: Drivers were asked how often they drive a motor vehicle. The majority of respondents (77%) said they drove almost every day while 14% drive a few days a week and 2% drive a few days a month.

Type of Motor Vehicle Driven: The majority of respondents (53%) drove cars. The next highest categories were SUVs at 21% followed by pickup trucks at 18%. Vans or minivans came in at only 3%.

The Recommended Set of Core Survey Questions by GHSA and NHTSA

1. **Safety Belt: Frequency of Shoulder Belt Use:** Of the drivers that have a shoulder belt in their primary vehicle, 92% wear their shoulder belts all of the time and 4% wear their shoulder belts most of the time. 1% rarely wear their shoulder belt and 2% say they never use their shoulder belt.
2. **Messages about Seat Belt Law Enforcement:** When asked if they have read, seen or heard anything about seat belt law enforcement by police in the last 60 days, 41% reported “Yes” and 58% reported “No”.
3. **Likelihood of Being Ticketed for Not Wearing a Seat Belt:** When asked what people thought their chances were of getting a ticket if they did not wear their safety belt at all while driving or riding over the next six months, 50% said very likely, 28% said somewhat likely, 11% responded somewhat unlikely and 6% replied very unlikely.
4. **Driving Over the Speed Limit of 30 mph:** When asked about driving on a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph, the responses were as follows. 16% most of the time, 15% half of the time, 45% rarely and 21% never.
5. **Driving Over the Speed Limit of 65 mph:** When asked about driving faster than 70 mph on a road with a speed limit of 65 mph, the following responses were received. 13% said most of the time, 11% said half of the time, 30% said rarely and 43% replied never.
6. **Chances of Getting a Speeding Ticket:** When asked what those that were surveyed thought the chances of getting a ticket if they drove over the speed limit answered as follows. 53% said very likely, 34% said somewhat likely, 8% said somewhat unlikely and 4% said very unlikely.
7. **At Least One Alcoholic Beverage In the Past Year:** When asked in the past year, have they had at least one drink of any alcoholic beverage, including liquor, beer, wine or wine coolers, 42% responded “Yes” and 58% responded “No”.
8. **Driven Within Two Hours After Drinking in Past 60 Days:** Drivers were asked if in the past 60 days had they driven a motor vehicle within two hours after drinking any alcoholic beverages, even if they had a little. 25% replied yes and 75% said they had not.
9. **Mean Number of Days in Past 60 Days Driven Within Two Hours of Drinking:** Among those who have driven within 2 hours of drinking in the past 60 days, the mean number of days driven within two hours after drinking any alcoholic beverage was 4.90.

10. Read, Seen or Heard Anything About Drunk Driving Enforcement by the Police: Those surveyed were asked in the past 60 days, had they read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police. 57% said they had and 42% said they had not.
11. Likelihood of Getting Arrested If Drove After Drinking: When asked what they thought the chances are of someone getting arrested if they drive after drinking, 54% said very likely, 33% said somewhat likely, 8% said somewhat unlikely and 2% responded very unlikely.

Alabama Department of Public Safety

Total FY 2013 Expended Funds- \$293,440.00 – Funding Source- State Traffic Safety Trust Fund

The Alabama Department of Public Safety expanded and improved its two way voice radio communications abilities for all sworn officers. Voice communication is the cornerstone of first response to emergencies, and ALDPS serves as the lead agency in many events involving multiple agencies. The development of an effective system of interoperable communication is vital to the safety of involved personnel and to the safety and well-being of the public.

Objective 1 for this grant was to create specifications for and obtain 40 dual band capable two way mobile radios to be used in a pilot project to establish interoperable communications for State Troopers assigned to Special Operations Platoons. This objective was achieved.

Objective 2 was to develop a programming template for installation into the dual band radios, obtain frequency use agreements with external agencies and program dual band radios with all interoperable communications frequencies. This goal has been partially completed. Frequency use agreements have been obtained, but delays were encountered in training personnel to program radios. Due to ongoing critical needs, personnel were not able to devote full attention to the completion of this project; however, a programming template was developed and installed into test radios. Following successful testing, the template will be installed into the remaining radios to prepare them for deployment.

Objective 3 called for the installation and deployment of the 40 dual band radios in the vehicles of State Troopers throughout the state, evaluate coverage and refine the programming following the test project. This objective was not met, because installations cannot be completed until the programming template is finalized and thoroughly tested.

**Traffic Safety Information Systems
(EMS Run Data Entry Software, MapClick and Paperless Office)
Total FY 2013 Expended Funds - \$418,459.74 - Funding Source - Section 408**

This grant had many projects in the scope of work for FY13. CAPS and the AOHS in ADECA/LETS continue to take advantage of a long-standing relationship that has been mutually beneficial for many years for one another and for traffic safety in the State of Alabama.

The following areas describe the stems for the FY2013 traffic records upgrades in Alabama:

1. Upgrade to Address Location Deficiencies (MapClick)
2. EMS Project and Portal Upgrade
3. EMS Run Data Entry Software
4. CARE Enhancements
5. DPS Paperless Operation Completion
6. Enforcement and Adjudication Log (LogBook)
7. Further eCrash Rollout

These will provide the organization for the following summary of progress for the 2013 fiscal year, according to the goals given in the project proposal.

1. Upgrade to Address Crash Location Deficiencies (MapClick)

The system will enable officers in the field to click on a digitized map and generate all of the location information needed for a crash or citation report was developed and released in an initial version for beta testing. This was deployed to the entire Tuscaloosa trooper post (around 40 troopers) as well as about ten officers in the Huntsville Police Department. CAPS coordinated training efforts with DPS for all DPS troopers to use MapClick during their in-service training which began in May and ended September. The goal is to have the entire trooper force to be using MapClick by the end of September 2013 was accomplished. Feedback from the field was used to modify and update the system as well as to address deficiencies in the underlying maps and data that drive the system. This is vital in keeping the system current with location information. One great advantage of MapClick is that it produces identically what the officers have been generating manually for the past three decades. This being the case, any partial deployment of MapClick is to the advantage of both officer efficiency and accuracy, without any issues as far as processing the MapClick-generated data right alongside of traditionally-generated data, since CARE views the two identically.

Now that the rollout to DPS has been completed, the concentration will be on the municipals. Multiple updates have been release that deal with minor issues reported by troopers in the field. The plan is to create DVDs and send them to the municipals throughout the state, and to schedule training to help prepare the municipals for using MapClick. The data file associated with the application to address missing links and nodes in certain areas of the state has been updated. A system to track MapClick usage in eCrash was also created to allow tracking who is (and is not) using MapClick and also to enable monitoring of the data being entered into the crash report. This feedback system can then be used to “clean” any data issues that are reported in the state.

2. EMS project and portal upgrade

CAPS personnel participated in the National Emergency Medical Services Information Systems (NEMSIS) data quality conference calls, and they have coordinated their efforts with Alabama Department of Health (ADPH) as needed. With direction from State ADPH EMS Office, CAPS personnel have modified and updated the Extract Translate Load (ETL) profile to produce new variables and realign existing variables to meet reporting needs and requirements. CAPS produced a new dataset template for use by the Trauma Register vendor. In the latter stages of this stem, CAPS continued to modify and update the ETL process to add and refine variables available through the EMS portal. CAPS produces a new EMS dataset on a weekly basis that is made available through the EMS portal. CAPS plans to continue to participate in the NEMSIS data quality conference calls in the foreseeable future.

The following summarize the enhancements made to the analysis web portals:

- Completed a module that enables batch eCrash downloads.
- Completed a scheduling reports framework for the safety portal that enables reports to be scheduled (e.g., weekly, monthly, quarterly, etc.).
- Made major progress on migration of the Safety Portal to Care10.
- Completed the design of a module that enables filters to be created from events on the map.
- Supported new HTML 5 portal for EMSIS dashboard.
- Continued development on the upgrade of the safety portal.
- Added the following reports to the eCrash portion of the safety portal:
 - o Motorcycle Crashes by month and quarter
 - o Pedestrian involved crashes by month and quarter
 - o All crashes by month and quarter
 - o Commercial vehicle crashes by month and quarter
 - o DUI crashes by month and quarter
 - o Older driver crashes by month and quarter
 - o Teen Driver crashes by month and quarter
 - o Unbelted fatal crashes ages 5 and under by month and quarter
 - o Unbelted fatal crashes ages 6 and older by month and quarter.
- Added the ability to run reports by ADECA Region and ALDOT Districts.
- Began migration of safety portal to CARE 10.
- Corrected and regression tested several bugs in safety portal.

3. EMS run data entry software

In close cooperation with the EMS Information Technology (IT) group through weekly meetings, an application framework was created to facilitate the data collection and the validations that are necessary. The models generated were used to create the web services used to upload the data to the central repository. NEMSIS released a new update that was used to update Alabama's central repository. Originally the update lacked 20+ database tables that are necessary to collect these data, and these issues were resolved. The upload service has been completed and the web services have been finalized to be NEMSIS 3.2 compliant. Together with ADPH, a list of variables is being assembled for NEMSIS to capture, as well as the validations that go along with these variables. Once these are finalized, the services will be ready for production. Also, the framework used for the client application is near completion. Progress has been made to where the next step in the process will be to get the models and validations into the client and create the user interface.

4. CARE enhancements

CARE 10 locations capabilities were completed. All known CARE 10 errors and needed corrections were completed. The following CARE 10 datasets were created for crash, driver-vehicle, occupant and Commercial Motor Vehicles:

- Most recent year
- Three back years plus year to date,
- 5 previous years closed out,
- 10 previous years closed out (no roadway location capabilities);

The Transportation Safety Portal has added 30+ completed standardized reports that can be distributed on a periodic basis. A number of enhancements were made in scripted reporting and filter building. Intensive testing continues surfacing a number of faults that have been corrected. Considerable effort was required for converting existing CARE 9 filters to CARE 10. This has supported the efforts of producing additional reports for the Transportation Safety Portal that are listed above.

5. DPS paperless operation completion

The updated paperless operation was deployed to the entire Tuscaloosa trooper post (around 40 troopers), and also about ten Huntsville Police Department officers. CAPS coordinated the training of all DPS troopers in the use of eForms during their in-service training. The goal of training the entire highway patrol by the end of September was accomplished, and eForms has been deployed to the all DPS troopers. Troopers are using the forms, and so far there has been over 180 Driver's License revocation reports created using eForms with none of them being rescinded due to error or incompleteness. There have been over 350 motorist assist reports created using the system as well. Planning was conducted for the next step, which is to release eForms to the municipals. Like the MapClick deployment above, this will be accomplished through the use of DVDs being sent to all municipal agencies, as well as conducting ongoing training sessions.

6. Enforcement and adjudication log (LogBook)

CAPS has been working very closely with both DPS and Alabama Criminal Justice Information Center (ACJIC) in coordinating a beta deployment of the LogBook. Training was conducted with the Tuscaloosa trooper post as an alpha group during the month of August. The goal was to get feedback from this group during September, then start a rollout to other posts starting in October. Planning for this was closely coordinated with ACJIC to release this to local police departments and sheriff's offices. The LogBook is in the final stages of development, reflecting some requested changes from the troopers in the Tuscaloosa post (the alpha group). These updates have been released and approval has been given for deployment to the entire DPS group. The plan developed calls for (1) this deployment to begin during the first quarter of FY 2014, (2) having the entire DPS fleet using the new LogBook application by the end of the 2013 calendar year, and using our standard approach to get municipal agencies using the system over the course of the next couple of years.

7. Further eCrash rollout

CAPS personnel have worked with all user agencies to answer any deployment issues they are having. Mountain Brook sent several officers to Tuscaloosa for CAPS to train. CAPS tech support personnel have answered several follow-up questions as this agency prepares to go live.

Mountain Brook PD has gone live with eCrash. CAPS will continue to work with all agencies in every way possible to get them to begin using eCrash or submitting in the eCrash format.

Alabama's Electronic Patient Care Reporting (e-PCR) Assistance Program Total FY 2013 Expended Funds - \$50,000.00 - Funding Source - Section 408

The Alabama Office of EMS and Trauma has renewed its existing sole-source contract with Grayco Systems, Inc. for the continued maintenance, support and modifications of the Alabama electronic Patient Care Reporting (e-PCR) NEMSIS compliant data collection software system and of the Alabama AlaCert data collection tracking software for provider service and individual license system. This project is being used to maintain and support AlaCert (the licensure database system), EMSIS Server, AL ePCR (the NEMSIS-compliant pre-hospital data collection system), and EMSIS Web (the web version of AL ePCR) is ongoing. FY 2013 program highlights included enhancements to EMSIS Inspector, overseeing third-party compliance testing of AL ePCR data from individual agencies, adding a method to handle bulk payments in AlaCert, and revamping the AlaCert Refunding functionality.

The NEMSIS compliant data system is required by the National Highway Traffic Safety Administration, Office of EMS. This program also continued to collect and track licensed Emergency Medical Provider Services and Emergency Medical Personnel of all Alabama recognized license levels.

Alabama Traffic Records Coordinating Committee (TRCC)

The Alabama Traffic Records Coordinating Committee (TRCC) is a properly constituted coordinating committee that provides the opportunity for its members to coordinate all traffic records projects and to become informed about the component parts of and datasets within their traffic records system.

Originally known as the Alabama Traffic Information Systems Council (TISC), TISC has been in existence since July 1994. The TISC was reorganized and renamed as the TRCC. The TRCC is critical for the state to properly develop, maintain, and track the progress of projects identified in the state's Strategic Plan for Traffic Records that was required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation and is now required by Moving Ahead for Progress in the 21st Century Act, (MAP-21). The committee establishes policies, sets strategic goals for project development, approves projects and strategic plan, and authorizes funding. Membership of the committee includes representation from all stakeholder agencies. The Chair has the responsibility for directing the implementation of the Traffic Records Strategic Plan.

MAP-21 requires that states have an active TRCC and that they meet at least three times a year in order to qualify for federal funding for traffic records. Alabama has an active TRCC and the committee did meet three times in 2013. Presentations were given at each meeting and minutes were taken at each meeting in order to have a record of the meeting and preserve important ideas, actions taken and status updates.

Strategic Planning

The TRCC submitted a Traffic Safety Information Systems Strategic Plan (FY 2010-2014) and an application for a grant to NHTSA in July 2013. The Strategic Plan was updated on May 4, 2012 to cover the time period of 2011-2016.

The overall strategic planning effort of the TRCC, as reflected in the Traffic Safety Information System Strategic Plan, is quite comprehensive. There are some concerns noted in this plan that can be easily addressed by the TRCC. However, additional resources will be required for the monitoring, data collection, progress reporting, and project management steps.

Legislative Summary

Over past decades, the Alabama Office of Highway Safety (AOHS) has worked quite closely with the State Safety Coordinating Committee (SSCC) to promote traffic safety by means of legislation. The SSCC was established by an act of the Alabama Legislature. The goal of the SSCC is to increase safety through legislation with particular focus on the problems of traffic crashes. This includes crash prevention, crash severity reduction and remedial actions (e.g., emergency medical services). More formally, the mission of the SSCC is to formulate, coordinate, and apply whatever SSCC resources are available to reduce crash frequency and severity (including remedial first responder services) so that there is a maximum reduction in fatalities, severe injuries, fatal and injury crashes, and property damage crashes. The SSCC is the primary liaison between the traffic safety community and the Alabama legislature, and its role in this regard is to assure that all laws passed within Alabama are as effective as possible in accomplishing the SSCC mission.

Due to changes in the last administration, no chairperson was appointed, and the SSCC became inoperable. However, Governor Robert Bentley has now appointed a Chairperson, and the AOHS is looking forward to the opportunity to once again work closely with the SSCC to assure that the most effective legislation is passed to reinforce all traffic safety efforts throughout the state.

The AOHS provided information and general assistance to the legislative staffs that supported the bills listed below for the 2013 legislative session. The following passed in the 2013 session:

1. Expanded “Move Over Law” to include garbage, trash, refuse and recycling collection vehicles and personnel;
2. Commercial Motor Vehicles (CMVs) compliance with updated Federal rules;
3. Setting of speed limits within Shelby County.

A bill to increase administrative driver license (DL) suspension, penalties, and monitoring of offenders with a BAC of 0.15 or greater was considered but did not pass, and it might be re-introduced for the 2014 session.

Bills that have been pre-filed for the 2014 session include:

1. Definition of safe distance between motor vehicles and bicycles;
2. Allocation of funds to cover child restraint systems; and
3. Waiving of skills test to certain military and commercial drivers.

The following are the details of the bills summarized above and a section that describes proposed legislation from the State’s Occupant Protection Strategic Plan.

INTRODUCED AND PASSED

The following provides a summary of the bills that were enacted in 2013.

HB249 - Motor vehicles, Alabama Move Over Act, garbage, trash, refuse, or recycling collection vehicles included, Sec. 32-5A-58.2 amended.

House Bill 249 expands the current "Alabama Move Over Act" to include garbage, trash, refuse, or recycling collection vehicles and requires motorists to vacate the lane closest to and/or move as far away within the lane and slow down when approaching such vehicle parked on the roadside.

Additionally, this bill provides for a traffic violation for failure to yield the right-of-way to a pedestrian worker collecting garbage, trash, refuse, or recycling materials along a roadway or for failure to yield the right-of-way to a garbage, trash, refuse, or recycling collection vehicle.

This bill provides for fines of \$25 for the first violation, \$50 for the second violation, and \$100 for the third or subsequent violation.

HB86 - Motor vehicles, commercial, compliance with Federal rules, 49 CFR 385, 386, and 387 included in compliance and enforcement, Sec. 32-9A-2 amended.

To amend Section 32-9A-2 of the Code of Alabama 1975, relating to commercial motor vehicles; to further require compliance under state law with certain federal regulations of the U.S. Department of Transportation.

Expanded current law to include sections 385 (Safety Fitness Procedures), 386 (Rules of Practice for Motor Carrier), 387 (Minimum Levels of Financial Responsibility for Motor Carriers).

(a)(1) Except as otherwise provided in subsection (b), no person may operate a commercial motor vehicle in this state, or fail to maintain required records or reports, in violation of the federal motor carrier safety regulations as prescribed by the U.S. Department of Transportation, 49 C.F.R. Part 107, Parts 171-180, Parts 382-387, and Parts 390-399 and as they may be amended in the future.

HB481 - Shelby Co., county roads in subdivisions in unincorporated areas of county, speed limits, altering by county commission.

Relating to Shelby County; to provide for the speed limit and the setting of speed limits on county roads in a platted subdivision or development in the unincorporated areas of the county; and to specify that violations would be subject to existing penalties provided by law.

The speed limit on any county road or other road within the subdivision or development shall be 25 miles per hour unless a different speed limit is set based on engineering design or an engineering study approved by the Shelby County Engineer.

Any violation of any speed limit set pursuant to this act shall be a traffic offense subject to penalties in the same manner as otherwise provided by law.

INTRODUCED AND NOT PASSED

Additional bills that were introduced but not passed, and may be re-introduced in the 2014 session:

HB527 - Additional penalties for violations of by persons with at least 0.15 BAC - Representative Johnson (W), Ball, McCutcheon, Farley, Treadaway, and Greer. Under existing law, a person convicted of driving a motor vehicle with at least 0.15 percent or more by weight of alcohol in his or her blood is required to be sentenced to at least double the minimum punishment and to have his or her driver's license suspended for a period of not less than one year.

This bill would provide that a person convicted of driving a motor vehicle with at least 0.15 percent or more by weight of alcohol in his or her blood may be ordered to abstain from consuming alcoholic beverages and to wear a continuous alcohol monitoring device for a period of up to one year.

Under existing law, a person convicted of driving a motor vehicle with at least 0.15 percent or more by weight of alcohol in his or her blood is required to be sentenced to at least double the minimum punishment and to have his or her driver's license suspended for a period of not less than one year.

This bill would provide that a person convicted of driving a motor vehicle with at least 0.15 percent or more by weight of alcohol in his or her blood may be ordered to abstain from consuming alcoholic beverages and to wear a continuous alcohol monitoring device for a period of up to one year.

PREFILED BILLS FOR THE 2014 SESSION

The following traffic safety related bills have been pre-filed and will come up for consideration during the 2014 Session.

SB9 - Motor vehicles, overtaking and passing bicycles, must maintain safe distance of at least three feet from bicycle; definition of safe distance, Sec. 32-5A-82 amended.

Under existing law, a driver of a motor vehicle overtaking a bicycle proceeding in the same direction is required to pass at a safe distance and maintain the clearance until safely past the bicycle. This bill would provide a definition for safe distance for purposes of a vehicle overtaking and passing a bicycle.

To amend Section 32-5A-82, Code of Alabama 1975, to provide a definition for safe distance for purposes of a vehicle overtaking and passing a bicycle.

"(3) For purposes of a vehicle overtaking and 16 passing a bicycle, a safe distance shall mean not less than 17 three feet."

SB35 - Motor vehicles, child passenger restraints, Alabama Head Injury Foundation, 20 percent of funds distributed to Alabama Head Injury Foundation earmarked to cover administrative costs, Sec. 32-5-22 amended.

Under existing law, every person transporting a child in a motor vehicle operated on the roadways, streets, or highways of this state must use an aftermarket or integrated child passenger restraint system meeting applicable federal motor vehicle safety standards and certain requirements under state law. A person who violates this provision may be fined \$25 for each offense. Fifteen dollars of a fine imposed for violation of this provision is used to distribute vouchers for size appropriate child passenger restraint systems to limited income families in the state. The Alabama Head Injury Foundation administers this program free of charge.

This bill would provide that 20 percent of the \$15 distributed to the Alabama Head Injury Foundation would be earmarked to cover the costs of administering the program.

SB43 - Motor vehicles, commercial driver's licenses, military commercial motor vehicle, exempt from skills test under certain conditions, Sec. 32-6-49.8 amended.

Under existing law, the driver of a commercial motor vehicle is required to have a commercial driver's license (CDL). The Alabama law implements federal law relating to commercial motor vehicles. Under existing federal rules, the driving skills test may be waived for military personnel who have similar experience driving a military commercial motor vehicle (CMV driver) and who meet certain other requirements.

This bill would require the Department of Public Safety to waive the skills test for a CMV driver who meets the requirements of federal regulation and would authorize the skills tests to be given by U.S. Armed Forces personnel on U.S. military bases.

Current Bill:

"(b) Waiver of skills test. The department may (shall) waive the skills test specified in this section for a commercial driver license applicant who meets the requirements of 49 C.F.R. part 383.77. In the case of school bus drivers the department shall waive the skills test herein specified."

Law will change "may" in the above statement to "shall."

SPECIAL RESTRAINT PROPOSED LEGISLATION

The following is a summary of legislative items included in the State's Occupant Protection Strategic Plan that are expected to be promoted by the SSCC:

- People sitting in all seat positions wear seat belts.
- Minimum fine of \$25.00.
- Adjust the booster seat requirement for children so as to require each occupant who is eight years of age and under, weighs less than 80 pounds and is less than four feet, nine inches in height to be secured in an age-appropriate child restraint.
- Provide incentives for motor vehicle insurance companies to offer economic incentives for policy holders who agree to use appropriate restraints; with the stipulation that there will be penalties to them if they are in a crash and injured without being restrained.
- Provide extremely stiff penalties as part of the State GDL (perhaps up to the short suspension of license) for any driver who is caught without everyone in the vehicle being restrained. The only exception might be if there were never restraints installed. While the current law addresses the maximum number of occupants and restricted driving schedule, it does not specify that seat belt use for drivers or passengers. For example, the GDL law in Delaware includes a seat belt provision that requires teen drivers and passengers under age 18 to wear a seat belt at all times. If this provision is violated, the teen driver faces suspension of a license or permit for two months.
- Provide some legal basis for making the degree of injury sustained not covered by insurance when there is contributory negligence on the part of passengers who fail to be properly restrained.

STATEWIDE STATISTICS *

	2006	2007	2008	2009	2010	2011	2012
Number of Traffic Fatalities	1,207	1,110	969	848	862	895	865
Number of Serious Injuries in Traffic Crashes **	25,164	22,755	20,293	15,131	10,544	9,904	8,974
Fatalities/100M VMT							
• Total _____	1.99	1.81	1.63	1.38	1.34	1.38	
• Urban _____	1.31	1.20	1.18	1.08	0.97	1.09	
• Rural _____	2.69	2.44	2.10	1.69	1.72	1.70	
Number of Unrestrained Occupant Fatalities, All Seat Positions	568	538	452	378	394	382	354
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	377	377	314	267	264	261	257
Number of Speeding-Related Fatalities	568	497	447	327	316	298	272
Number of Motorcyclist Fatalities	105	85	100	76	86	98	97
Number of Unhelmeted Motorcyclist Fatalities	10	8	15	7	5	10	10
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	230	194	163	140	140	136	139
Number of Pedestrian Fatalities	78	69	68	64	61	79	77
Observed Seat Belt Use, Front Seat Outboard Occupants	82.9%	82.3%	86.1%	90.0%	91.4%	88.0%	89.5%
Speed Hotspots**	120	142	123	93	63	45	47
Speed Fatal Crashes**	370	359	338	221	212	188	176
Speed Injury Crashes**	3,712	3,392	2,958	2,299	1,883	1,832	1,779
Alcohol Hotspots**	218	191	190	194	143	144	179
Alcohol/Drugs Fatal Crashes**	237	257	212	237	210	217	186
Alcohol/Drugs Injury Crashes**	3,042	2,719	2,450	2,548	2,798	2,647	2,661

** - State Data

Alabama FY2013 Traffic Safety Performance Measures

C-1) Number of traffic fatalities (Fatality Analysis Reporting System (FARS))

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
969	848	862	893

The goal is to reduce total traffic fatalities from a 3-year average of 893 in 2012 to 875 in 2013. The number of traffic fatalities was 865 in 2012. The goal was achieved.

C-2) Number of serious injuries in traffic crashes (State crash data files)

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
20,293	15,131	10,544	15,323

The goal is to reduce total serious injuries from a 3-year average of 15,323 in 2012 to 15,016 in 2013. The number of serious injuries in traffic crashes was 8,974 in 2012. The goal was achieved.

C-3) Fatalities/VMT (FARS, FHWA)

Rural Fatalities/VMT			<u>3-Year Average</u>
<u>2008</u>	<u>2009</u>	<u>2010</u>	
2.10	1.69	1.72	1.80

Urban Fatalities/VMT			<u>3-Year Average</u>
<u>2008</u>	<u>2009</u>	<u>2010</u>	
1.18	1.08	.97	1.08

Total Fatalities/VMT			<u>3-Year Average</u>
<u>2008</u>	<u>2009</u>	<u>2010</u>	
1.63	1.38	1.34	1.45

The goal is to reduce total fatalities /VMT from a 3-year average of 1.45 in 2012 to 1.42 in 2013. The fatalities/100m VMT for 2011 is 1.38. The goal was achieved.

The goal is to reduce rural fatalities/VMT from a 3-year average of 1.84 in 2012 to 1.80 in 2013. The rural fatalities/100M VMT for 2011 is 1.70. The goal was achieved.

The goal is to reduce urban fatalities/VMT from a 3-year average of 1.08 in 2012 to 1.06 in 2013. The urban fatalities/100M VMT for 2011 is 1.09. The goal was not achieved. The primary contributing circumstance for the increase in urban fatal crashes was failure to yield right of way in the counties of Jefferson and Montgomery. The major increase in fatalities was pedestrians.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

<u>2008</u>	<u>2009</u>	<u>2010</u>	3-Year <u>Average</u>
452	378	394	408

The goal is to reduce unrestrained passenger vehicle occupant fatalities, all seat positions, from a 3-year average of 408 in 2012 to 400 in 2013. The number of unrestrained passenger vehicle occupant fatalities was 354 in 2012. The goal was achieved.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

<u>2008</u>	<u>2009</u>	<u>2010</u>	3-Year <u>Average</u>
314	267	279	287

The goal is to reduce fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) from a 3-year average of 287 in 2012 to 281 in 2013. The number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above was 257 in 2012. The goal was achieved.

C-6) Number of speeding-related fatalities (FARS)

<u>2008</u>	<u>2009</u>	<u>2010</u>	3-Year <u>Average</u>
447	327	316	363

The goal is to reduce speeding-related fatalities (FARS) from a 3-year average of 363 in 2012 to 355 in 2013. The number of speeding-related fatalities was 272 in 2012. The goal was achieved.

C-7) Number of motorcyclist fatalities (FARS)

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
100	76	86	87

The goal is to reduce motorcyclist fatalities (FARS) from a 3-year average of 87 in 2012 to 85 in 2013. The number of motorcyclist fatalities was 97 in 2012. The goal was not achieved. Increases to motorcyclist fatalities occurred primarily in Jefferson county; in the Birmingham and the rural Jefferson areas, and the primary contributing circumstances related to these fatalities were ran off road and failure to yield right-of-way where roadways were dark and at intersections when motorcyclists are most likely to either be hit by traffic or run off the road. The primary current issue with motorcycle fatalities is a combination of (1) more motorcycle use due to the recession and high fuel prices and (2) the number of older drivers who have taken to motorcycle use. While older drivers do not take as many risks as younger drivers, when they do get in a crash it is far more likely to be fatal.

C-8) Number of un-helmeted motorcyclist fatalities (FARS)

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
15	7	5	9

The goal is to reduce un-helmeted motorcyclist fatalities (FARS) from a 3-year average of 9 in 2012 to 7 in 2013. The number of un-helmeted motorcyclist fatalities was 10 in 2012. The goal was not achieved. Increases to un-helmeted motorcyclist fatalities occurred primarily in residential areas, and the primary contributing circumstance related to these fatalities was aggressive operation in low speed areas where the lack of proper safety equipment is less likely to result in a citation but a crash is more likely to result in a fatality given these circumstances. The difference between the projected (9) and the actual (10) is not statistically significant, and no pattern can be established with such small numbers. However, we would expect the same problem that is causing increased motorcycle fatalities in general would also impact un-helmeted fatalities in that an overall increase in the number and age of motorcycle drivers would lead to more and older riders who may not be wearing their helmets at the time of the crash. This assumes that the proportion that chooses not to wear a helmet is not affected by the additional number of motorcycle drivers.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
163	140	140	148

The goal is to reduce the number of drivers age 20 or younger involved in fatal crashes (FARS) from a 3-year average of 148 in 2012 to 145 in 2013. The number of drivers age 20 or younger involved in fatal crashes was 139 in 2012. The goal was achieved.

C-10) Number of pedestrian fatalities (FARS)

<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>3-Year Average</u>
68	64	61	64

The goal is to reduce pedestrian fatalities (FARS) from a 3-year average of 64 in 2012 to 63 in 2013. The number of pedestrian fatalities was 77 in 2012. The goal was not achieved. Increases in pedestrian fatalities occurred primarily in Jefferson and Montgomery counties; in the cities of Birmingham and Montgomery, and the primary contributing circumstances related to these fatalities was improper crossing and not wearing reflective apparel, thereby limiting visibility.

B-1) The observed seat belt use for passenger vehicles, front seat outboard occupants (survey).

<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>3-Year Average</u>
86.1%	90.0%	91.4%	89.8%

The goal is to increase the observed seat belt use for passenger vehicles, front seat outboard occupants (survey) from a 3-year average of 89.8% in 2012 to 90.5% in 2013. The observed seat belt use for passenger vehicles, front seat outboard occupants was 97.26%* in 2013. The goal was achieved.

*Has not been certified by NHTSA.

Alabama Traffic Safety Activity Measures

Year	2009	2010	2011	2012	2013
Speeding Citations	50,693	49,003	61,054	42,067	57,670
DUI Arrests	3,374	5,108	4,867	2,021	2,508
Seat Belt Citations	34,328	36,341	43,384	30,384	25,536

Alabama Traffic Safety Activity Measures

Number of speeding citations

<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>3-Year Average</u>
50,693	49,003	61,054	53,583

The goal was to increase the number of speeding citations from a 3-year average of 53,583 in 2012 to 54,119 in 2013. The actual number for 2013 was 57,670. The goal was achieved.

Number of DUI arrests

<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>3-Year Average</u>
3,374	5,108	4,867	4,450

The goal was to increase the number of DUI arrests from a 3-year average of 4,450 in 2011 to 4,495 in 2013. The actual number for 2013 was 2,508. The goal was not achieved. A contributing factor in not achieving the goal was reductions in manpower and budget. In addition, there were no special grants for DUI enforcement as in previous years.

Number of seat belt citations

<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>3-Year Average</u>
34,328	36,341	43,384	38,018

The goal was to increase the seat belt citations from a 3-year average of 38,018 in 2012 to 38,398 in 2013. The actual number for 2013 was 25,536. This goal was not achieved. Over the last several years, we have seen the unbelted fatalities decrease, and the percent of unbelted fatalities in total fatalities decrease, along with an increase in seat belt rate usage. From this information, it can be inferred that a larger number of people are wearing their seat belts. As a result, there are fewer opportunities to issue seat belt citations. In addition to these reasons, there was also a reduction in manpower and budget.

OVERALL PROGRAM GOAL

The overall strategic program goals follow:

To reduce the three-year average annual number of fatalities by 2% per year over the next 25 years (i.e., using 2010 as a base year, through 2035).

Embracing the concept of Toward Zero Deaths (TZD), the Alabama Strategic Highway Safety Plan set a strategic goal of reducing fatalities by 50% over the next 25 years. Based on the 2011 fatality count of 894, this 2% (of the base year) per year reduction would average about 18 fatalities per year. While this might seem a modest number, if maintained as the average over a 25 year period it will save 5,600 lives over that time period. This will be a major accomplishment in continuing the downward trend that was established in the 2007-2011 time frame, which reversed the alarming increase in fatalities that preceded 2007. Also, if the 2% of the base year is viewed as a percentage of the years in which reductions have taken place, this percentage grows linearly until in the 25th year it amounts to 4% of the previous year.

Calendar year 2006 was the record high in Alabama for traffic fatalities, with a total of 1209. Between 2007 and 2011, there was a reduction of 1353 fatalities over that five-year time period (271 fatalities saved per year). While no one in the traffic safety community believes that this rate of reduction (6% per year) can be sustained indefinitely, every effort will be made to sustain the new lower levels and reduce them even further. Much of the large reduction was due to a recession in the economy coupled with higher fuel prices. These economic hardships tended to have a much higher impact on unsafe drivers than on the average driving public, for the following reasons:

- They would impact young drivers, economically disadvantaged with older less crashworthy vehicles, and traffic on county roads much more than professional drivers who typically put most of their mileage on safer roadways;
- It would have a much higher impact on those with DUI tendencies due to higher costs of alcoholic beverages with less (or perhaps no) discretionary money to purchase it; and
- The economy placed a much higher premium on slower speeds to conserve fuel.

While the goal of sustaining a 5% per year reduction in fatalities is unrealistic, it is not unrealistic to believe that we can sustain the current numbers and rate, and continue to reduce them at the modest rate of 2% per year.

The number of hotspots will continue to be monitored (as seen below in Table 2). By focusing on two of the biggest killers (speed and impaired driving crash hotspots), the goal of reducing the fatality count and rate should be achievable. The criteria used to find the number of hotspots and the calculation of the rate will not change between the years in order to lend consistency in the total number of hotspots found for the State.

Table 2. Number of Hotspots for Three-Year Periods

Fiscal Year	Calendar Year Dataset Used	Speed Hotspots	Impaired Driving Hotspots	Total Number of Hotspots
2008	2004-2006	120	218	338
2009	2005-2007	142	191	333
2010	2006-2008	123	190	313
2011	2007-2009	93	194	287
2012	2008-2010	63	143	206
2013	2009-2011	45	144	189
2014	2010-2012	47	179	226

As the State works to reduce the fatality rate by reducing the number of hotspots meeting the fixed criteria, a statewide effort will continue to focus traffic safety funding on hotspot locations. By doing this, every possible action will be taken to bring these numbers down in the coming years. The change in the number of hotspots found (using identical search criteria) in each year is being monitored. A slight drop in the total number of hotspots was seen between the three-year periods ending 2006 and 2007, and a more significant drop in the total was seen between 2007 and 2008. The largest drop of all was seen between FY 2011 and FY 2012, and the trend has continued through the data used for the FY 2013 HSP planning effort. There was an increase in the data used for the FY 2014 HSP.

General Strategy: To require the CTSP Coordinators to focus their plans primarily on the speed and impaired driving hotspot locations identified for their respective regions. By doing this they will be focusing on the most critical problem areas and the biggest killers. Tables 3a and 3b present a summary of all crashes for the Calendar Years 2001-2012. These statistics should be referenced as overall goals and strategies are discussed and determined.

Table 3a. Summary of All Crashes – CY 2001-2006 Alabama Data

Performance Measures	2001	2002	2003	2004	2005	2006
Fatal Crashes	902	931	899	1033	1013	1074
Percent Fatal Crash	0.67	0.66	0.64	0.71	0.70	0.77
Injury Crashes	29,771	30,922	30,748	31,856	31,335	30,527
Percent Injury Crashes	22.26	22.02	21.8	21.77	21.76	21.84
PDO Crashes	103,066	108,583	109,420	113,469	111,645	108,179
Percent PDO Crashes	77.07	77.32	77.57	77.53	77.54	77.39
Total	133,739	140,436	141,067	146,358	143,993	139,780

Table 3b. Summary of All Crashes – CY 2007-2012 Alabama Data

Performance Measures	2007	2008	2009	2010	2011	2012
Fatal Crashes	1010	886	775	793	814	813
Percent Fatal Crash	0.75	0.72	0.63	0.61	0.64	0.63
Injury Crashes	28,295	25,613	27,675	29,051	27,687	27,529
Percent Injury Crashes	20.92	20.66	22.37	22.63	21.69	21.43
PDO Crashes	105,951	97,469	95,291	98,545	99,167	99,965
Percent PDO Crashes	78.33	78.62	77.01	76.76	77.68	77.93
Total	135,256	123,968	123,740	128,384	127,668	128,307

Tables 4a and 4b summarize all Speed and Impaired Driving hotspots for FY 2008 through FY 2014. Past years data are included here in order to allow for comparison within each region. In future years, data will continue to be added to this table to track the progress made in reducing the number of hotspots across the state and within individual regions.

Table 4a. Speed Hotspot Listing by Region

Region	Speed Hotspots for Fiscal Years							
	2008	2009	2010	2011	2012	2013	2014	% of Total Hotspots (2014)
Birmingham	25	35	26	21	16	15	14	29.78%
North East	11	17	17	11	13	8	10	21.28%
North	10	18	17	16	9	5	4	8.51%
Mobile	15	15	14	13	9	4	4	8.51%
East	14	16	17	13	8	3	9	19.15%
Central	15	12	15	8	7	3	4	8.51%
South East	11	7	6	5	2	3	1	2.13%
South West	5	10	4	4	2	1	0	0.00%
West	14	16	14	8	1	2	1	2.13%
TOTAL	120	146	130	99	67	45	47	100.00%

Table 4b. Impaired Driving Hotspot Listing by Region

Region	Impaired Driving Hotspots for Fiscal Years							
	2008	2009	2010	2011	2012	2013	2014	% of Total Hotspots (2014)
Birmingham	37	32	27	34	41	23	35	19.55%
North East	42	32	27	30	54	36	47	26.25%
North	22	15	17	24	24	15	15	8.38%
Mobile	52	48	47	40	49	25	35	19.55%
East	13	11	14	9	7	3	2	1.12%
Central	23	26	27	25	34	21	26	14.53%
South East	5	2	6	15	17	6	2	1.12%
South West	4	6	5	6	4	2	2	1.12%
West	20	19	21	18	22	13	15	8.38%
TOTAL	218	191	191	201	252	144	179	100.00%