

State of Alabama Fiscal Year 2025 Annual Report



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Executive Summary

Organizational Placement and Major Functions of AOHS

Many state and local agencies within Alabama are involved in the various aspects of traffic safety. It is the responsibility of the Alabama Office of Highway Safety (AOHS), to work with these agencies to provide a coordinated and unified approach to traffic safety. AOHS, which is located within the Law Enforcement and Traffic Safety (LETS) Division of the Alabama Department of Economic and Community Affairs (ADECA), is structurally organized directly under the Governor of Alabama.

AOHS works together with state and local agencies to coordinate the variety of programs that are implemented. The major agencies that provide a consensus of inputs include (but are not limited to): the Alabama Law Enforcement Agency (ALEA) and local law enforcement agencies, the Alabama Department of Transportation (ALDOT), the Alabama Department of Revenue Motor Vehicle Division, the Alabama Department of Public Health (ADPH) and the Alabama Administrative Office of the Courts (AOC). It is the primary goal of these, along with dozens of volunteer and private traffic safety groups, to work together to save lives and reduce the suffering caused by motor vehicle collisions.

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency, and AOHS operates within the Highway Safety Programs it administers. Their role is to provide oversight and funding to the various traffic safety projects that are eligible for this support throughout the state. The various projects will be detailed below in this Annual Report.

Alabama strives to implement those programs that are shown by evidence-based, data-driven analyses to be effective in accomplishing its traffic safety goals. For example, several approaches are used to allocate focused enforcement efforts to areas that have been determined by crash records analysis to have higher than expected crashes in the higher severity classifications. Other special efforts include innovative evidence-based programs to deal with distracted driving, impaired driving, and passenger restraint use.

Vision, Mission, and Overall Program Goal

AOHS has worked with the traffic safety community in the state to establish the following Vision Statement:

To eliminate all traffic related fatalities by creating the safest possible surface transportation system by means of a cooperative effort that involves all organizations and individuals within the state who have traffic safety interests.

To promote movement toward its vision the following mission statement was developed for Alabama: **Conduct Evidence-Based Enforcement (E-BE) coupled with Public Information and Education (PI&E) and other supportive countermeasures that will reduce fatalities and injuries by focusing on the locations identified for speed and impaired driving hotspots with additional strong consideration to hotspots where deficiencies in occupant protection and distracted driving are found.**

Major efforts in the past have focused on occupant restraints, distracted driving, directing enforcement to speed and alcohol-related hotspots. Goals were set for each of these individual related crash causes and severity increasing aspects of the overall traffic environment. While generally, the emphasis is on central themes that have proven over the past to be most fruitful in saving lives, AOHS remains open and is continually searching for new innovations both to improve current countermeasures and to create entirely new approaches.

While these goals aim for long-term, incremental improvement, it is recognized that the loss of each life is a tragedy. While the ultimate objective is zero deaths, the state has worked toward this target with incremental goals along the way. In 2006, the goal was: "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." As can be seen from the following table that presents the annual fatality rate in fatalities per hundred million vehicle miles, this goal was quickly met in 2009.

The following table tracks the annual fatality rate per hundred million vehicle miles.

Year	Fatality Rate
2006	1.99
2007	1.81
2008	1.63
2009	1.38
2010	1.34
2011	1.38
2012	1.33
2013	1.31
2014	1.25
2015	1.26
2016	1.56
2017	1.34
2018	1.34
2019	1.36
2020	1.38
2021	1.37
2022	1.38
2023	1.36
2024	1.33

Meeting this original goal, Alabama continued to strive to maintain the fatality rate reduction to under 1.50 since 2009. This goal was met and maintained well until 2016. While it is too soon to truly evaluate what is causing the decrease from one year to the next, there is evidence to suggest increased enforcement from local law enforcement agencies has helped drive down fatalities.

Reducing the number of speed and impaired-driving related crashes while increasing the use of appropriate restraints has been shown in the past to produce the maximum benefit for the resources that are dedicated to traffic safety. These lessons from the past need to be extended in the future because there are still considerable benefits that can be attained by these programs. It is important to recognize that most fatalities are caused by the *choice* to speed, drive impaired, use an electronic device, or not buckle up (quite often combinations of the four). By changing driver and occupant behavior, the number of hotspot locations will be reduced, and overall traffic safety will be improved.

The highest-level strategic program goal is as follows:

To reduce the three-year average annual number of fatalities by 2% per year over the next 25 years (i.e., using 2011 as a base year, through 2035).

This is a 25-year goal that was announced for the FY 2012 HSP on the CY 2011 baseline. Because of the long-term nature of this goal, annual reviews have to this point led to the conclusion that there is no reason to alter this approach based on recent findings.

This goal is consistent with the state's acceptance of the concept of Toward Zero Deaths (TZD). This is based on the goal of reducing highway deaths to zero, and the realization that this can only be accomplished by an incremental reduction of fatalities each year. In this regard, AOHS has set a strategic goal of reducing fatalities by 50% over the next 25 years, starting in CY 2012. Based on the 2011 fatality count of 895, this 2% (of the base year) per year reduction would average about 18 fatalities reduced per year.

While an average of 18 fatalities per year might seem a modest number, if this reduction were maintained as the average over a 25-year period it will save more than 5,600 lives, which would be a major accomplishment. The goal here is to continue the downward trend that was established in the 2007–2011 timeframe, 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.

The following table tracks the 2% per year for the three-year running average.

Time Frame	Three Year Average	Differential	Percent Decrease	Goal Achieved?
2011-2013	871	---	---	
2012-2014	846	25	2.8%	Yes
2013-2015	841	5	0.6%	No
2014-2016	918	-77	-9.2%	No
2015-2017	960	-42	-4.6%	No
2016-2018	995	-35	-3.6%	No
2017-2019	944	51	5.28%	Yes
2018-2020	939	5	0.5%	No
2019-2021	949	-10	-1.1%	No
2020-2022	968	-19	-2%	No
2021-2023	982	-14	-1.45%	No
2022-2024	976	6	0.61%	No

It is now recognized that a major part of the extremely large reduction was due to a recession in the economy coupled with higher fuel prices. This is not to say that traffic safety efforts during this period did not play a part. However, the uniformity of the program over this time frame would indicate that the underlying part that they played was no more than what would be expected. Examinations of later years, including 2020 and beyond will also reveal environmental influences on trends.

Tables 3a and 3b present a summary of all crashes for the Calendar Years 2015-2024 with Alabama Data.

Table 3a. Summary of All Crashes – CY 2015-2019 Alabama Data

Performance Measures	2015	2016	2017	2018	2019
Fatal Crashes	739	992	857	866	844
Percent Fatal Crash	0.50%	0.64%	0.55%	0.54%	0.53%
Injury Crashes	30,858	32,561	32,240	32,172	31,393
Percent Injury Crashes	20.93%	20.89%	20.53%	20.14%	19.78%
PDO Crashes	111,674	118,268	119,397	122,401	122,256
Percent PDO Crashes	75.74%	75.89%	76.05%	76.67%	77.04%
Total	147,452	155,851	156,993	159,655	158,687

Table 3b. Summary of All Crashes – CY 2020-2024 Alabama Data

Performance Measures	2020	2021	2022	2023	2024
Fatal Crashes	853	885	907	892	884
Percent Fatal Crash	0.64%	0.58%	0.63%	0.62%	0.62%
Injury Crashes	26,391	28,187	26,279	26,809	27,194
Percent Injury Crashes	19.69%	18.55%	18.22%	20.70%	19.19%
PDO Crashes	103,294	118,876	113,676	113,277	111,349
Percent PDO Crashes	77.06%	78.23%	78.80%	78.68%	78.59%
Total	134,040	151,954	144,258	143,971	141,684

Public Participation and Engagement Update

Engagement Steps

After the engagement events conducted for the 2024-2026 3HSP, the AOHS identified the following goals and next steps for 2025:

1. Continue to engage rural populations on child restraint information throughout the state. In years two and three of the 3HSP our office plans to expand engagement events to rural health fairs to engage a larger audience.
2. Continue partnering with non-profits to reach targeted communities.
3. Use paper surveys at events as well as Spanish language materials when appropriate to increase accessibility.
4. Craft a targeted survey to administer to attendees at seat check events, especially those held in rural locations, that helps to identify resource or access issues that are faced by the participants, (how far did they have to travel, was cost a prohibitive factor in car seat safety, are there issues related to childcare, etc.)
5. Continue engagement events at sporting events. This is a great way to interact with target demographic males. These events can be in rural and urban locations to cover both impaired driving and pedestrian issues.
6. Another upcoming issue is the effect of the recent legalization of medical marijuana. Questions were built into the initial input survey, and those responses will be mapped to best track knowledge levels and media platform preferences. This will allow the HSO to determine a baseline to create educational campaigns on the dangers of driving while under the influence of marijuana.
7. The HSO will also work to engage with the underserved military population by collaborating with our partners and hosting Seat Checks at various military bases throughout the state.

The following lists the ongoing Public Participation and Outreach efforts and their connection with the goals and next steps identified by AOHS staff. These activities supported the programming implemented throughout the year and the planning process for upcoming projects. The AOHS staff planned events for PP&E to connect with our affected communities, AOHS used intentional planning and took lead on several events and initiatives. In the events listed below that occurred with partners, i.e. walk audit and car seat check, the AOHS still was an active leader in PP&E discussions that affected our targeted communities. AOHS recognizes PP&E is an ongoing conversation with affected communities.

FY 2025 Engagement Event Tracker

Continue to engage rural populations on child restraint information throughout the state. In years two and three of the 3HSP our office plans to expand engagement events to rural health fairs to engage a larger audience.

Name and Location of Event:	Tuscaloosa Community Health Fair
Target Population Identification:	Tuscaloosa County was identified as overrepresented in pedestrian fatalities and has several risk factors related to poverty and other resiliency score indicators. The HSO reached out to a local hospital located in Tuscaloosa, Alabama to participate in a community event so the HSO could engage with the target demographic males and the rural populations that attend community events in Tuscaloosa.
Attendees:	DCH Health System hosted a public community event that was held in a newly renovated public park in the city. The event featured local organizations, health services, and family friendly activities that drew a large crowd, especially due to the event occurring during Easter weekend. HSO staff, based on the online survey offered and verbal feedback given on the day, determined that people traveled from surrounding counties to attend the event and receive free health checks. Tuscaloosa County is considered urban and several census tracts in the area are identified as disadvantaged using the Climate and Economic Justice Screening Tool especially regarding health and transportation. The surrounding counties that were captured in our survey results were Greene, Hale, and Bibb which are considered rural. Therefore, this event was able to reach our target population as it is necessary for many rural communities to travel to larger cities for health services.
Accessibility Measures:	Publication of the event was posted on a variety of platforms, including print flyers and banners in physical locations. There were also social media posts on Facebook and Instagram as well as advertisements in local papers and various new outlets. All attendees spoke English, so there was no opportunity to provide Spanish materials. The online survey had a Spanish language option. The HSO staff member present was fluent in English and Spanish to ensure language access; however, her interpretation was not needed. The park facilities followed all ADA guidelines
Event Description:	The DCH Health System hosted a community health fair on April 19th from 10:00am-1:00pm in

	Tuscaloosa with free health assessments, educational opportunities, and time for those attending to talk to local doctors. HSO staff requested a table to talk to attendees about traffic safety issues and administer a brief survey. The HSO booth invited visitors to try an impairment simulation, attempt the Walk-the Line Challenge while wearing Fatal Vision Goggles, and complete a Microsoft Forms online survey or oral surveys as means to engage with the attendees. Though the HSO staff member had a table set up, they felt it best to walk around and interact with the different vendors and patrons to gather feedback and encourage survey participation.
Feedback:	The HSO staff member administered an online survey with pedestrian and driver behavior questions. The survey also included questions about Distracted Driving as it was timely with NHTSA's National Distracted Driving Awareness Month. A high school teacher thanked our team for showing up where families are and making the message accessible and relatable, as well as informational. She said efforts like this booth help reinforce these lessons outside of the classroom and gives parents a way to start this tough, important conversation with their teens. Attendees at the event completed a survey distributed by HSO staff and left feeling more informed and better equipped to make safe choices on the road.
Connecting with Programming and Ongoing Engagement Efforts:	This event location was ideal for accessibility by the target community. The events surrounding or adjacent to significant dates, like national holidays are a great way to reach the rural and underserved populations and communicate traffic safety messaging to the target demographics. The knowledge gaps identified by the survey regarding pedestrian safety will be addressed by media campaign positioning and message components.

FY 2025 Engagement Event Tracker

Engagement Step- Continue to engage rural populations on child restraint information throughout the state. In years two and three of the 3HSP our office plans to expand engagement events to rural health fairs to engage a larger audience.

Use paper surveys at events as well as Spanish language materials when appropriate to increase accessibility.

Name and Location of Event:	Birmingham District 5 Health Fair
Target Population Identification:	The event was scheduled based on the target population identification process outlined in the PP&E Plan submitted to NHTSA in the 3HSP. Specifically, the focus was on pedestrian safety in rural populations. Jefferson County was identified as overrepresented in pedestrian fatalities and has several risk factors related to poverty and other resiliency score indicators.
Attendees:	The event was held at a local high school, and the event began in the afternoon around school dismissal times which contributed to the attendance of school-aged children. Community partners present included representatives from Birmingham City Councilors, local school boards, non-profit organizations, religious organizations, radio/media personalities, and residents. The attendees were primarily parents and their children who regularly use the pedestrian facilities available in the area.
Accessibility Measures:	The facilities, a local high school, where the tents, tables, and food truck were set up, follow all ADA guidelines. Publication of the event was posted on various social media platforms like Facebook, Instagram, and YouTube. The event sponsors also provided free transportation to and from the health fair for the non-drivers who wanted to attend. Also, they transported a local Boys and Girls Club to participate in the event. Free meals were provided for the patrons as well.
Event Description:	The event was held at a local high school in the district. The office of the city councilor sponsored a health fair and provided the HSO with an opportunity to set up a booth and engage with his constituents. Based on the format of the event, the HSO representatives were able to set up a table where families happily tried out the Fatal Vision Goggles and Walk-the Line Challenge. They were able to see firsthand how being under the influence can affect their ability to focus while behind the wheel. The HSO staff administered a survey in various formats to gather information on this area's driving and pedestrian habits.
Feedback:	During the event, HSO staff spoke with a variety of community members about roadway safety and about what ADECA and the HSO does. Several teenagers present also took a try at the virtual reality impaired driving simulator and were surprised at how

affected their senses were during the simulation.

While the HSO staff did not use paper surveys at this event, the staff quickly realized that several of the attendees could not read the survey due to low vision or lower literacy levels. The staff members present read the surveys to these attendees so they could still participate and so the AOHS could gather valuable feedback.

Often, the staff had to rephrase the survey questions to ensure comprehension. Many of those with low vision were still driving and/or walking because they had to get to work, school, doctor appointments, etc.

**Connecting with Programming and
Ongoing Engagement Efforts:**

The oral feedback given during the health fair emphasized the need for continued engagement with the pedestrian community in Jefferson County, to ensure their needs are met through educational programming.

Events like this showcase the need for AOHS to be make certain its messaging can reach all citizens regardless of education level. The AOHS staff have begun reworking the survey questions and aligning communication materials with a wider audience in mind.

FY 2025 Engagement Event Tracker

Engagement Step- Continue partnering with non-profits to reach targeted communities

Name and Location of Event:	Helena National Night Out
Target Population Identification:	The event was scheduled based on the target population identification process outlined in the PP&E Plan submitted to NHTSA in the 3HSP. Shelby County specifically was identified as overrepresented in fatalities and has several risk factors related to poverty and other resiliency score indicators.
Attendees:	The residents that attended were primarily parents and their children who regularly use the pedestrian facilities available in the area. The event was held at a local high school, and the event began after normal work hours which contributed to the attendance of school-aged children. Community partners present included representatives from Helena Police Department and local residents.
Accessibility Measures:	The local high school facilities, where the tents, tables, and food truck were set up, follow all ADA guidelines. Publication of the event was posted on various social media platforms like Facebook, Instagram, and YouTube.
Event Description:	Alabama HSO attended National Night Out with Local law enforcement in Helena, Alabama in August. This event is a part of a national campaign initiated by a national non-profit organization that allows officers an opportunity to spend the evening with local residents, connect with the community, and promote positive messages. Based on the format of the event, the HSO representatives were able to set up a tent where families tried different impaired driving simulation challenges. They were able to see firsthand how being under the influence can affect their ability to focus while behind the wheel.
Feedback:	During the event, HSO staff spoke with a variety of community members about roadway safety and about what ADECA and the HSO does. The teenagers present also took a try at the virtual reality impaired driving simulator and were surprised at how their vision was impaired and how many distractions are on the roadway. One parent expressed their thanks for the message and educating the youth in their community. Their teenager tried everything at the booth and expressed that this experience served as an example of why it is so crucial to pay attention when driving and to never drive impaired.
Connecting with Programming and Ongoing Engagement Efforts:	Events like this showcase the need for community-based safety programming.

FY 2025 Engagement Event Tracker

Engagement Step- Craft a targeted survey to administer to attendees at seat check events, especially those held in rural locations, that helps to identify resource or access issues that are faced by the participants, (how far did they have to travel, was cost a prohibitive factor in car seat safety, are there issues related to childcare, etc.)

Name and Location of Event:	Series of Child Passenger Safety Events in Southwest Region: Tuscaloosa, Mobile, and Baldwin counties
Target Population Identification:	The event was scheduled based on the target population identification process outlined in the PP&E Plan submitted to NHTSA in the 3HSP. Specifically, the focus was on child safety in rural populations. Mobile County and Baldwin County were specifically identified as overrepresented in no belt fatalities and have several risk factors related to poverty and other resiliency score indicators.
Attendees:	Through the demographic information received during the event, the HSO determined their target affected community was present as the attendees were residents of the county and regularly require the use of child restraints. Parents and caregivers, including grandparents and foster parents, were present at these events. The attendees of the car seat check event were probably distributed 75%/25% female versus male.
Accessibility Measures:	All locations (fire station, police department, and hospital) follow ADA guidelines. Publication of the event was posted on various social media platforms like Facebook. Educational materials were printed, and information is available in person, online, and via phone line.
Event Description:	The Law Enforcement Liaison for the Southwest Region went out to several public events with Child Passenger Safety Technicians (CPSTs), including certified local law enforcement officers to educate parents and caregivers at Car Seat check events and provide current car seat safety materials and facilitate behavioral change.
Feedback:	The staff received feedback from the community members present as well as the technicians present. The feedback from citizens of a rural community located in Tuscaloosa County indicated the lack of awareness of the dangers of children being loose in cars and car seat expiration dates. The participants expressed interest and gratitude in speaking with the certified technicians and receiving some crash statistics on unrestrained or improperly restrained children. Attendees of the event provided feedback verbally to the HSO staff and stated that child car seat laws are difficult to understand, but they were appreciative of the program and felt confident in their knowledge after attending.
Connecting with Programming and Ongoing Engagement Efforts:	This event location was ideal for accessibility by the target community. The need for car seats in the area shows further events and programming should be made available again in FY 26.

FY 2025 Engagement Event Tracker

Engagement Step- Continue engagement events at sporting events. This is a great way to interact with target demographic males. These events can be in rural and urban locations to cover both impaired driving and pedestrian issues. Another upcoming issue is the effect of the recent legalization of medical marijuana. Questions were built into the initial input survey, and those responses will be mapped to best track knowledge levels and media platform preferences. This will allow the SHSO to determine a baseline to create educational campaigns on the dangers of driving while under the influence of marijuana.

Name and Location of Event:	Jefferson County Children's of Alabama Indy Grand Prix
Target Population Identification:	The event was scheduled based on the target population identification process outlined in the PP&E Plan submitted to NHTSA in the 3HSP. An analysis of Alabama's impaired driving fatalities shows significant overrepresentation in rural counties, in males ages 21-40, and with pickup trucks. HSO identified young males from rural counties as the focus group for these tailgates.
Attendees:	Based on the survey administered, AOHS determined that our target population was present; males aged 21-40 years living in rural counties were present at the tailgates. The attendees of the sporting events included a wide array of ages and groups at the sporting events. They were local to the areas, with a few outliers.
Accessibility Measures:	Barber Motorsports Park facilities follow ADA guidelines.
Event Description:	AOHS traveled to Birmingham, Alabama for a 3-day race event at the Barber Motorsports Park in May 2025. AOHS staff set up a tent and promoted the driving safety campaign, Drive Sober or Get Pulled Over with several educational activities, such as Walk-the-Line with the Fatal Vision Goggles and the VR impaired driving simulation. The Health Education and Safety Center at Children's Hospital, a subrecipient of ADECA LETS, also attended the function and set up an educational booth to provide materials about hot car safety educate the attendees about the dangers of leaving children in cars unattended.
Feedback:	AOHS administered a survey to gather feedback. The survey contained questions about risk taking behaviors, skewed heavily on impaired driving and medical marijuana law awareness. Out of the responses, there is clearly a need for additional marijuana impairment education/ media efforts. There also is support for both additional law enforcement and education efforts to combat impaired driving.
Connecting with Programming and Ongoing Engagement Efforts:	Feedback from these tailgating events will guide HSO's media efforts through Auburn University Media Production Group. These events will be a component for the coming years on ways to engage with the public and capture feedback, as well as delivering valuable safety messaging. The varied locations allowed AOHS to interact with both rural and urban populations.

FY 2025 Engagement Event Tracker

Engagement Step- Continue engagement events at sporting events. This is a great way to interact with target demographic males. These events can be in rural and urban locations to cover both impaired driving and pedestrian issues.

Another upcoming issue is the effect of the recent legalization of medical marijuana. Questions were built into the initial input survey, and those responses will be mapped to best track knowledge levels and media platform preferences. This will allow the SHSO to determine a baseline to create educational campaigns on the dangers of driving while under the influence of marijuana.

Name and Location of Event:	Series of Football Tailgates in Pike, Calhoun, Shelby, Mobile, Tuscaloosa, Jefferson, and Lee counties. Series of Baseball Tailgates in Madison, Jefferson, and Montgomery counties.
Target Population Identification:	The event was scheduled based on the target population identification process outlined in the PP&E Plan submitted to NHTSA in the 3HSP. An analysis of Alabama's impaired driving fatalities shows significant overrepresentation in rural counties, in males ages 21-40, and with pickup trucks. HSO identified young males from rural counties as the focus group for these tailgates.
Attendees:	Based on the survey administered, AOHS determined that our target population was present; males aged 21-40 years living in rural counties were present at the tailgates. The attendees of the sporting events included a wide array of ages and groups at the sporting events. They were local to the areas, with a few outliers.
Accessibility Measures:	All locations follow ADA guidelines.
Event Description:	Booths were set up by AOHS that promoted the driving safety campaign, Drive Sober or Get Pulled Over at football games. Fans were asked to take a survey regarding their driving habits and a pledge box for participants to take a pledge against drunk driving. The different activities offered aimed at promoting safe driving and to get an understanding that driving while impaired is extremely dangerous.
Feedback:	AOHS administered a survey to gather feedback. The survey contained questions about risk taking behaviors, skewed heavily on impaired driving and medical marijuana law awareness. Out of the responses, there is a demonstrated need for additional marijuana impairment education/ media efforts. There also is support for both additional law enforcement and education efforts to combat impaired driving.
Connecting with Programming and Ongoing Engagement Efforts:	Sporting events continue to appear to be a great way of engaging with the targeted demographics for many risk-taking behaviors. Feedback from these tailgating events will guide HSO's media efforts through Auburn University Media Production Group. These events will be a component for the coming years on ways to engage with the public and capture feedback, as well as delivering valuable safety messaging. The varied locations allowed AOHS to interact with both rural and urban populations.

FY 2025 Engagement Event Tracker

The HSO will also work to engage with the underserved military population by collaborating with our partners and hosting Seat Checks at various military bases throughout the state.

Engagement Update

The HSO staff utilized several connections to organize an event at a base in the Southeast region of Alabama. Through several phone conversations and email correspondence, these connections unfortunately didn't result in an event. While the HSO has not yet engaged with the military population through car seat events, we were able to deepen relationships and further interest in traffic safety events in the future. This will be an area of ongoing effort in FY 2026.

Community Collaboration and Engagement

As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(b)(1)(F))

Alabama's evidence-based traffic safety enforcement program begins with identifying high-crash locations to determine eligibility for law enforcement participation. The enforcement plan for Alabama is evidence-based, as explained in the 3HSP. AOHS uses the CARE system to develop a complete listing and mapping of problem crash locations (or hotspots) throughout the state. In addition to a breakdown by CTSP/LEL regions and Alabama Law Enforcement Agency (ALEA) posts, the results are also subdivided by crash type and roadway classification. By providing both statewide and specific information to each area, the regional coordinators can identify the problems and locations in their region, and they can also determine how these locations relate to the statewide plan. In keeping with the requirements of 1300.35, AOHS intentionally added in activities and strengthened procedures to enhance community collaboration within the program. The items below will look at activities and actions taken throughout the state as directed by the Highway Safety Office.

Southeast Region	
Activity HSO Facilitated	To strengthen community collaboration, the Alabama Highway Safety Office directed law enforcement liaisons to engage in at least three community events. These events served as opportunities to highlight the specific safety concerns and risk factors identified in their areas using crash data from the Critical Analysis and Reporting Environment (CARE) and to gather public feedback on the program's effectiveness and priorities.
Activity Taken by Law Enforcement Agency	Local law enforcement in a rural community in a rural county in Southeast Alabama attended a community festival and set up a tent at the entrance gate. The law enforcement liaison also talked about the function of the regional Highway Safety Office and how the data showed what the problem areas were for the community and how to access information for their city and county. The LEL also interacted with many first responders during this event.
Reporting Mechanism	Data was delivered via conversation in-person, the feedback was gathered and compiled using templated feedback report provided by the AOHS.
Result	Receiving community input increases collaboration within the enforcement details. The law enforcement agency, along with the LEL present, offered resources and information to attendees. The LEL also explained how to access data for their area which increases transparency between the highway safety office and the public.

East Central Region	
Activity HSO Facilitated	As part of its comprehensive traffic safety enforcement program, the State of Alabama implemented enhanced agency reviews for participants in enforcement campaigns. These reviews involved analyzing contact reports and shift data CTSP Online Reporting Environment (CORE) to ensure alignment with the program's objectives. When disparities were identified—such as multiple citations issued to a single motorist—agencies received targeted counseling to refocus efforts on addressing behaviors most closely linked to crashes in their communities.
Activity Taken by Law Enforcement Agency	The LEL noticed that a rural agency in the East Central region had issues with officers incorrectly completing contact reports and providing insufficient or incomplete documentation. While reviewing the rollups for the fiscal year, the LEL identified contact reports being double counted, gaps in enforcement activities, and some reported activity reported outside of the grant hours worked.
Reporting Mechanism	Agency reviews are documented using an AOHS-provided template and submitted with quarterly reports. All data captured during enforcement shifts is self-reported through CORE and then verified by records found on site at the LEA.
Result	To enhance transparency in enforcement practices, the LEL in this region met with the agency and with a lieutenant of the patrol division. They presented the traffic crash data for the county and gave a detailed view of each of their hotspots which included locations, fatality count, and injury count at each hotspot. Several recommendations were made during the visit, including that officers should conduct sustained enforcement throughout their overtime shift, supporting documents should be kept in-house, and that contacts could only be counted if they occurred during the assigned overtime shift.

North Central Region	
Activity HSO Facilitated	To strengthen community collaboration, the Alabama Highway Safety Office directed law enforcement liaisons to engage in at least three community events. These events served as opportunities to highlight the specific safety concerns and risk factors identified in their areas using crash data from the Critical Analysis and Reporting Environment (CARE) and to gather public feedback on the program's effectiveness and priorities.
Activity Taken by Law Enforcement Agency	A rural Sheriff's Office in the North region of the state reached out to employees and families at an event held annually by a nuclear plant that employs a large number of community members. This location is in the middle of several traffic concerns. The LEL was set up in the Law Enforcement area of the vendors section and presented information on traffic issues within the community to the attendees and asked about their thoughts on current and past enforcement campaigns.
Reporting Mechanism	Feedback was gathered and compiled using template report provided by the AOHS.
Result	Receiving community input increases collaboration within the enforcement details. The sheriff's office, along with the LEL present, offered resources and information to attendees. The LEL also explained how to access data for their area which increases transparency between the highway safety office and the public.

Southwest Region	
Activity HSO Facilitated	To strengthen community collaboration, the Alabama Highway Safety Office directed law enforcement liaisons to engage in at least three community events. These events served as opportunities to highlight the specific safety concerns and risk factors identified in their areas using crash data from the Critical Analysis and Reporting Environment (CARE) and to gather public feedback on the program's effectiveness and priorities.
Activity Taken by Law Enforcement Agency	The Law Enforcement Liaison for the Southwest Region went out to several public events with Child Passenger Safety Technicians (CPSTs), including certified local law enforcement officers to educate parents and caregivers at Car Seat check events and provide current car seat safety materials and facilitate behavioral change. Some events also included hot car safety education. The feedback from citizens of a rural community located in Tuscaloosa County indicated the lack of awareness of the dangers of children being loose in cars and car seat expiration dates. The participants expressed interest and gratitude in speaking with the certified technicians and receiving crash statistics on unrestrained or improperly restrained children.
Reporting Mechanism	Data was delivered via conversation and printed materials in person; the feedback was gathered and compiled using templated feedback report provided by the AOHS.
Result	Receiving community input increases collaboration within the enforcement details. The law enforcement agency through their CPSTs and other safety partners, along with the LEL present, offered resources and information to attendees and which increases transparency between the highway safety office and the public.

Statewide	
Activity HSO Facilitated	As part of its comprehensive traffic safety enforcement program, the AOHS implemented enhanced agency reviews for participants in enforcement campaigns. These reviews involved analyzing contact reports and shift data via the CTSP Online Reporting Environment (CORE) to ensure alignment with the program’s objectives. When disparities were identified—such as multiple citations issued to a single motorist or an imbalance in the proportion of non-moving violations—agencies received targeted counseling to refocus efforts on addressing behaviors most closely linked to crashes in their communities.
Activity Taken by Law Enforcement Agency	A. An urban police department in central Alabama was also reviewed and reminded the larger goal of the traffic safety grant and the importance of citations for speeding, seat belts, and DUI related violations, as opposed to other non-moving violations. B. At the beginning of every fiscal year when the agency agreements are sent out, and the LEL provides an email to each agency administrator laying out the purpose of the traffic safety programs: to reduce traffic crashes, traffic crash injuries and traffic crash fatalities. The best way for this to be done is by conducting traffic enforcement with an emphasis on moving violations. Since updating the online reporting system during the last fiscal year, LELs have seen fewer instances of stacking citations or warnings on offenders. Also, they have seen in agency reviews offenders receive multiple citations and warning but they were for serious traffic violations. This was reviewed and observed in police departments and sheriff’s offices both rural and urban.
Reporting Mechanism	Agency reviews are documented using an AOHS-provided template and submitted with quarterly reports. All data captured during enforcement shifts is self-reported through CORE and then verified by records found on site at the LEA.
Result	To enhance transparency and equity in enforcement practices, Alabama adjusted its online reporting system to include a new field for “motorists stopped,” reducing the impact of ticket-stacking on data analysis. Additionally, the system was streamlined by requiring detailed explanations for entries in the “other” category, ensuring clearer and more actionable data collection. These measures support data-driven enforcement practices and help identify and address disparities while fostering community trust.

Program Area- Planning and Administration

Overview

To manage the Alabama Office of Highway Safety's (AOHS) programs, staff are employed at the state level. Planning and Administration (P&A) costs are those direct and indirect expenses that are attributable to the overall management of the State's Highway Safety Plan (HSP). Costs include salaries and related personnel benefits for the Governor's Representative and for other technical, administrative, and clerical staff. P&A costs also include office expenses such as travel, equipment, supplies, rent and utilities necessary to carry out the functions of the office. The level of funding to accommodate the state office's needs is evaluated each year, just as in other program areas.

Performance Measures

Projects under Planning and Administration do not directly affect the performance measures listed in the FY 24-26 3HSP for Alabama. However, the activities conducted by administrators and grant staff in these programs support the activities of the AOHS.

Planning and Administration

Total Fiscal Year 2025 Expended Funds – \$273,162.86

Funding Source – IJA NHTSA Section 402- \$273,162.86

P & A includes both direct and indirect costs for personnel with their associated costs. Personnel in the direct cost category include the Highway Safety Unit Chief who spends 100% of their time with NHTSA programs. Additionally, time spent by program management staff on public participation and engagement activities was directly charged as P & A. Personnel in the indirect cost category used the ADECA Indirect Cost Rate, which includes the LETS Division Chief/GR, an Administrative Assistant, the LETS Accounting Unit Manager and one Accounting Staff Member devoted to highway traffic safety. All P & A costs were split 50% Federal and 50% State.

Community Traffic Safety Programs

Total Fiscal Year 2025 Expended Funds – \$862,507.81

Funding Source – IJA NHTSA Section 402- \$757,247.47

Funding Source – FAST Act NHTSA Section 402- \$105,260.34

There were three Community Traffic Safety Program (CTSP) regions in Alabama throughout FY 2025, and an additional regional office was established during this time. The regional offices serve as the main coordination center for traffic safety programs in the State. Most of the funding received by the AOHS is awarded to these regions for disbursement through professional service agreements to municipal, county and state law enforcement agencies. Also, there is a State Highway Safety Program Supervisor as well as two Program Managers who work as a centralized point of contact for regional CTSP/LEL offices, Training Programs, and administers the Public Engagement activities for the highway safety office.

The CTSP regions participated in four statewide enforcement campaigns in 2025. The campaigns included a year-round Selective Traffic Enforcement Program, with multiple focus areas including speeding, impaired driving, and restraint deficient crash location data, as well as an additional High Visibility Enforcement campaign focused on impaired driving was also active. While the impaired driving campaign is conducted year-round, there are heightened, “peak” periods of activity coupled with paid media campaigns during Christmas and New Year holidays, and the Fourth of July period. The regions also participated in the Click It or Ticket and Drive Sober or Get Pulled Over enforcement campaigns that took place during Memorial and Labor Day holiday periods, respectively. Alabama also participated in the statewide speed campaign, Southern Slow Down during the third week in July.

Program Area- Police Traffic Services

Overview

There were four local and one state Selective Traffic Enforcement Program (STEP) projects during the program year. Each of these STEP projects focused on Hotspot crashes and the problem locations that were identified across the state. One STEP project took place in each of the four CTSP/LEL regions and the statewide STEP project was conducted in conjunction with the ALEA. By conducting these STEP projects, additional efforts were focused on the reduction of impaired driving related, speed, CMV, and Pedestrian related crashes.

The enforcement effort is evidence-based, with the objective of preventing traffic violations, crashes, and crash fatalities and injuries in locations most at risk. The enforcement program was continuously evaluated throughout the year by HSO staff, CTSP/LELs, and law enforcement agencies, and the necessary adjustment will be made.

Performance Measures

PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			Base Years (Historical Data)					
			2017	2018	2019	2020	2021	2022
C-1	Traffic Fatalities	State	948	953	930	934	983	986
	Maintain total fatalities at the current safety level of 958 by December 31, 2026.	Rolling Avg.	910	931	953	970	950	958
C-2	Serious Injuries in Traffic Crashes	State	7484	7002	5103	4782	5184	4836
	Maintain serious traffic injuries at the current safety level of 5381 by December 31, 2026.	Rolling Avg.	8185	7873	7300	6505	5911	5381
C-3	Fatalities/100M VMT	State	1.34	1.34	1.30	1.38	1.24	1.40
	Maintain fatality rate to at the current safety level of 1.34 by December 31, 2026.	Rolling Avg.	1.34	1.35	1.36	1.39	1.33	1.34
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State	398	354	352	384	354	370
	Maintain unrestrained passenger vehicle occupant fatalities, all seat positions at the current safety level of 363 by December 31, 2026.	Rolling Avg.	379	376	376	382	368	363
C-5	Alcohol-Impaired Driving Fatalities	State	265	249	272	236	281	262
	Maintain alcohol-impaired driving fatalities at the current safety level of 260 by December 31, 2026.	Rolling Avg.	266	264	266	264	261	260
C-6	Speeding-Related Fatalities	State	257	262	216	265	274	246

			Base Years (Historical Data)					
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			2017	2018	2019	2020	2021	2022
	Maintain speeding-related fatalities at the current safety level of 253 by December 31, 2026.	Rolling Avg.	262	264	260	266	255	253
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	State	117	127	118	120	134	103
	Reduce drivers age 20 and younger involved in fatal crashes to 111 by December 31, 2026.	Rolling Avg.	119	124	129	129	123	120
C-10	Pedestrian Fatalities	State	119	107	119	100	128	115
	Maintain pedestrian fatalities at the current safety level of 114 by December 31, 2026.	Rolling Avg.	98	108	113	113	115	114

Crash Summary

Performance measures in Alabama are set using averages from the previous five years of crash data. However, it can be useful to monitor progress of projects based on the previous year's crash data to gauge the effectiveness of activities conducted throughout the fiscal year. In 2024 in Alabama, 962 people were killed on the highway, down from the 2023 total of 974 fatalities (FARS). Serious Injuries decreased from 4,871 in 2023 to 4,698 in 2024. Unrestrained Passenger Vehicle Occupant Fatalities decreased from 381 in 2023 to 344 in 2024. The State Observed Seat Belt Use Rate was 92.1 % in 2024. The Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC increased from 274 in 2023 to 277 in 2024. The number of Speeding-Related Fatalities increased from 235 in 2023 to 278 in 2024. Pedestrian fatalities increased from 124 in 2023 to 128 in 2024.

Police Traffic Services Programs

Total Fiscal Year 2025 Expended Funds - \$4,386,153.57

Funding Source- IIJA NHTSA Section 402- \$2,048,348.86

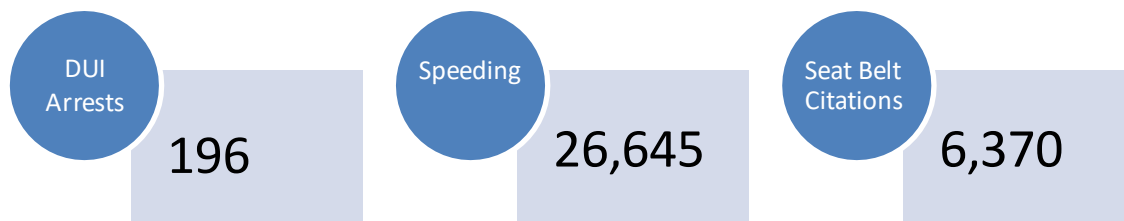
Funding Source- IIJA NHTSA Section 402 Supplemental- \$338,900.00

Funding Source – FAST Act NHTSA Section 402-\$1,998,904.71

The general implementation strategy of AOHS has been to require the Community Traffic Safety Program/Law Enforcement Liaisons (CTSP/LEL) project directors to focus their plans on problem locations identified for their respective regions. In the four regions, participating law enforcement agencies (which include municipal, county and state agencies) conducted sustained enforcement of statutes at a minimum of one activity per month to address impaired driving, occupant protection, driving more than posted speed limits, and other identified traffic safety concerns. In addition, the participating agencies conducted checkpoints when allowed and saturation/directed patrols during at least one weekend per month.

Within the larger enforcement campaign, AOHS also had their CTSP/LELs participate alongside ALEA in the fourth annual statewide speed initiative, “Southern Slow Down”. This week-long innovative partnership among NHTSA Region 4 States has been widely accepted and generally successful. Throughout the year officers worked 102,193 hours total and made a total of 157,933 contacts.

Enforcement Results



Program Area- Occupant Protection

Overview

The major goal of the AOHS Occupant Protection plan is to ensure resources are allocated in a manner to bring about the maximum traffic safety benefits to the roadway users of the State. The plan considered all restraint programs to be conducted in Alabama over a five-year planning horizon. In FY 2025, Alabama allocated funds for projects that employed a combination of countermeasures to have the greatest impact in reaching program goals. These projects included High Visibility Enforcement (HVE) efforts paired with paid media campaigns, an observational survey evaluation, Child Passenger Safety training, a Car Seat Voucher program, and Heatstroke Prevention Education.

Performance Measures

			Base Years (Historical Data)					
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			2017	2018	2019	2020	2021	2022
C-1	Traffic Fatalities	State	948	953	930	934	983	986
	Maintain total fatalities at the current safety level of 958 by December 31, 2026.	Rolling Avg.	910	931	953	970	950	958
C-2	Serious Injuries in Traffic Crashes	State	7484	7002	5103	4782	5184	4836
	Maintain serious traffic injuries at the current safety level of 5381 by December 31, 2026.	Rolling Avg.	8185	7873	7300	6505	5911	5381
C-3	Fatalities/100M VMT	State	1.34	1.34	1.30	1.38	1.24	1.40
	Maintain fatality rate to at the current safety level of 1.34 by December 31, 2026.	Rolling Avg.	1.34	1.35	1.36	1.39	1.33	1.34
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	State	398	354	352	384	354	370
	Maintain unrestrained passenger vehicle occupant fatalities, all seat positions at the current safety level of 363 by December 31, 2026.	Rolling Avg.	379	376	376	382	368	363
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Annual	92.9	91.8	92.3	92.3	91.3	92.7
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants to 92.7 by December 31, 2026.	Rolling Avg.	94.2	93.1	92.5	92.3	92.1	92.1

Crash Summary

Performance measures in Alabama are set using averages from the previous five years of data. However, it can be useful to monitor progress of projects based on the previous year's crash data to gauge the effectiveness of activities conducted throughout the fiscal year. In Alabama, 962 people were killed on the highway, down from the 2023 total of 974 fatalities (FARS). Serious Injuries decreased from 4,871 in 2023 to 4,698 in 2024. Unrestrained Passenger Vehicle Occupant Fatalities decreased from 381 in 2023 to 344 in 2024. The State Observed Seat Belt Use Rate was 92.1 % in 2024.

Click It or Ticket High Visibility Enforcement

Total Fiscal Year 2025 Expended Funds - \$135,587.19

Funding Source- IIJA NHTSA Section 405b High- \$135,587.19

Alabama conducted the state's Click It or Ticket (CIOT) High Visibility Enforcement program for a two-week period from May 20 through June 2. In addition to a paid media effort, the enforcement program consisted of members from 69 law enforcement agencies from the municipal to the state level (Municipal Agencies: 51; County Sheriffs: 18). The officers worked 3,197 total hours. The total number of all citations throughout the campaign was 2,126.

Click It or Ticket Paid Media Campaign

Total Fiscal Year 2025 Expended Funds - \$365,696.66

Funding Source- IIJA NHTSA Section 405b High- \$339,071.88

Funding Source- FAST Act Section 405b High- \$26,624.78

The 2025 CIOT Media Campaign included placement of approved, paid CIOT programming on broadcast and cable TV, radio spots, and digital ads May 8- 26, which includes the enforcement period.

The CIOT Statewide Mobilization played a critical role in the effort to keep people safe on the state's roads and highways. In the campaign 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, online ads, digital music streaming services, gas station toppers, and theater screens were employed to reach the target audiences. These efforts were aimed at yielding increases in seat belt use.

Evaluation of “Click It or Ticket”

Total Fiscal Year 2025 Expended Funds - \$245,925.20

Funding Source- IIJA NHTSA Section 402-\$245,925.20

“Click It or Ticket” evaluation was conducted between April 21 through June 12, 2025, in Alabama. Seat belt use was evaluated in two primary ways: (1) by direct observation of vehicles, based upon a carefully designed, NHTSA-approved, sampling technique, and (2) through a telephone survey. Before and after seat belt usage rates were evaluated by direct observation, and after seat belt self-reported usage rates were evaluated through the telephone survey.

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. The restraint usage rate based on calculations with the observation data is 91.9%, pending NHTSA approval.

Occupant Protection Telephone Survey

Research Strategies, Inc. conducted post-telephone interviews after the 2025 CIOT campaign. Random telephone numbers were used until results from a total of 500 complete interviews were collected.

All sixty-seven (N =67) Alabama counties were sampled. Each of the sixty-seven (67) Alabama counties’ sub-samples was proportionately weighted by the population. The subsamples were randomly pulled from the top residential ZIP Codes in each county and weighted within each county by population. This Stratified Sample Matrix offers the survey a demographic/geographic sound sample. Also, it offers a margin of error of +/- 5.0 percentage points or less, at a 95% confidence level.

Interview Results The most important questions dealt with the respondent’s use or non-use of seat belts. This information is captured in Table 2, stratified by gender, age, and race. Results were positive; the most frequent answer was “All of the time.” It was given by 91% of the respondents. Of all respondents, over 95% reported that they used their seat belts “all of the time” or “most of the time.”

Table 2: Telephone Survey, Frequency of Seat Belt Usage

Respondents	All of the time	Most of the time	Some of the time	Rarely/Never
Total (N = 476)	91.0%	4.4%	1.9%	2.7%
Male (N = 221)	86.0%	6.8%	2.7%	4.5%
Female (N = 255)	95.3%	2.3%	1.2%	1.2%
Age 19-24 (N = 31)	90.3%	6.5%	0.0%	3.2%
Age 25-44 (N = 161)	87.0%	6.8%	2.5%	3.7%
Age 45-64 (N = 162)	91.4%	3.1%	1.8%	3.7%
Age 65 and up (N = 122)	95.9%	2.5%	1.6%	0.0%
White (N = 311)	90.7%	4.7%	1.2%	3.5%
Non-White (N = 112)	91.8%	4.1%	3.3%	0.8%
Hispanic (N = 9)	100.0%	0.0%	0.0%	0.0%

Source: "Seat Belt Tracking Surveys: Alabama 2025" and Banner Reports prepared by Research Strategies, Inc.

Noteworthy points following the 2025 campaign:

- 50.2% of the respondents could remember hearing seat belt messaging in the last 30 days.
- 91% of those surveyed strongly or somewhat agree that it is important for police to enforce seat belt laws.
- When asked where they saw or heard the Click It or Ticket message, the places with the highest percentage of responses were:
 - Billboard/signs with 24.6%,
 - TV with 14.6% and
 - Interstate message sign boards with 18.3%.

Occupant Protection and Child Restraint Use Observational Surveys

NHTSA issued new Uniform Criteria for State Observational Surveys of Seat Belt Use in 2011. The final rule was published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. The survey plan used 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 seat belt and child safety restraint use. The plan is fully compliant with the Uniform Criteria and was used for the implementation of Alabama's 2025 seat belt survey. There are a total of 345 sites spread over 41 counties.

The Alabama Transportation Institute at The University of Alabama managed the process of the annual survey of vehicle seat belt usage and child restraint usage throughout Alabama. ATI contracted with a highly qualified survey company, Research Strategies, Inc., to conduct the observational seat belt surveys throughout the state.

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 41 Alabama counties at two different times during the campaign to collect a pre-campaign rate and a post-campaign rate. These counties are identified in Table 3. These counties and the sites within them were chosen to satisfy the NHTSA guidelines. The observational sites must be reselected every five years according to NHTSA requirements. The sites are selected from the counties with the top 85% of the fatalities from the state. These sites were re-selected and approved by NHTSA in 2023, so this is the second year to use these specific sites.

Table 3: Seat Belt Observation Counties

Pre and Post Surveys				
Autauga	Coffee	Greene	Madison	St. Clair
Baldwin	Colbert	Houston	Marshall	Talladega
Blount	Covington	Jackson	Mobile	Tallapoosa
Butler	Cullman	Jefferson	Montgomery	Tuscaloosa
Calhoun	Dallas	Lauderdale	Morgan	Walker
Chambers	DeKalb	Lawrence	Pike	
Cherokee	Elmore	Lee	Randolph	
Chilton	Escambia	Limestone	Russell	
Clarke	Etowah	Macon	Shelby	

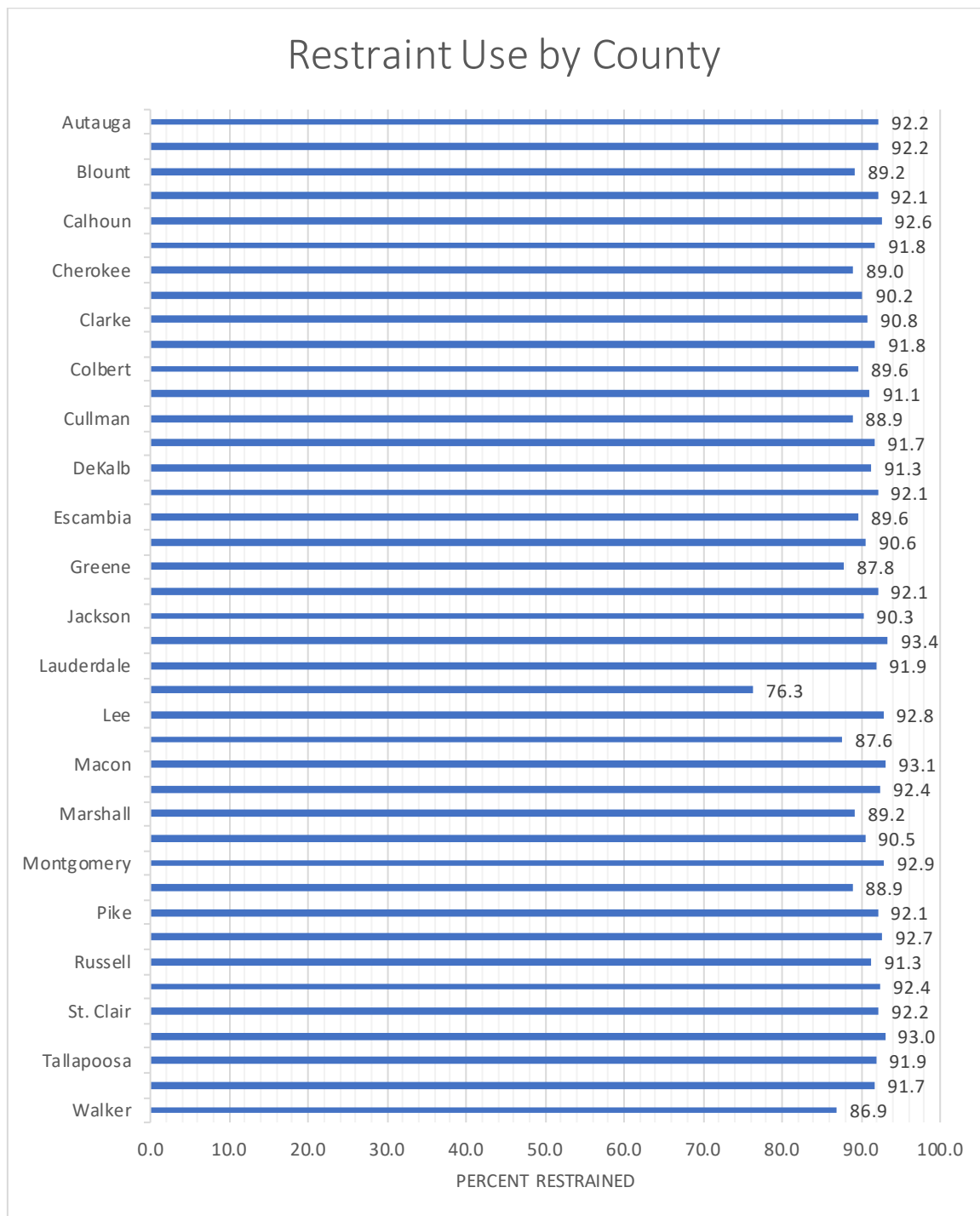
Seat Belt Survey Results

A total of 91,335 motorists in 77,402 vehicles were observed at 345 sites throughout 41 selected counties to determine and record their seat belt usage. From April 21 through May 4, a pre-campaign rate was obtained by observing 44,529 Alabama occupants. From June 2 through June 12, a post-campaign rate was obtained by observing 46,806 Alabama occupants.

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

- The seat belt usage rate in 2025 is 91.9%. The rate between 2016 and 2025 has remained consistent, varying from 91.97% in 2016 to 91.9% in 2025.
- Women wore their seat belts a greater percentage of the time than men (94.9% vs. 84.2%). These are raw percentages before weighting.
- Drivers of certain types of vehicles have historically been less likely to wear their seat belts. The highest usage rate in 2025 was SUV (93.1%), and the lowest usage rate was Truck, including pickups (81.7%). These are raw percentages before weighting.

See figure below for results for each county in the survey.



Source: 2025 Observational Surveys

Child Restraint Observational Survey

The child restraint survey took place at randomly selected sites in each of the 15 counties. At least one site from each Annual Daily Traffic (ADT) category was surveyed in each county chosen. Each site required one hour 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 the month of July 2025. The survey team observed a total of 2,010 vehicles while observing children, approximately aged five and under, in any position in the vehicle. Alabama was estimated to have a child restraint usage rate of 90.6%. The county results are listed below:

County	Total number of Car Seat/Seatbelt	Total number of rows	Rate
Blount	82	89	0.921
Colbert	124	138	0.899
Escambia	132	147	0.898
Etowah	100	109	0.917
Houston	112	133	0.842
Jefferson	108	121	0.893
Lawrence	107	117	0.915
Lee	112	115	0.974
Madison	153	166	0.922
Marshall	116	130	0.892
Mobile	148	165	0.897
Montgomery	127	142	0.894
Shelby	107	117	0.915
Tuscaloosa	171	186	0.919
Walker	121	134	0.903

Child Passenger Safety Program

Total Fiscal Year 2025 Expended Funds - \$269,948.43

Funding Source- IIJA NHTSA Section 402-\$124,948.43

Funding Source- IIJA NHTSA Section 405b High Supplemental-\$145,000.00

AOHS is continuing to grow CPS program run through the Alabama Department of Public Health. The website <https://www.alabamapublichealth.gov/injuryprevention> has been updated to include training and class information to reach a wider array of citizens throughout the state. The overall objective of the CPS program remains to have more child restraint technicians available so that it will lead to an increase in child restraint usage within the State of Alabama, resulting in a reduction of fatalities.

Program Goal – Decrease rate of motor vehicle related child deaths by 10 percent from the 2022 baseline of 47.

- *Objective 1: Increase the number of certified CPS instructors in ADPH by 20 percent from 4 to 5 by September 2025*

The number of instructors has increased to five and has stayed stable in 2025.

- *Objective 2: Onboard 40 new certified CPSTs in the state in FY 2025.*

Since October 2024, ADPH CPS Staff have trained 41 technicians.

- *Objective 3: Increase awareness about CPS resources in the state.*

The list of current fitting stations is available on the ADPH Child Passenger Restraint web page: <https://www.alabamapublichealth.gov/injuryprevention/child-restraints.html>. The list of current fitting stations was updated throughout the year to include host training sites. These updates were shared with NHTSA.

Underserved Child Passenger Safety Program

Total Fiscal Year 2025 Expended Funds - \$175,152.26

Funding Source- IJJA NHTSA Section 405b High- \$175,152.26

ADPH made strides to implement a car seat voucher program to provide education to individuals who receive a traffic citation for failing to properly restrain a child in a child passenger restraint. The program will also provide seats to individuals who are unable to purchase a proper child passenger restraint for their child. A car seat check involves a CPST inspecting both the vehicle and car seat and sizing the car seat to the child's height and weight before installing the car seat in the vehicle. During the installation, the technician teaches parents and caregivers to properly install their child's car seat. However, there is a need to provide education to people who may not seek CPS resources independently, particularly individuals who have been identified as incorrectly installing their child safety restraint or failing to use the appropriate CPS restraint in accordance with Alabama law. However, the counties where the project was deployed did not have any activity that lead to citizens utilizing the program. ADPH and AHSO staff are continuing to try and find strategies to increase usage of the program.

Heatstroke Prevention

Total Fiscal Year 2025 Expended Funds - \$107,992.61

Funding Source- IJJA NHTSA Section 402 - \$107,992.61

Pediatric vehicular deaths due to heatstroke are a leading cause of motor vehicle-related deaths for children across the United States. Children's of Alabama, through its Health Education and Safety Center, educated parents, caregivers and the public about the dangers of leaving children in hot vehicles and how to avoid pediatric vehicle-related heatstroke. The Vehicle-Related Heatstroke Prevention Project will amplify these efforts by providing parents and caregivers with education and resources for avoiding vehicle-related heatstroke in children and conducting a public awareness campaign to reach the public.

The program was able to reach more than 2,200 parents and caregivers through the educational events on Children's campus and throughout community events across the state. Throughout this grant year, the public information campaign reached more than 146,770 viewers via broadcast media and made more than 9,745,020 impressions through social media, digital media, and outdoor advertisements. Additional messaging was distributed throughout local newspapers in communities in-and-around the outdoor billboards, thus increasing the overall audience reach. Our efforts to increase knowledge and awareness on pediatric vehicular heatstroke were evaluated through self-reported knowledge enhancement surveys following various in-person education events. Of participants surveyed, 98% reported an increase in knowledge surrounding the dangers of hot cars.

Program Area- Traffic Records

Overview

AOHS recognizes that Traffic Records is a critical component of the highway safety program. FY 25 projects in the Traffic Safety Information Systems (TSIS) areas were conducted with the concurrence of the Traffic Records Coordinating Committee (TRCC). AOHS continued funding for the development of several projects with the goal of improving data accessibility, quality, timeliness, uniformity, and completeness.

Performance Measure

Countermeasure Strategy	Performance Measure	TSIS Project Reference	Baseline	Target 2025	2025 Actual*
<u>Increase Accessibility of Crash Database</u>	Number of accounts and results of user survey of stakeholders will measure level of success.	Crash Component, Item 4.3.2.3 eCrash Upgrades & Crash Component, Item 4.3.2.5 Upgrade CARE dashboard user interface	4/1/23 - 3/31/24: 61 accounts were created between April 2023 and March 2024 (502 total accounts).	500	590
Improve accuracy of a core highway safety database (crash) in the state's information system.	The "Has Coordinate" variable in the crash database can be used to target accuracy.	Crash Component, Item 4.3.2.3 eCrash Upgrades, Pages 24, TSIS Strategic Plan 2024-2028, June 8, 2023	4/1/23 - 3/31/24: Value "Coordinates entered manually" value Frequency: 5,895 Percentage: 4.11%	1.90%	8.63%
Improve completeness of a core highway safety database (crash) in the state's information system.	Null value records for "Distracted Driving Opinion" can be used to target completeness.	Crash Component, Item 4.3.2.3 eCrash Upgrades, Pages 24, TSIS Strategic Plan 2024-2028, June 8, 2023	4/1/23 - 3/31/24: Value "Null" value Frequency: 4,580 Percentage: 3.20%	3.30%	3.35%
Improve timeliness of a core highway safety database (EMS)	The "Latest Submission Lag Time" variable in the EMS patient care report (PCR) database will be studied.	EMS-Medical Surveillance Component, Item 4.3.7.1 – "Continued enhancements and support of RESCUE", Page 35, TSIS Strategic Plan 2024-2028, June 8, 2023	4/1/23 - 3/31/24: Value "Less than 24 hours" value Frequency: 569,605 Percentage: 58.82%	73.50%	63.58%
Improve uniformity of a core highway safety database (EMS)	Percentage of records in the State EMS data file that are National Emergency Medical Service Information System (NEMSIS)-compliant (v3.4 vs. v3.5)	EMS-Medical Surveillance Component, Item 4.3.7.1 – "Continued enhancements and support of RESCUE", Page 35, TSIS Strategic Plan 2024-2028, June 8, 2023	4/1/23 - 3/31/24: NEMSIS v3.4 – 48.9% NEMSIS v3.5 – 51.1%	95%	v3.5 – 95.81%

*Most recent performance year

Accessibility – The CARE and Safety Accounts include the user accounts for two different systems. This means there are duplicate accounts when someone has a login to each. 2024 was the first complete year of training on the new CARE Portal. The introduction of the portal, and setting up initial accounts, created an influx of overall user counts. This influx of user accounts is substantial but has stabilized recently. It is not expected that there will be the same increase year-to-year now that the system is set up and the first year of initial training is complete.

Accuracy - The “Has Coordinate” variable counts using “Manually Located” helps show the post-processing effort to map crashes without a location from the crash report. The fluctuations of these counts are related to the number of crashes the data team can confirm. UA has also changed which crashes get entered first. Today, the most recent crashes are manually entered instead of starting with the earliest records. Although over target for the current performance year ending in 2024, the 2025 performance year shows users are manually locating more crashes than previous years. These results indicate more accurate crash locations overall.

Completeness – “Distracted Driving Opinion” variable “Null” usage has essentially stopped outside of two agencies. The original trend for reduction was to show the overall trend across the state. As of now, the trends for Distracted Driving Opinion Nulls are based on 2, out of nearly 500, reporting agencies.

Timeliness – The “Earliest Submission Lag” variable was chosen from the EMS NEMSIS database to measure the timeliness of the data. This is measuring if the patient care report is getting into the database within 24 hours of the incident. There was a slight dip in 2024 data so the target goal was not met. But, this database contains close to a million records each year. This metric is dependent upon the users and with many different users and that many records, there will be some fluctuations up and down from year to year. The fluctuations will not always be upward, but this is a very minor reduction for 2024. Even though there was a slight reduction in the percentage for this metric in the performance year ending in 2024, 2025 shows most of the reports are in the database within 24 hours of the incident.

Uniformity - The uniformity of a core highway safety database (EMS) metric chosen was the “Percentage of records in the State EMS data file that are National Emergency Medical Service Information System (NEMSIS)-compliant (v3.4 vs. v3.5)”. Alabama strives to be on the latest version of NEMSIS compliance as soon as possible after a new version is released. This involves making the appropriate updates in the software to comply with the latest version and getting that version certified by NEMSIS. Once the new version is available, it is a matter of each user agency updating to the new version. The conversion from each agency did not happen as quickly as hoped, therefore the percentage on version 3.5 fell below the target we had set for the performance year ending in 2024. However, records submitted from the 2025 performance year show the 95% target for version 3.5 compliance.

Alabama Traffic Records Coordinating Committee (TRCC)

There are about a dozen agencies at the state level who have custodianship over data that can be used for traffic safety improvement purposes. In the early 1990s, it became apparent coordination among these various agencies and the information technology efforts would be beneficial to traffic safety. Originally known as the Alabama Traffic Information Systems Council (TISC), TISC has been in existence since July 1994. The TISC was reorganized a few years later and renamed as the Alabama Traffic Records Coordinating Committee (TRCC), and it is currently the properly constituted coordinating committee for all traffic records transactional and analytical efforts within Alabama. Its primary goal is to provide opportunities for its members to coordinate all traffic records projects and to become informed about the component parts of and datasets within their traffic records systems in other agencies.

Traffic Records Strategic Planning

One of the critical roles played by the TRCC is that of coordinating traffic safety information technology efforts through the state's Strategic Plan for Traffic Records. The value of having such a strategic plan for properly developing, maintaining, and tracking the progress of traffic safety IT projects has been recognized by Congress and was required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation, the Moving Ahead for Progress in the 21st Century Act, (MAP-21) legislation, the [Fixing America's Surface Transportation \(FAST\) Act](#) (Pub. L. No. 114-94) and now by the Infrastructure Investment and Jobs Act (Pub. L. No. 117-58).

The TRCC establishes policies, sets strategic goals for project development, approves projects within the strategic plan, and serves as a conduit for communication and collaboration. 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.

The TRCC meets at least three times a year qualifying the state for federal funding for traffic records. The group met on February 4th, April 1st, and May 29th in 2025. Presentations were given at each meeting that reviewed progress, presented the latest innovations of each of the involved agencies, and planned for the next years' strategic plan update. Minutes are taken at each meeting to have a record of the meeting and preserve important ideas, actions taken and status updates. The TRCC submitted a Traffic Safety Information Systems Strategic Plan (FY 2025-2028). The Strategic Plan is updated each year to cover an advancing five-year period. The overall strategic planning effort of the TRCC, as reflected in the Traffic Safety Information System Strategic Plan, is quite comprehensive.

Traffic Safety Technical Development Projects

Total Fiscal Year 2025 Expended Funds – \$686,205.50

Funding Source –IIJA Section 405c- \$630,100.50

Funding Source –IIJA Section 405c Supplemental - \$56,105.00

CAPS, ATI, and the AOHS continue to make the most of a long-standing relationship that has been beneficial for traffic safety in the State of Alabama. The technology development projects this year continued along with the software modernization projects including continuing development of the new MMUCC 5/6 version of eCrash, continued development on a new version of MOVE and eCite, expanding deployment of the newest full eGIS version of MapClick; upgrading the ADVANCE analytics portal into the Angular framework; and continuing RESCUE projects including greater deployment of RESCUE Exchange. These systems improve data quality, timeliness and completeness. These systems also improve efficiency of officers and EMS personnel.

Alabama's Electronic Patient Care Reporting (e-PCR) Assistance Program

Total Fiscal Year 2025 Expended Funds - \$60,000.00

Funding Source – State Traffic Safety Trust Fund- \$60,000.00

The Alabama Office of EMS and Trauma 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. The NEMSIS compliant data system is required by NHTSA, 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.

Data and Information Technology Support Projects

Total Fiscal Year 2025 Expended Funds - \$1,041,794.05

Funding Source - State Traffic Safety Trust Fund- \$1,041,794.05

The University of Alabama Center for Advanced Public Safety and the AOHS have a long-standing relationship working together to improve traffic safety. CAPS provides AOHS with valuable statistics, data, and analysis tools relating to traffic safety. The use of this data is important as emphasis is placed on strategic planning for highway safety and as AOHS works to base funding on crash data.

The development and deployment of the eCite and eCrash projects are key areas where CAPS and AOHS have worked together to improve the quality of data being gathered and the safety of the state's law enforcement officers. The funding that CAPS receives from AOHS 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 dependent upon. In FY 2025, the Center for Advanced Public Safety (CAPS) and the Alabama Transportation Institute (ATI) provided support in various ways. Support was offered to those within the traffic safety community through CARE data requests and to law enforcement through the technical support help desk. Maintenance was done on software products. Support was provided to the OHS whenever called upon, such as assisting with the Traffic Records Coordinating Committee (TRCC) meetings.

Program Area- Impaired Driving

Overview

The AOHS conducted a problem identification analysis for Impaired Driving in the State of Alabama to pinpoint common factors and assess strategies that could be used to combat the issue. AOHS compared FY2018-2022 Impaired Driving (ID) crashes against FY2018-2022 non-ID crashes to determine any significant differences that have occurred in the most recent five-year time frame. The findings of these analytics were then taken into consideration when planning both enforcement campaigns and training programs to fund in the upcoming fiscal year.

In FY 2025, Alabama allocated funds for projects that employed a combination of countermeasures to have the greatest impact in reaching program goals. These projects included High Visibility Enforcement (HVE) efforts paired with paid media campaigns, Drug Recognition Expert training, and Prosecutor Training programs.

Performance Measures

			Base Years (Historical Data)					
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			2017	2018	2019	2020	2021	2022
C-1	Traffic Fatalities	State	948	953	930	934	983	986
	Maintain total fatalities at the current safety level of 958 by December 31, 2026.	Rolling Avg.	910	931	953	970	950	958
C-2	Serious Injuries in Traffic Crashes	State	7484	7002	5103	4782	5184	4836
	Maintain serious traffic injuries at the current safety level of 5381 by December 31, 2026.	Rolling Avg.	8185	7873	7300	6505	5911	5381
C-3	Fatalities/100M VMT	State	1.34	1.34	1.30	1.38	1.24	1.40
	Maintain fatality rate to at the current safety level of 1.34 by December 31, 2026.	Rolling Avg.	1.34	1.35	1.36	1.39	1.33	1.34
C-5	Alcohol-Impaired Driving Fatalities	State	265	249	272	236	281	262
	Maintain alcohol-impaired driving fatalities at the current safety level of 260 by December 31, 2026.	Rolling Avg.	266	264	266	264	261	260

Crash Summary

Performance measures in Alabama are set using averages from the previous five years of crash data. However, it can be useful to monitor progress of projects based on the previous year's crash data to gauge the effectiveness of activities conducted throughout the fiscal year. In 2024 in Alabama, 962 people were killed on the highway, down from the 2023 total of 974 fatalities (FARS). Serious Injuries decreased from 4,871 in 2023 to 4,698 in 2024. The Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC increased from 274 in 2023 to 277 in 2024.

Drive Sober or Get Pulled Over High Visibility Enforcement

Total Fiscal Year 2025 Expended Funds – \$120,708.84

Funding Source – IIJA NHTSA Section 405d- \$120,708.84

In addition to the paid media effort, the four regions in Alabama conducted the “Drive Sober or Get Pulled Over” (DSOGPO) High Visibility Enforcement program for a two-week period from August 15 through September 1. The enforcement program consisted of members from 56 law enforcement agencies from the municipal to the state level (Municipal Agencies: 37; County Sheriffs: 19). Officers from local agencies worked 3,096 total hours and the total number of contacts was 3,902.

Drug Recognition Expert (DRE) Training Program

Total Fiscal Year 2025 Expended Funds - \$309,329.40

Funding Source – IIJA NHTSA Section 405d- \$309,329.40

The goal of the Drug Recognition Expert (DRE) Program is to train and certify law enforcement officers from various agencies around Alabama as Drug Recognition Experts. Each certified DRE will be able to diagnose an individual arrested for DUI to be either under the influence of some drug other than alcohol or suffering from a medical issue. If the DRE determines the defendant is under the influence of a drug, then the DRE will identify the category or categories of impairing drugs.

DRE training for 2025 concluded with 15 students successfully completing the course and earning certification as DREs. A total of 180 officers have attended the ARIDE course this year at 15 different locations and police departments. SFST training support has been provided at trooper academies throughout the fiscal year. Basic SFST books were distributed as needed and instructor support as requested. This year, SFST instructors have trained approximately 892 new law enforcement officers in DUI detection and SFSTs. Additionally, 32 new SFST instructors were certified to teach in August, and many of those have already begun providing SFST refresher training at their agencies and working to assist APOSTC academies with SFST basic classes.

Traffic Safety Resource Prosecutor Program

Total Fiscal Year 2025 Expended Funds - \$159,715.46

Funding Source – IIJA NHTSA 402-\$159,715.46

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 impaired driving. The TSRP program 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. The program conducted 29 trainings to more than 1,000 attendees. This included many training courses at the Alabama law enforcement academies, multiple trainings for prosecutors and a presentation at a judges' conference. The program also conducted some new training including a first-of-its-kind moot court for the trooper trainees, and a small training for local prosecutors and judges on how to incorporate DRE testimony in trial. 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.

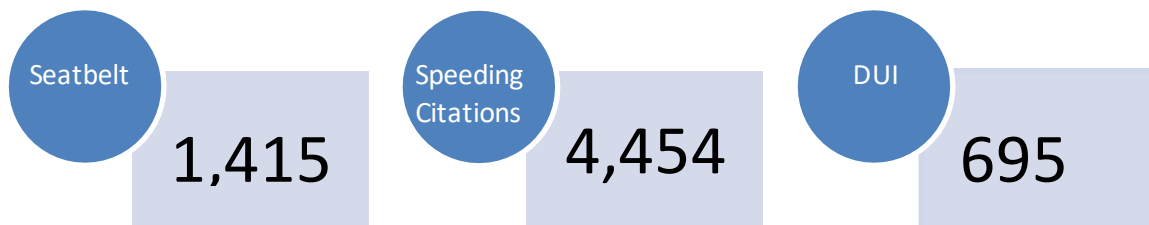
Impaired Driving Hot Spot High Visibility Enforcement (HVE)

Total Fiscal Year 2025 Expended Funds – \$1,179,000.10

Funding Source- IIJA Section 405d- \$979,000.10

Funding Source- IIJA Section 405d Supplemental- \$200,000.00

There were four local Impaired Driving HVE projects during FY 2025 as well as one statewide HVE project. Each of these projects focused on impaired driving related Hotspot crashes and the problem locations that were identified across the state. One project took place in each of the four CTSP/LEL regions and the statewide project was conducted in conjunction with ALEA. By conducting these HVE projects, additional efforts were focused on the reduction of impaired driving related crashes. The enforcement effort was data driven, which helped prevent traffic violations, crashes, and crash fatalities and injuries in locations most at risk.



Impaired Driving Hot Spot High Visibility Media Campaign

Total Fiscal Year 2025 Expended Funds - \$703,948.66

Funding Source- IIJA NHTSA Section 405d- \$16,918.91

Funding Source- FAST Act 405d- \$687,029.75

Auburn University's Media Production Group implemented the 2025 Impaired Driving Hot Spot Campaign around the holiday periods of Christmas and New Year's Eve, St. Patrick's Day, 4th of July, and Labor Day. Media Plans were developed and submitted to AOHS. 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 was designed to increase awareness that sobriety checkpoints, saturation patrols and undercover officers would 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: Weekly during December 16, 2024—January 1, 2025, March 4—March 18, June 23—July 4, and August 18—September 1, 2025. The campaign once again targeted a key at-risk group, 18 to 34- year-olds, particularly males. The buy focused on the following day parts: morning drive (M, Th- F, 7A-9A) and evenings (M, Th-F, 5P-Midnight). Weekend day parts, especially sporting events, were appropriate as well if they appealed to the target group.

The objective was accomplished principally through the following tasks:

- Development of the “Impaired Driving” 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.
- Produced the television and radio advertising spots.
- Negotiated placements of approved, paid program broadcast television, cable television, radio spots, social media, and digital media.

Program Area- Distracted Driving

Overview

The AOHS conducted a problem identification analysis for Distracted Driving in the State of Alabama to pinpoint common factors and assess strategies that could be used to combat the growing issue. AOHS compared FY 2018-2022 in six different categories to identify overrepresented factors. In FY 2025, Alabama allocated funds for projects that employed a combination of countermeasures to have the greatest impact in both identifying the breadth of the issue on Alabama roadways, and to take strides to educate citizens on the dangers of driving while distracted.

Performance Measures

			Base Years (Historical Data)					
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			2017	2018	2019	2020	2021	2022
C-1	Traffic Fatalities	State	948	953	930	934	983	986
	Maintain total fatalities at the current safety level of 958 by December 31, 2026.	Rolling Avg.	910	931	953	970	950	958
C-2	Serious Injuries in Traffic Crashes	State	7484	7002	5103	4782	5184	4836
	Maintain serious traffic injuries at the current safety level of 5381 by December 31, 2026.	Rolling Avg.	8185	7873	7300	6505	5911	5381
C-3	Fatalities/100M VMT	State	1.34	1.34	1.30	1.38	1.24	1.40
	Maintain fatality rate to at the current safety level of 1.34 by December 31, 2026.	Rolling Avg.	1.34	1.35	1.36	1.39	1.33	1.34

Crash Summary

Performance measures in Alabama are set using averages from the previous five years of crash data. However, it can be useful to monitor progress of projects based on the previous year's crash data to gauge the effectiveness of activities conducted throughout the fiscal year. In 2024 in Alabama, 962 people were killed on the highway, down from the 2023 total of 974 fatalities (FARS). Serious Injuries decreased from 4,871 in 2023 to 4,698 in 2024.

Distracted Driving Media Campaign

Total Fiscal Year 2025 Expended Funds - \$160,740.00

Funding Source- State Traffic Safety Fund- \$160,740.00

Auburn University's Media Production Group implemented the 2025 Traffic Safety Media Campaign. Media Plans were developed and submitted to AOHS. The goal of this campaign was to increase driving safety awareness among Alabama's teens and ultimately reduce accidents and injury in this age group. Teen audiences are particularly difficult to reach through conventional media. Experts recommend targeting these audiences with succinct visual media and utilizing venues that are "already in the space." Increasingly, tickets to high school events have gone digital and are downloaded to phones. Each ad was placed in three locations: the tickets, the receipt email, and an event reminder email. In FY 25, there were 2.28 million tickets sold, with 5.7 million estimated impressions.

Distracted Driving Communication Program

Total Fiscal Year 2025 Expended Funds - \$86,127.89

Funding Source- IIJA NHTSA Section 402- \$86,127.89

ADPH worked with schools and agencies across the state to share information and conduct training on Distracted Driving. The Program Coordinator (PC) held training sessions with District Coordinators (DC) from Houston and Tuscaloosa counties to pilot Impact Teen Drivers Distracted Driving program. District Coordinators used Impact Teen Drivers materials as a resource for the Distracted Driving program. The Distracted Driving program has curriculums for elementary, middle, high school and college-aged students. Impact Teen Drivers curriculum provides students with evidence-based strategies through presentations and hands-on activities. Distracted Coordinators were added to the grant in Calhoun and St. Clair Counties. DCs were trained in the Impact Teen Drivers Curriculum. In FY 2025 the DCs provided 30 presentations and contacted more than 30 schools.

Program Area- Non-Motorist Safety

Overview

The AOHS conducted a problem identification analysis for Non-Motorists in the State of Alabama to pinpoint common factors and assess strategies that could be used to combat the growing issue. AOHS compared FY2018-2022 Pedestrian crashes against FY2018-2022 non-pedestrian involved crashes to determine any significant differences that have occurred in the most recent five-year time frame. The findings of these analytics were then taken into consideration when planning programs to fund throughout the fiscal year.

Performance Measures

			Base Years (Historical Data)					
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			2017	2018	2019	2020	2021	2022
C-1	Traffic Fatalities	State	948	953	930	934	983	986
	Maintain total fatalities at the current safety level of 958 by December 31, 2026.	Rolling Avg.	910	931	953	970	950	958
C-2	Serious Injuries in Traffic Crashes	State	7484	7002	5103	4782	5184	4836
	Maintain serious traffic injuries at the current safety level of 5381 by December 31, 2026.	Rolling Avg.	8185	7873	7300	6505	5911	5381
C-3	Fatalities/100M VMT	State	1.34	1.34	1.30	1.38	1.24	1.40
	Maintain fatality rate to at the current safety level of 1.34 by December 31, 2026.	Rolling Avg.	1.34	1.35	1.36	1.39	1.33	1.34
C-10	Pedestrian Fatalities	State	119	107	119	100	128	115
	Maintain pedestrian fatalities at the current safety level of 114 by December 31, 2026.	Rolling Avg.	98	108	113	113	115	114

Crash Summary

Performance measures in Alabama are set using averages from the previous five years of crash data. However, it can be useful to monitor progress of projects based on the previous year's crash data to gauge the effectiveness of activities conducted throughout the fiscal year. In 2024 in Alabama, 962 people were killed on the highway, down from the 2023 total of 974 fatalities (FARS). Serious Injuries decreased from 4,871 in 2023 to 4,698 in 2024. Pedestrian fatalities increased from 124 in 2023 to 128 in 2024.

Non-Motorist Education Program

Total Fiscal Year 2025 Expended Funds - \$0.00

In the FY 2025 Annual Grant Application, AOHS wrote there was a plan to fund a program that would train school age children on safe ways to bike and walk in their community and to school. The aim would be that this education would affect pedestrian behavior and prevent serious injuries and fatalities. However, this project wasn't activated in the fiscal year. The highway safety office was limited in identifying potential subrecipients who would be able to administer a program within the funding constraints.

Program Area- Young Adult Drivers

Overview

The AOHS conducted a problem identification analysis for young drivers in the State of Alabama to pinpoint common factors and assess strategies that could be used to combat the issue. AOHS compared FY2018-2022 young driver crashes against FY2018-2022 crashes with drivers not aged 16-24 to determine any significant differences that have occurred in the most recent five-year time frame. The findings of these analytics were then taken into consideration when planning programs to fund throughout the fiscal year.

Performance Measures

			Base Years (Historical Data)					
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			2017	2018	2019	2020	2021	2022
C-1	Traffic Fatalities	State	948	953	930	934	983	986
	Maintain total fatalities at the current safety level of 958 by December 31, 2026.	Rolling Avg.	910	931	953	970	950	958
C-2	Serious Injuries in Traffic Crashes	State	7484	7002	5103	4782	5184	4836
	Maintain serious traffic injuries at the current safety level of 5381 by December 31, 2026.	Rolling Avg.	8185	7873	7300	6505	5911	5381
C-3	Fatalities/100M VMT	State	1.34	1.34	1.30	1.38	1.24	1.40
	Maintain fatality rate to at the current safety level of 1.34 by December 31, 2026.	Rolling Avg.	1.34	1.35	1.36	1.39	1.33	1.34
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	State	117	127	118	120	134	103
	Reduce drivers age 20 and younger involved in fatal crashes to 111 by December 31, 2026.	Rolling Avg.	119	124	129	129	123	120

Crash Summary

Performance measures in Alabama are set using averages from the previous five years of crash data. However, it can be useful to monitor progress of projects based on the previous year's crash data to gauge the effectiveness of activities conducted throughout the fiscal year. In 2024 in Alabama, 962 people were killed on the highway, down from the 2023 total of 974 fatalities (FARS). Serious Injuries decreased from 4,871 in 2023 to 4,698 in 2024. Unrestrained Passenger Vehicle Occupant Fatalities decreased from 381 in 2023 to 344 in 2024. The State Observed Seat Belt Use Rate was 92.1 % in 2024. The Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC increased from 274 in 2023 to 277 in 2024. The number of Speeding-Related Fatalities increased from 235 in 2023 to 278 in 2024. Pedestrian fatalities increased from 124 in 2023 to 128 in 2024.

Teen Driver Education Program

Total Fiscal Year 2025 Expended Funds - \$138,915.86

Funding Source- IIJA NHTSA Section 402- \$138,915.86

AOHS partnered with SADD in 2025 to grow, re-engage, and maintain active, enrolled AL SADD chapters to enhance sustainability in their home districts, training youth advocates working to address traffic safety in peer-to-peer methods on the local across the state. These chapters will establish relationships with local law enforcement agencies, community coalitions, driving schools, and other partners to increase the reach and capacity of SADD across the state. Target counties were Tuscaloosa, Jefferson, Montgomery, Mobile, and Macon. Throughout the year, the state coordinator oversaw the establishment of 25 new SADD chapters.

STATEWIDE STATISTICS TABLE 2017-2024

Performance Measure	2017	2018	2019	2020	2021	2022	2023	2024
C-1 Number of Traffic Fatalities (FARS)	948	953	930	934	983	988	974	962
C-2 Number of Serious Injuries in Traffic Crashes (State Crash File) *	7,484	7,002	5,103	4,782	5,184	4,836	4,871	4,689*
C-3 Fatalities Per 100 MMD								
Total	1.34	1.34	1.3	1.38	1.37	1.38	1.35	1.32
Rural	2.04	1.88	1.84	1.86	1.78	1.88		
Urban	0.86	0.97	0.92	0.92	1.08	1.03		
C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities All Seat Positions (FARS)	398	354	352	384	354	362	381	344
C-5 Number of Fatalities in crashes involving driver or motorcycle operator with a BAC of .08 and above (FARS)	265	249	272	231	282	277	283	277
C-6 Number of Speeding- Related Fatalities (FARS)	257	262	216	266	274	241	235	278
C-7 Number of Motorcyclist Fatalities (FARS)	79	82	93	78	80	97	94	127
C-8 Number of unhelmeted Motorcyclist Fatalities (FARS)	6	10	15	10	12	15	12	21
C-9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	117	127	118	120	134	102	128	123
C-10 Number of Pedestrian Fatalities (FARS)	119	107	119	101	127	114	124	128
C-11 Number of Bicycle Fatalities (FARS)	7	9	6	10	7	14	10	10
B-1 Observed Seat Belt Use for Passenger Vehicles (State Survey)	93.00%	91.80%	92.30%	92.30%	91.30%	92.70%	93.40%	92.20%
Fatalities Percent of All Crashes	0.60%	0.60%	0.59%	0.70%	0.58%	0.63%	0.68%	0.68%
Serious Injuries Percent of Non-fatal Crashes*	4.79%	4.40%	4.24%	3.59%	3.43%	3.37%	3.43%	3.34%
Speed Fatalities Percent of Speed Crashes* Speed Crashes*	2.56%	2.49%	2.34%	2.90%	2.91%	3.12%	3.14%	3.56%
Impaired Fatalities Percent of Impaired Crashes*	4.64%	4.35%	4.92%	4.38%	4.81%	5.53%	5.66%	5.63%

* State Data

ALABAMA FY 2025 PERFORMANCE MEASURES CHART

Performance Measure:	Target Period	Target Year(s)	Benchmark Value for FY 25 listed in 3HSP	Data Source/ FY 25 Progress Results	On Track to Meet FY 24 Benchmark: YES/NO/In-Progress
C-1) Total Traffic Fatalities	five-year	2022-2026	958	2020-2024 FARS 968	In-Progress
C-2) Serious Injuries in Traffic Crashes	five-year	2022-2026	5381	2020-2024 State 4,873	In-Progress
C-3) Fatalities/VMT	five-year	2022-2026	1.34	2020-2024 FARS 1.36	In-Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	five-year	2022-2026	363	2020-2024 FARS 365	In-Progress
C-5) Alcohol-Impaired Driving Fatalities	five-year	2022-2026	260	2020-2024 FARS 268	In-Progress
C-6) Speeding-Related Fatalities	five-year	2022-2026	253	2020-2024 FARS 259	In-Progress
C-7) Motorcyclist Fatalities	five-year	2022-2026	86	2020-2024 FARS 95	In-Progress
C-8) Unhelmeted Motorcyclist Fatalities	five-year	2022-2026	13	2020-2024 FARS 14	In-Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	five-year	2022-2026	115	2020-2024 FARS 121	In-Progress
C-10) Pedestrian Fatalities	five-year	2022-2026	114	2020-2024 FARS 119	In-Progress
C-11) Bicyclist Fatalities	five-year	2022-2026	9	2020-2024 FARS 10	In-Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	five-year	2022-2026	92.5%	NHTSA Certified State Survey 92.4%	In-Progress

ALABAMA FISCAL YEAR 2025 PERFORMANCE MEASURES

C-1) Number of Traffic Fatalities (FARS)

Based on analysis of previous 5-year averages and trends in more recent state crash data, AOHS projected a realistic goal to maintain the five-year average of 958 by 2026. The five-year average (2020-2024) of traffic fatalities is 968. Currently, the goal is not in progress to being achieved. However, preliminary data from FY 2025 shows a significant decrease in traffic fatalities at 898. If this downward trend continues, Alabama is optimistic it will meet its goal.

Adjustments to Strategies to Achieve Targets:

Alabama evaluates data each year to closer understand where progress is being made, and areas where there are still needed improvements. After reviewing upward trends, the AOHS is adjusting programmatic strategies in the following ways:

- In 2026, AOHS will continue to refine eligibility components for law enforcement agencies to participate in overtime campaigns under Section 402 funding. The additional sources of hot spot locations were expanded to include pedestrians, CMV involved, and right of way. By widening the primary contributing circumstances, it should follow that additional enforcement of those locations will help address the increase in fatalities.
- In 2026, AOHS was approved for a NHTSA Administered Occupant Protection Assessment to identify additional opportunities to drive down restraint deficient fatalities.
- AOHS is funding a SADD State Coordinator to help with efforts to educate younger drivers on safer driving behaviors.
- AOHS is enhancing the reach of the DRE program by awarding additional funding to pay for regional coordinators to provide more training opportunities within the state for law enforcement in DUI detection.
- AOHS will award additional HVE funds for impaired driving enforcement campaigns and corresponding media components in 2026.

C-2) Number of Serious Injuries in Traffic Crashes (State crash data files)

Based on analysis of previous 5-year averages and trends in more recent state crash data, AOHS projected a realistic goal to maintain the Number of Severe injuries in Traffic Crashes at 5,381 by 2026. The five-year average (2020-2024) of Number of Severe injuries in Traffic Crashes is 4,873. The goal is progress to being achieved.

C-3) Fatalities/VMT (FARS/FHWA) Total Fatalities/100M VMT

Based on analysis of previous 5-year averages and trends in more recent state crash data, AOHS projected a realistic goal to maintain the Total Fatality Rate/VMT at 1.34 by 2026. The five-year average (2020-2024) of total fatalities/100M VMT is 1.36. The goal is not in progress to be achieved.

Adjustments to Strategies to Achieve Targets if Not on Track:

Alabama evaluates data each year to closer understand where progress is being made, and areas where there are still needed improvements. After reviewing upward trends, the AOHS is adjusting programmatic strategies in the following ways:

- In 2026, AOHS will continue to refine eligibility components for law enforcement agencies to participate in overtime campaigns under Section 402 funding. The additional sources of hot spot locations were expanded to include pedestrians, CMV involved, and right of way. By widening the primary contributing circumstances, it should follow that additional enforcement of those locations will help address the increase in fatalities.
- In 2026, AOHS was approved for a NHTSA Administered Occupant Protection Assessment to identify additional opportunities to drive down restraint deficient fatalities.
- AOHS is funding a SADD State Coordinator to help with efforts to educate younger drivers on safer driving behaviors.
- AOHS is enhancing the reach of the DRE program by awarding additional funding to pay for regional coordinators to provide more training opportunities within the state for law enforcement in DUI detection.
- AOHS will award additional HVE funds for impaired driving enforcement campaigns and corresponding media components in 2026.

C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

AOHS has projected a realistic goal to maintain the unrestrained passenger vehicle occupant fatalities, all seat positions at 363 by 2026. The five-year average (2020-2024) of Unrestrained Fatalities is 365. The goal is not in progress to being achieved.

Adjustments to Strategies to Achieve Targets if Not on Track:

Alabama evaluates data each year to closer understand where progress is being made, and areas where there are still improvements needed. After reviewing upward trends, the AOHS is adjusting programmatic strategies in the following ways:

- In 2026, AOHS will continue to refine eligibility components for law enforcement agencies to participate in overtime campaigns under Section 402 funding. The additional sources of hot spot locations were expanded to include pedestrians, CMV involved, and right of way.

By widening the primary contributing circumstances, it should follow that additional enforcement of those locations will help address the increase in fatalities.

- In 2026, AOHS was approved for a NHTSA Administered Occupant Protection Assessment to identify additional opportunities to drive down restraint deficient fatalities.
- AOHS is funding a SADD State Coordinator to help with efforts to educate younger drivers on safer driving behaviors.

C-5) Number of Fatalities in Crashes Involving Driver or Motorcycle Operator with a BAC of .08 and Above

AOHS has projected a realistic goal to maintain alcohol impaired driving fatalities at 260 by 2026. The five-year average (2020-2024) of Alcohol- Impaired Driving Fatalities is 268. The goal is not in progress to being achieved.

Adjustments to Strategies to Achieve Targets if Not on Track:

Alabama evaluates data each year to closer understand where progress is being made, and areas where there are still improvements needed. After reviewing upward trends, the AOHS is adjusting programmatic strategies in the following ways:

- In 2026, AOHS will continue to refine eligibility components for law enforcement agencies to participate in overtime campaigns under Section 402 funding. The additional sources of hot spot locations were expanded to include pedestrians, CMV involved, and right of way. By widening the primary contributing circumstances, it should follow that additional enforcement of those locations will help address the increase in fatalities.
- AOHS is funding a SADD State Coordinator to help with efforts to educate younger drivers on safer driving behaviors, hopefully curbing the increase seen from 2022 to 2023.
- AOHS is enhancing the reach of the DRE program by awarding additional funding to pay for regional coordinators to provide more training opportunities within the state for law enforcement in DUI detection.
- AOHS will award additional HVE funds for impaired driving enforcement campaigns and corresponding media components in 2026.

C-6) Number of Speeding-Related Fatalities

AOHS has projected a realistic goal to maintain speeding-related fatalities at 253 by 2026. The five-year average (2020-2024) of speeding-related fatalities is 259. The goal is not in progress to being achieved.

Adjustments to Strategies to Achieve Targets if Not on Track:

Alabama evaluates data each year to closer understand where progress is being made, and areas where there are still improvements needed. After reviewing upward trends, the AOHS is adjusting programmatic strategies in the following ways:

- In 2026, AOHS will continue to refine eligibility components for law enforcement agencies to participate in overtime campaigns under Section 402 funding. The additional sources of hot spot locations were expanded to include pedestrians, CMV involved, and right of way. By widening the primary contributing circumstances, it should follow that additional enforcement of those locations will help address the increase in fatalities.

C-7) Number of Motorcyclist Fatalities

AOHS has projected a realistic goal to maintain motorcyclist fatalities at 86 by 2026. The five-year average (2020-2024) of motorcyclist fatalities is 95. The goal is not currently in progress to being achieved.

Both the most current 2020-2024 5-year average estimate of 96 and the most recent linear 5-year average projection of 88 do not show the necessary improvements for reducing motorcycle fatalities for FY2026. The 5-year high of 132 fatalities in 2024 were significant enough to warrant further analysis. Motorcycle drivers ages 54-60 are over twice as likely to be involved in a motorcycle fatality compared to all other ages and types of crashes. Preliminary state data show the fatalities in 2025 were 109, while not low enough to offset the upward trend, is a welcome improvement.

Adjustments to Strategies to Achieve Targets if Not on Track:

Alabama evaluates data each year to closer understand where progress is being made, and areas where there are still improvements needed. After reviewing upward trends, the AOHS is adjusting programmatic strategies in the following ways:

- In 2026, AOHS will continue to refine eligibility components for law enforcement agencies to participate in overtime campaigns under Section 402 funding. The additional sources of hot spot locations were expanded to include pedestrians, CMV involved, and right of way. By widening the primary contributing circumstances, it should follow that additional enforcement of those locations will help address the increase in fatalities.

- AOHS is enhancing the reach of the DRE program by awarding additional funding to pay for regional coordinators to provide more training opportunities within the state for law enforcement in DUI detection.
- AOHS will award additional HVE funds for impaired driving enforcement campaigns and corresponding media components in 2026.
- Although the population age groups and counts of motorcycle fatalities are slightly different, the 55-59 age group accounted for 6.8% of the state's population in 2017, 2018, and 2020. By age, this is the second largest percent for any age range. Additionally, according to motorcycle sales data, 2020 and 2021 motorcycle sales increased were the highest in 15 years. Additionally, motorcycle sale forecasts show an anticipated 15.7% sales increase between 2022 and 2027. The Alabama Highway Safety Office will monitor and analyze motorcycle fatality data to identify demographic groups to target with safety messaging on paid and earned media in order to reduce fatalities.

C-8) Number of Unhelmeted Motorcyclist Fatalities

AOHS has projected a realistic goal to maintain unhelmeted, motorcyclist fatalities at 13 by 2026. The five-year average (2020-2024) of unhelmeted motorcyclist fatalities is 14. The goal is currently not on track to being achieved.

Adjustments to Strategies to Achieve Targets if Not on Track:

Alabama evaluates data each year to closer understand where progress is being made, and areas where there are still improvements needed. After reviewing upward trends, the AOHS is adjusting programmatic strategies in the following ways:

- In 2026, AOHS will continue to refine eligibility components for law enforcement agencies to participate in overtime campaigns under Section 402 funding. The additional sources of hot spot locations were expanded to include pedestrians, CMV involved, and right of way. By widening the primary contributing circumstances, it should follow that additional enforcement of those locations will help address the increase in fatalities.
- AOHS will award additional HVE funds for impaired driving enforcement campaigns and corresponding media components in 2026.
- Although the population age groups and counts of motorcycle fatalities are slightly different, the 55-59 age group accounted for 6.8% of the state's population in 2017, 2018, and 2020. By age, this is the second largest percent for any age range. Additionally, according to motorcycle sales data, 2020 and 2021 motorcycle sales increased were the highest in 15 years. Additionally, motorcycle sale forecasts show an anticipated 15.7% sales increase between 2022 and 2027. The Alabama Highway Safety Office will monitor and analyze motorcycle fatality data to identify demographic groups to target with safety messaging on paid and earned media in order to reduce fatalities.

C-9) Number of Drivers Aged 20 or Younger Involved in Fatal Crashes

AOHS has projected a realistic goal to reduce drivers age 20 and younger involved

in fatal crashes by 7.5 percent to 115 in 2026. The five-year average (2020-2024) of young drivers (under 20) involved in fatal crashes is 121. The goal is not in progress to being achieved.

Adjustments to Strategies to Achieve Targets:

Alabama evaluates data each year to closer understand where progress is being made, and areas where there are still needed improvements. After reviewing upward trends, the AOHS is adjusting programmatic strategies in the following ways:

- In 2026, AOHS will continue to refine eligibility components for law enforcement agencies to participate in overtime campaigns under Section 402 funding. The additional sources of hot spot locations were expanded to include pedestrians, CMV involved, and right of way. By widening the primary contributing circumstances, it should follow that additional enforcement of those locations will help address the increase in fatalities.
- In 2026, AOHS was approved for a NHTSA Administered Occupant Protection Assessment to identify additional opportunities to drive down restraint deficient fatalities.
- AOHS is funding a SADD State Coordinator to help with efforts to educate younger drivers on safer driving behaviors.

C-10) Number of Pedestrian Fatalities

AOHS has projected a realistic goal to maintain pedestrian fatalities at 114 by 2026. The five-year average (2020-2024) of pedestrian fatalities is 119. However, preliminary state data from 2025 shows pedestrian fatalities at 85. This would make the 5-year average (2021-2025) 114. While confirmed data shows currently the goal is not in progress to being achieved, the state is optimistic safety measures are affecting improvements.

Adjustments to Strategies to Achieve Targets if Not on Track:

Alabama evaluates data each year to closer understand where progress is being made, and areas where there are still improvements needed. After reviewing upward trends, the AOHS is adjusting programmatic strategies in the following ways:

- In 2026, AOHS will continue to refine eligibility components for law enforcement agencies to participate in overtime campaigns under Section 402 funding. The additional sources of hot spot locations were expanded to include pedestrians, CMV involved, and right of way. By widening the primary contributing circumstances, it should follow that additional enforcement of those locations will help address the increase in fatalities.
- A Pedestrian Education program is under development to target educating communities and schools on safer movement through roadways and infrastructure facilities to address growing pedestrian fatality trends.

C-11) Number of Bicyclist Fatalities

AOHS has projected a realistic goal to maintain bicyclist fatalities at 9 by 2026. The five-year average (2020-2024) of bicyclist fatalities is 10. The goal is not on track to being achieved.

Adjustments to Strategies to Achieve Targets if Not on Track:

Alabama evaluates data each year to closer understand where progress is being made, and areas where there are still needed improvements. After reviewing upward trends, the AOHS is adjusting programmatic strategies in the following ways:

- In 2026, AOHS will continue to refine eligibility components for law enforcement agencies to participate in overtime campaigns under Section 402 funding. The additional sources of hot spot locations were expanded to include pedestrians, CMV involved, and right of way. By widening the primary contributing circumstances, it should follow that additional enforcement of those locations will help address the increase in fatalities.
- A Pedestrian Education program is under development to target educating communities and schools on safer movement through roadways and infrastructure facilities in order to address growing pedestrian fatality trends.

B-1) The Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (survey).

AOHS has projected a realistic goal increase observed seat belt use for passenger vehicles, front seat outboard occupants by .65 percentage points from 92.1 percent (rolling 2018-2022 average) to 92.7 percent by 2026. The 5-year average (2020-2024) is 92.36. The goal is in progress to being achieved.

ALABAMA TRAFFIC SAFETY ACTIVITY MEASURES

Year	2020	2021	2022	2023	2024	2025
Speeding Citations	39,077	36,802	29,076	35,343	31,534	32,008
DUI Arrests	770	958	656	950	739	918
Seat Belt Citations	10,337	9,794	8,189	10,070	7,190	8,616

Appendix A- Enforcement Campaign Participating Agencies

Participation in Southern Slow Down Enforcement Campaign

ALEA Posts -16 Total	Headland Police Department	Montevallo Police Department
Attalla Police Department	Henry County Sheriff's Department	Odenville Police Department
Auburn Police Department	Huntsville Police Department	Pell City Police Department
Fairhope Police Department	Kinsey Police Department	Prattville Police Department
Floralda Police Department	Monroe County Sheriff's Department	Russellville Police Department
Geneva Police Department	Montgomery County Sheriff's Department	Saraland Police Department

Participation in Click It or Ticket Enforcement Campaign

ALEA Posts - 16 Total	Geneva Police Department
Abbeville Police Department	Glencoe Police Department
Alexander City Police Department	Guin Police Department
Anniston Police Department	Headland Police Department
Arab Police Department	Henry County Sheriff's Department
Ashland Police Department	Houston County Sheriff's Department
Athens Police Department	Huntsville Police Department
Atmore Police Department	Jemison Police Department
Baldwin County Sheriff's Department	Jackson County Sheriff's Department
Berry Police Department	Kinsey Police Department
Brent Police Department	Lee County Sheriff's Department
Calera Police Department	Marshall County Sheriff's Department
Centre Police Department	Mobile Police Department
Centreville Police Department	Mobile County Sheriff's Department
Cherokee County Sheriff's Department	Morgan County Sheriff's Department
Chilton County Sheriff's Department	Montgomery County Sheriff's Department
Clanton Police Department	Moulton Police Department
Clay County Sheriff's Department	Ohatchee Police Department
Columbia Police Department	Opp Police Department
Covington County Sheriff's Department	Oxford Police Department
Crenshaw County Sheriff's Department	Ozark Police Department
Dothan Police Department	Phenix City Police Department
Elba Police Department	Prattville Police Department
Enterprise Police Department	Rainbow City Police Department
Floralda Police Department	Roanoke Police Department
Florence Police Department	Russell County Sheriff's Department
Scottsboro Police Department	Russellville Police Department

Silverhill Police Department	Tuscaloosa Police Department
Southside Police Department	Tuscaloosa County Sheriff's Department
Thorsby Police Department	Town Creek Police Department
Troy Police Department	Washington County Sheriff's Department

Participation in Drive Sober or Get Pulled Over Enforcement Campaign

ALEA Posts- 16 Total	Houston County Sheriff's Department
Abbeville Police Department	Jackson County Sheriff's Department
Alexander City Police Department	Jemison Police Department
Arab Police Department	Kinsey Police Department
Ashland Police Department	Lamar County Sheriff's Department
Baldwin County Sheriff's Department	Lee County Sheriff's Department
Bibb County Sheriff's Department	Leesburg Police Department
Brent Police Department	Limestone County Sheriff's Department
Centreville Police Department	Lineville Police Department
Centre Police Department	Loxley Police Department
Centreville Police Department	Madison County Sheriff's Department
Cherokee County Sheriff's Department	Marion County Sheriff's Department
Chilton County Sheriff's Department	Mobile County Sheriff's Department
Clanton Police Department	Montgomery County Sheriff's Department
Clay County Sheriff's Department	Morgan County Sheriff's Department
Colbert County Sheriff's Department	Moody Police Department
Columbia Police Department	Muscle Shoals Police Department
Covington County Sheriff's Department	Northport Police Department
Crenshaw County Sheriff's Department	Opp Police Department
Dekalb County Sheriff's Department	Oxford Police Department
Dothan Police Department	Ozark Police Department
Elba Police Department	Phenix City Police Department
Enterprise Police Department	Prattville Police Department
Floralia Police Department	Roanoke Police Department
Florence Police Department	Russell County Sheriff's Department
Franklin County Sheriff's Department	Southside Police Department
Geneva Police Department	Thorsby Police Department
Glencoe Police Department	Troy Police Department
Grove Hill Police Department	Town Creek Police Department
Hamilton Police Department	Tuscaloosa Police Department
Hartselle Police Department	Tuscaloosa County Sheriff's Department
Headland Police Department	Tuscumbia Police Department
Henry County Sheriff's Department	Woodstock Police Department

Appendix B- Fitting Station Locations

Fitting Station Locations and Populations Served

Station	Rural	Urban	At-Risk	CPST Present
Cahaba Medical Care		Urban	Low Income, Minority	YES
Calhoun County Health Department	Rural			YES
Children's Hospital Birmingham		Urban	Low Income, Minority	YES
Clarke County Health Department	Rural		Low Income, Minority	YES
D.W. McMillan Memorial Hospital	Rural		Low Income	YES
Enterprise Fire Department	Rural			YES
Etowah County Health Department		Urban		YES
Huntsville Hospital		Urban		YES
Huntsville Hospital for Women and Children		Urban		YES
Lee County Sheriff's Office	Rural			YES
Montgomery SAFE Kids & Baptist East		Urban	Minority	YES
Orange Beach Fire Department		Urban		YES
Northport Fire Department		Urban	Low Income	YES
Safe Harbor Women's Medical Clinic	Rural		Low Income, Minority	YES
St. Clair County Health Department	Rural			YES
Sylacauga Fire Department	Rural			YES
Troy Police Department	Rural			YES
Troy Fire Department	Rural			YES
Tuscaloosa Fire Department		Urban	Low Income, Minority	YES
USA Children's & Women's Hospital		Urban	Low Income, Minority	YES
Washington County Health Department	Rural		Low Income, Minority	YES