State of Alabama
Annual Grant Application
Fiscal Year 2026

Alabama Department of Economic and Community Affairs

Table of Contents

Commonly Used Acronyms

3HSP	Triennial Highway Safety Plan
ADECA	Alabama Department of Economic and Community Affairs
ADPH	Alabama Department of Public Health
AIDPC	Alabama Impaired Driving Prevention Council
ALDOT	Alabama Department of Transportation
ALEA	Alabama Law Enforcement Agency
AOC	Alabama Administrative Office of Courts
AOHS	Alabama Office of Highway Safety
BAC	Blood Alcohol Content
IIJA	Infrastructure Investment and Jobs Act
CARE	Critical Analysis Reporting Environment system
CIOT	Click-It-or-Ticket
CMV	Commercial Motor Vehicle
CORE	CTSP Online Reporting Engine
CPS	Child Passenger Safety
CRD	Child Restraint-Deficient [Crashes]
CRS	Child Restraint Systems
CTSP/LEL	Community Traffic Safety Project/ Law Enforcement Liaison
CU	Causal Unit
DD	Distracted Driving
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
E-BE	Evidence Based Enforcement
ED	Electronic Devices
ETL	Extract-Translate-Load
F/A	Fatigue/ Asleep [distractions/crashes]
FARS	Fatality Analysis Reporting System (federal)
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GHSA	Governors Highway Safety Association
HSIP	Highway Safety Improvement Plan
HVE	High Visibility Enforcement (programs)
ID	Impaired Driving
LETS	Law Enforcement and Traffic Safety
MIECE	Model Inventory of Emergency Care Elements
MMUCC	Model Minimum Uniform Crash Criteria
NEMSIS	National Emergency Medical Services Information Systems
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
PICs	Pedestrian Involved Crashes
PI&E	Public Information and Education
RD	Restraint-Deficient [Crashes]
SHSP	Strategic Highway Safety Plan
SMI	Suspected Minor Injury (related to crashes)
SSI	Suspected Serious Injury (related to crashes)
STEP	Selective Traffic Enforcement Program
TRCC	Traffic Records Coordinating Committee
TSIS	Traffic Safety Information Systems
TSRP	Traffic Safety Resource Prosecutor
TZD	Toward Zero Deaths
UA-CAPS	University of Alabama Center for Advanced Public Safety
VMT	Vehicle Miles Traveled

Coordination with SHSP

Description of Outcomes regarding SHSP and HSIP Coordination

Strategic Highway Safety Roundtable and Implementation Teams

To move towards the Safe Systems Approach under IIJA, Alabama created the Strategic Highway Safety Roundtable working group. The purpose of the Alabama Highway Safety Roundtable is to have representatives from engineering, enforcement, education, and emergency medical services work collaboratively to reduce the number of traffic-related fatalities and serious injuries on Alabama roads. With the Infrastructure Investment and Jobs Act and the shift to the Safe System Approach, the Roundtable provides the opportunity for stakeholders to come together to identify the best ways to coordinate existing work and develop new solutions to common areas of concern.

The working group consists of representatives from government agencies, law enforcement, transportation departments, educational institutions, community organizations, advocacy groups, and other key stakeholders with expertise in traffic safety. This group has served as a catalyst for enhanced collaboration and communication among various traffic safety partners, fostering a more coordinated approach to program development and administration.

Quarterly meetings are scheduled to facilitate dynamic discussions on content driven by group interest and focus areas in the Strategic Highway Safety Plan. Meetings typically contain a victim story or focus, a data driven presentation, and time for attendees to update the group on upcoming events or campaigns. The open format ensures that all voices are heard, and perspectives are considered. These meetings have become invaluable platforms for sharing best practices, exchanging data and research findings, and brainstorming innovative solutions to traffic issues in Alabama.

In summary, the creation of the Strategic Highway Safety Roundtable group has become a tool towards Alabama's Safe Systems Approach, uniting traffic safety partners and initiating a culture of collaboration and communication.

SHSP Implementation Groups and HSP Coordination

AOHS has worked collectively with ALDOT in performance measures development and target setting for the common goals of the HSP and SHSP. The major goals of both the HSP and the SHSP are to bring about the most effective and coordinated statewide allocation of traffic safety resources possible, including funding, equipment, and personnel.

The latest Strategic Highway Safety Plan was published June 2022. The plan identified emphasis areas based on data analysis. The suggested programs implemented from the emphasis areas and corresponding action items receive extensive review and recommendations by the state's Strategic Highway Safety Plan working group. The overall performance measures and targets set in the SHSP for the State of Alabama are complementary to, and consistent with, those developed by AOHS. Over the past several years, the AOHS Highway Safety Plans (HSP), have been incorporated into the SHSP, specifically with emphasis areas identified as "Behavioral Based."

The State Highway Safety Plan (SHSP), triennial Highway Safety Plan (3HSP), and Highway Safety Improvement Program (HSIP) work together to develop aligned core performance measure target values to ensure that all agencies are working toward the same goal during the years each plan is updated. The SHSP is updated at least every five years and HSIP updated annually. The 3HSP will be updated every three years; however, the traffic safety performance measure targets are established annually in the annual grant application. As such, the SHSP, 3HSP, and HSIP have the same target values for FY22 when the SHSP was last updated. However, FHWA released a memorandum waiving the requirement that the three common measures (number of fatalities, rate of fatalities, and number of serious injuries) between the Highway Safety Improvement Program (HSIP) and the State's triennial Highway Safety Plan (3HSP) be identical per 23 CFR 490.209(a)(1). This requirement is also waived in NHTSA regulation per 23 CFR 1300.12(b)(1)(ii). Despite States no longer being required to submit identical common performance measures, AHSO is still actively engaging with ALDOT to the greatest extent possible to implement a Safe System Approach and reduce fatalities and serious injuries.

Triennial HSP Updates

Items Updated for FY 26 AGA Submission*		
1.0	Data Analysis	Problem Identification Update for FY 2026
2.0	Common Performance Measure	Updates on Goal Progress for C-1), C-2), C-3) using FY 24 State Data

* Any updates to Program Areas, Countermeasure Strategies, and Planned Activities will be detailed in the respective subject matter section.

1.0 Problem Identification Fiscal Year 2026 Update

Procedure for Problem Identification

The overall problem identification for the Alabama Highway Safety Plan (HSP) begins with the most recently generated data for Table 1. This arranges crash types by the number of fatalities and sets a priority if in fact, "all other things were equal." But all other things are not equal, and further analysis is needed to account for countermeasure effectiveness and cost. Nevertheless, Table 1 effectively gives the traffic safety community a high-level view of the source of fatalities as well as how these fatalities are reflected in the lower severity crashes.

Two entries in Table 1 are important regarding the Occupant Protection Plan. The following defines these two entries:

- Restraint-Deficient Crashes (RD) – any crash in which one or more of the occupants of any involved vehicle (including drivers) were not properly restrained; and
- Child Restraint-Deficient Crashes (CRD) – any crash in which one or more children who are subject to child restraint laws were not properly restrained, independent of the restraint characteristics of the other occupants.

Clearly RD is at the top of this list, demonstrating that occupant restraint is one of the most critical issues in traffic safety and fatality reduction. Child Restraint Deficiencies (CRD) are near the bottom of Table 1 with only two fatalities. This reflects the extreme efforts that have gone into child protection by several agencies throughout the state. Special emphasis is given to children who are quite vulnerable if not properly restrained, and the importance of maintaining child restraint programs is clear. The enforcement efforts for CRD are effectively the same as that for RD.

Table 1 shows that one of the most effective ways of reducing fatalities is to increase restraint use, and this example will be used to further illustrate the problem identification process that is applied to all potential countermeasures. In reading through this example, please do not restrict consideration to only seat belts, but recognize how the same principles apply to all countermeasures under consideration.

The next step in the problem identification process is to analyze the data for these crashes and determine all the demographics related to them (e.g., who, what, where, when, how, how old, and the "why" of crashes involving non-restrained occupants). The goal is to (1) determine the most effective countermeasures that can be applied, and once these are defined, (2) identify the best tactics to be applied within each.

This starts by determining those types of crashes that were going to be targeted for occupant protection countermeasure implementation. For example, a recent study determined a correlation between Restraint Deficiencies (RD) and other risky driving characteristics. DUI (alcohol and 9 other drugs) and speed were correlated with non-use, and younger drivers 16-25 were particularly vulnerable. Young drivers are particularly susceptible to risk taking behaviors since the part of their brain that properly assesses risk is not fully developed until age 25. While the average seat belt use rate for all occupants has been measured above 90%, for those involved in fatal crashes the use rate was approximately 45%.

Evidence-based enforcement (E-BE) has been determined to be one of the most effective methods for increasing restraint use in general. This requires that specific locations be identified where there were concentrations of crashes involving unrestrained occupants. Once these hotspots are defined using the Critical Analysis Reporting Environment (CARE) software, the Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) Coordinators across the state are given information on the hotspot locations for the state. They are provided with detailed hotspot reports specific to their region to assist them in focusing their area efforts. Using the reports and maps developed for each region, the CTSP/LEL Coordinators develop plans, including the time schedule and work assignments, for their respective regions that focus on the hotspot locations.

Narrative Description of Categories

The purpose of the narrative descriptions that follow is to give non-technical users of Table 1 a simple description for each of the items. This will enable better comparisons that are essential to optimal decisions regarding traffic safety resource allocations that must be made among the various crash categories.

Unless otherwise indicated, the counts presented in Table 1 are Crashes of various severities. Exceptions are 2023 crash categories 1 and 22, restraint items. These two exceptions are for restraints, and an asterisk (*) is placed on these items for the footnote that describes the reason for the exception.

The descriptions below are given in terms of the Table 1 item numbers that were used in the 2024- 2026 3HSP (CY2022 data). A brief rationale will be given for each category so that its use can be placed into a real-world context. The ordering within the current Table 1 is in terms of the number of fatalities that were found for each category during CY2024. This is an update from the table used in the original 3HSP.

These categories are not mutually exclusive. It is easy to imagine crashes that might include five to ten of the categories simultaneously. Users of Table 1 will need to apply their knowledge of traffic crash causes and severities to estimate which of the multiple causes might be the primary cause for the fatalities indicated, and thus, which should have the higher priority to counter.

Descriptions of the categories within Table 1:

1. Seatbelt Restraint Fault - This item records those restraint faults (generally non-use but could be improper use) of restraint that have been found to normally result in an increased severity in those who are not properly restrained. It covers drivers and all occupants of age 6 and older. Those aged less than 6 are covered in Category 23, Child Restraint Fault.

2. Speed Involved - This item includes all crashes in which speed was indicated to be a factor, which is generally indicated as "Over Speed Limit." However, beginning in 2021 the PCC "Too Fast for Conditions" was added to this category.

3. ID/DUI All Substances - This item includes all crashes in which either alcohol or any other drug were indicated to be involved in the crash.

4. Hit Obstacle on Roadside - This item includes crashes where the vehicle ran off the road and struck an object on the roadside, restricted to obstacles for which the agency responsible would have some capability to either remove or otherwise mitigate the hazard.

5. Fail to Yield or "Ran" (All) - This item includes all subcategories of Failure to Yield the Right-of-Way and "Ran xxx," such as "Ran a Stop Sign" or "Ran a Traffic Signal." The reporting of just one or a small subset of these did not seem to be warranted since the underlying cause of such behavior is the same regardless of where it manifests itself.

6. Large Truck Involved - Generally, this covers all trucks larger than the typical pickup truck. The attempt here is to concentrate on the size of the truck as opposed to its function or whether it is a CMV or not.

7. Pedestrian Involved - This item includes all crashes that involved pedestrians in any way, independent of whether the pedestrian was the cause of the crash.

8. Motorcycle Involved - This item is for those crashes in which a motorcycle was involved either as the causal vehicle or the second unit in the crash. Discussions were conducted as to whether categories that involved vehicle types should be those "involved" or those "caused by." It was determined that countermeasures to these crashes could, and in some cases should,

change the behaviors of vehicle drivers that are not of the category type who caused the crash. Thus, it was felt that all crashes in which they were involved should be included, and not just those caused by the driver of the specific vehicle type. This applies to all categories that are defined by a vehicle type, including pedestrians.

9. Mature – Age > 64 Caused - This item includes all crashes for which drivers of age 65 or older were listed as the causal drivers.

10. Wrong Way Items - All crashes where the causal vehicle is in a lane for oncoming traffic; this includes median crossovers and lane departures into oncoming traffic on two-lane or four-lane roads. It also includes violations in no-passing zones since these offenses would put the causal driver into oncoming traffic lanes.

11. Aggressive Operation - This code is indicated by officers when there are two or more PCCs that are relevant and thus the indication is that the driver was under some psychological stress to disregard several safety considerations simultaneously.

12. Causal Driver License Status Deficiency - This item includes all crashes in which the causal driver had one or more of the following driver license status deficiencies: Denied, Expired, Fraudulent, Revoked, and/or Suspended. It serves as an indicator as to whether the change of license status has a significant effect on the crash expectations of those drivers involved.

13. Youth Age 16-20 Caused - This item includes all crashes for which drivers of age 16-20 (inclusive) were listed as the causal drivers.

14. Distracted Driving - Many different things tend to distract drivers, and this item is an attempt to count all of them. These would include distracted by: Passenger; Use of Electronic Communication Device; Use of Other Electronic Device; Fallen Object; Fatigued/Asleep; Insect/Reptile; Other Distraction Inside the Vehicle; and/or Other Distraction Outside the Vehicle. Of these, Fatigued/Asleep is redundant with Drowsy Driving (see 16). For purposes of analysis, it is being left as a contributor to this list to be consistent with the way it is reported on the crash report. It should be noted that Drowsy Driving may include items of fatigue and sleep that are not within the Distracted Driving category.

15. Drowsy Driving - This item includes all indications that the driver or drivers were drowsy or falling asleep.

16. Utility Pole - There are many roadside obstacles that are struck by vehicles that run off the road. Utility poles are listed here since generally; utility poles are obstacles that are of special interest to utility companies.

17. Vehicle Defects (All) - This includes all reportable vehicle defects, namely: Brakes, Steering, Tire Blowout/Separation, Improper Tread Depth, Wheels, Wipers, Windows/Windshield, Mirrors, Trailer Hitch/Coupling, Power Train, Fuel System, Exhaust, Headlights, Taillights, Turn Signal, Suspension, Cruise Control, Body/Doors, and Other.

18. Work Zone Related - There are about ten locations within a work zone in which a crash can be specified to have been located. This item includes any or all of them. The work zone does not need to be the cause of the crash in any way for it to be counted; the crash just needs to be in or adjacent to the work zone.

19. Bicycle (Pedalcycle) Involved - This is all crashes in which a pedalcycle (mostly bicycles) were involved independent of who caused the crashes.

20. Railroad Train Involved - This counts the number of crashes in which a railroad train was involved independent of who may have caused the crashes.

21. Vision Obscured - This covers the following situations in which vision might be obscured by something in the roadway or its environment: Trees/Crops, Buildings, Embankment, Sign/Billboard, Lights/Glare (Roadside), Hillcrest and Curve in Road.

22. School Bus Involved - This is the number of crashes that involved a school bus independent of the causal unit.

23. Child Restraint Fault* - This includes the child passengers aged 5 or younger who were not properly restrained.

24. Contributing Roadway Defects - Any crash where a roadway defect was noted as a Contributing Circumstance. Contributing Circumstances are recorded as “Roadway/Sign/Signal Defect” in the eCrash system.

Summary of Crash Severity by Crash Type (Table 1)

Beginning in 2010 it was determined that a tool should be established to enable decision makers to view the state’s traffic safety issues at the highest possible level. This tool was named “Table 1”, and it appears below. It was reasoned that, all other things being equal, traffic safety resource allocations should go to address those issues that cause the greatest number of fatalities. While this is a good default position to start with, all other things are rarely equal, and optimal resource allocations must also consider the cost of the countermeasures being considered and the proportion of the crashes that can reasonably be reduced by any given

countermeasure. Thus, an item with a lower number of fatalities could become optimal to address if a lower cost countermeasure would reduce a larger number of its crashes and fatalities.

The eCrash system that went into effect July 1, 2009, creates data that meets most of the Model Minimum Uniform Crash Criteria (MMUCC). It provides data that is much timelier, since in many cases these reports are available the same day as the crash. Careful work was done to ensure that no variables or codes that could indicate a particular crash category of Table 1 were missed, and that the search criteria captured all the crashes for each of the categories for this evidence-based analysis.

The category with the highest number of fatal crashes is listed at the top of Table 1, descending to the crash type category with the lowest number of fatal crashes listed last. The number and percentage of crashes by severity are listed for each category. This enables an easy comparison between the various crash types. It is important to realize that the categories of Table 1 are not mutually exclusive. However, since this is true in all the categories, these numbers serve to give the relative criticality of the categories that most often are the targets for funding or other resource allocations.

Table 1: Top Fatality Causes Alabama CY2024 Data

	Crash Type (Causal Driver)	Fatal Number	Fatal %	Injuries	Injury %	PDO No.	PDO %	Total
1	Seat Belt Restraint Fault*	372	3.97%	3,390	36.21%	36	0.38%	9,361
2	Speed Involved	198	2.70%	2,160	29.48%	4,827	65.87%	7,328
3	ID/DUI All Substances	168	3.61%	1,648	35.39%	2,735	58.73%	4,657
4	Hit Obstacle on Roadside	147	2.23%	1,803	27.36%	4,481	67.99%	6,591
5	Fail to Yield or Ran (All)	124	0.42%	8,091	27.25%	20,915	70.43%	29,697
6	Large Truck Involved	124	1.20%	1,757	17.05%	8,268	80.24%	10,304
7	Pedestrian Involved	118	15.11%	576	73.75%	43	5.51%	781
8	Motorcycle Involved	118	7.56%	983	63.01%	427	27.37%	1,560
9	Mature (65 or Older) Causal	110	0.68%	3,327	20.54%	12,428	76.74%	16,195
10	Wrong Way Items	90	1.98%	832	18.27%	3,512	77.10%	4,555
11	Aggressive Operation	85	3.24%	687	26.17%	1,779	67.77%	2,625
12	License Deficiency Causal	79	1.70%	1,317	28.31%	3,139	67.48%	4,652
13	Youth (16-20) Causal Driver	69	0.35%	3,770	19.28%	15,357	78.55%	19,550
14	Distracted Driving	49	0.40%	2,387	19.64%	9,582	78.84%	12,153
15	Drowsy Driving	37	1.18%	1,165	37.20%	1,876	59.90%	3,132
16	Utility Pole	37	1.73%	678	31.73%	1,328	62.14%	2,137
17	Vehicle Defects – All	22	0.62%	746	20.86%	2,740	76.62%	3,576
18	Work Zone Related	19	1.06%	360	20.09%	1,394	77.79%	1,792
19	Bicycle Involved	8	3.33%	183	76.25%	37	15.42%	240
20	Railroad Trains	8	14.55%	14	25.45%	32	58.18%	55
21	Vision Obscured	7	0.64%	265	24.16%	809	73.75%	1,097
22	School Bus Involved	3	0.52%	79	13.57%	490	84.19%	582
23	Child Restraint Fault*	2	0.09%	258	11.32%	7	0.31%	2,279
24	Roadway Defects – All	2	0.47%	99	23.46%	311	73.70%	422

2.0 Performance Plan Progress

Common Performance Measures- C-1, C-2, C-3

	PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan Updated for FY 26		2020	2021	2022	2023	2024*
C-1	Traffic Fatalities	FARS	934	983	988	974	967
	Maintain the five-year average of traffic fatalities at 958 by December 31,2026	Rolling Avg.	970	950	958	962	969
C-2	Serious Injuries in Traffic Crashes	State	4782	5184	4836	4878	4668
	Maintain the Number of Severe injuries in Traffic Crashes at 4957 by December 31, 2026	Rolling Avg.	6505	5911	5381	4957	4915
C-3	Fatalities/100M VMT	FARS	1.38	1.37	1.38	1.35	1.33
	Maintain the fatality rate at 1.34 by December 31, 2026.	Rolling Avg	1.38	1.34	1.35	1.36	1.36

*State Data

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 969. The goal is not in progress to being achieved.

Adjustments to Strategies to Achieve Targets if Not on Track:

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 is requesting a NHTSA Administered Occupant Protection Assessment to identify addition opportunities to drive down restraint deficient 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.
- 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.

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 in FY 2024 to maintain the Number of Severe injuries in Traffic Crashes at 5,381 by 2026. This goal was amended in the FY 2025 AGA to maintain the 2019-2023 five-year average of 4987. The five-year average (2020-2024) Number of Severe injuries in Traffic Crashes is 4915. 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. The adjustments to programming have been referenced under C-1) and will be addressed in each respective countermeasure or project section.

Occupant Protection Plan

Countermeasure Strategies in Occupant Protection Program Area

Countermeasure Strategy	Increase Child Restraint Usage Rate through a multifaceted Child Passenger Safety Program
Problem being addressed and description of the Link between problem and strategy	The average restraint use in the years 2017-2021 in fatalities Age 4 and under was 65%. Improper application of devices can lead to increased injury or even death. This training project is a key component of the overall child restraint effort.
List of Countermeasure(s) and Justification	3.33 Inspection Stations (CTW 3 Stars)
	Communication and Outreach Program (UG #20)
Performance Target and Link between Strategy and Target	C-1) Number of traffic fatalities (FARS) C-2) Number of Serious Injuries C-3) Fatalities Per 100 Million Vehicle Miles Driven C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants The AOHS will fund the state's Child's Passenger Safety program, which will facilitate and maintain a network of fitting stations and events to cover most of the state, with an intentional focus on underserved communities. The program will also organize training and recertification classes for technicians. An additional component will be a voucher program designed to allow eligible citizens to qualify for a free car seat based on need, as well as hold awareness events on the dangers of unattended passengers. If children and parents are correctly educated and outfitted with proper safety equipment, it can affect significant reductions in crash severity related to restraint deficiency.
Estimated Funding Source	Section 402, Section 405(b)
Estimated 3-Year Funding	$1,950,000.00
Considerations to determine projects	Data analysis of Traffic Safety Data, Citation Information, Public Feedback, and Impacted Locations will assist with determining appropriate locations and target populations.
Adjustments to countermeasure strategy for programming funds	This is a continuing strategy from FY 2024 and FY 2025. Programmatic performance supports continuing these initiatives at their current level in FY 2026.

Project Name: Heatstroke Prevention Public Education Program

Project Number

2026-FP-PI-32

Primary Countermeasure Strategy ID

Increase Child Restraint Usage Rate through a multifaceted Child Passenger Safety Program

Intended Subrecipients

The Children's Hospital of Alabama

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Heatstroke/Unattended passenger education**	**$ 195.536.29**	**No**	**No**

Project Description

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, will work to educate 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. Although some activities will take place in urban areas, the program will Several training events that have been confirmed at this time will take place at Children's campus in Birmingham. Other event locales have not been confirmed at this time, but will plan to target rural and minority populations, and will have increased activity in the spring and summer months.

The Children's of Alabama mission states that "... Children's will be an advocate for all children and work to educate the public about issues affecting children's health and well-being," and the Vehicle-Related Heatstroke Project will further this commitment to the health and safety of Alabama children.

Project Name: Child Passenger Seat Voucher Program

Project Number

2026-OP-M1-36

Primary Countermeasure Strategy ID

Increase Child Restraint Usage Rate through a multifaceted Child Passenger Safety Program

Intended Subrecipients

Alabama Department of Public Health- State Agency

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405b	**High CSS Purchase/ Distribution**	**$ 400,000.00**	**No**	**No**
IIJA 405b Supplemental	**High CSS Purchase/ Distribution**	**$ 50,000.00**	**No**	**No**

Description

ADPH will implement the 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 for 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. From January 2019, through May 2023, 19,750 citations were issued in Alabama for failure to use a child restraint or improper use of a child restraint (Alabama Department of Economic and Community Affairs, 2023).

ADPH will create informational brochures and posters that can be mass-produced for distribution at car seat check events and fitting stations. Health Media also has the capacity to publish educational materials on all ADPH social media pages (Facebook, Instagram, Twitter, etc.), allowing the program to reach a much wider audience.

The third year of funding will see the deployment of the grant beyond the initial pilot counties of Montgomery, Calhoun, and St. Clair and into Houston and Tuscaloosa. These locations were selected using data and demographic information, compiled with staff availability.

Project Name: Child Passenger Safety Training Program

Project Number

2026-OP-M1-35

Primary Countermeasure Strategy ID

Increase Child Restraint Usage Rate through a multifaceted Child Passenger Safety Program

Intended Subrecipients

Alabama Department of Public Health – State Agency

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**High Training /Community CPS Services**	**$ 467,808.92**	**No**	**No**

Project Description

The Alabama Department of Public Health (ADPH) Child Passenger Safety (CPS) Program aims to educate Alabamians on safe use of child passenger restraint systems. The program provides training for individuals to become certified CPS technicians through a certification course, educating trainees on proper use and installation of car seats. ADPH will organize car seat fitting stations around the state where the public will be able to have car seats checked and installed by certified technicians. Information about car seat fitting stations and training, along with educational materials about safe use of car seats, will be available on the ADPH CPS program website.

The ADPH CPS Program will be staffed by a program coordinator (PC), a training coordinator (TC) housed at ADPH's Central Office, and four district coordinators (DC) – ADPH employees located in four of the six public health districts (PHD). The PC will be responsible for the overall operation of the project, including organizing CPS certification sessions, developing program materials, coordinating efforts with other agencies and PHDs, and maintaining the ADPH CPS website. The program will coordinate training and events within the state, to include offering continuing education units (CEUs) to certified technicians, expanding the availability of CEUs to nurses and social workers, and offering educational opportunities to schools throughout the state.

Training classes and additional seat check events will be posted online for accessibility, and locations that showed an interest in training via the public input survey will be given first consideration. Classes are planned to be held at Opelika, Dothan, Montgomery, Huntsville. It is the intent of this project to ensure rural communities benefit from their activities, as well as other underserved populations as identified by data.

Child Passenger Safety Technicians

Child Restraint Deficiencies (CRD) are near the bottom of an analysis of top fatality causes in Alabama. This reflects the extreme efforts that have gone into child protection by several agencies throughout the state. Special emphasis is given to children, who are quite vulnerable if not properly restrained, and the importance of maintaining all child restraint programs is clear. One of the most effective ways of reducing fatalities is to increase restraint use, and this example will be used to further illustrate the problem identification process that is applied to all potential countermeasures. Inspection events can positively change parents' and caregivers' attitude towards installing child restraints correctly by improving their knowledge.
AOHS will fund the state's Child's Passenger Safety program, which will facilitate and maintain a network of fitting stations and events to cover most of the state. The program will also organize training and recertification classes for technicians.

A general outline of this program follows:

- Recruit enough potential technicians throughout the state to address areas identified as needed, fitting stations or knowledgeable staff available for assistance.
- Training of “first time” technicians.
- Recertification of previously trained technicians.
- Inspection stations will continue to be made available to the public.
- Technicians ensure that child passenger restraints are installed correctly, and caregivers know how to install them correctly.
- Outreach to underserved communities providing technicians for additional trained CPS professionals in all communities.

The goal for the CPS program is to develop trained CPS professionals in as many communities as possible. The ultimate vision is to create statewide community inspection stations where parents and other caregivers can obtain proper education about restraining their children for safety, while at the same time providing a supporting public information and education program that informs and motivates the public in proper child restraint use.

Table 1 below shows the location of the anticipated classes for FY 2026 as well as an estimation of the number of attendees that will be funded through this program. The specific locations will be dependent upon who ADPH partners with and where demand is the highest. Each training will have a seat check event that will be held with a community partner. Examples of community partners are stores, physician's offices, libraries, police stations, fire departments, hospitals, YMCAs, or schools. Alabama also plans to host events with neighboring states at rest areas and/or other locations. The program is also looking to expand with nontraditional partnerships like tribal communities or nonprofit organizations who could utilize CPS materials or access to trained technicians, especially as identified in the state's PP&E data analysis and community identification.

Table 1. Class Location and Attendee Estimate

Class Location	Estimated Number of Students
Northeastern District (1)	**20**
East Central (3)	**30**
Southwestern (1)	**10**
Southeastern (2)	**30**
Mobile County (2)	**20**
Northern District (2)	**10**
West Central (1)	**10**
Estimated Number of Trainings- 12	**130**

Inspection Stations

ADPH plans to maintain current inspection stations, as well as establish at least one sanctioned station in every public health district. All these inspections stations will be staffed with nationally certified CPS technicians during posted working hours. Some of the inspection stations will work on an appointment-only basis. Table 3 illustrates the proportion of Alabama's population that is covered by inspection stations. The table demonstrates 43% of the population of Alabama is covered by permanent fitting stations. The list below identifies the location of inspection stations and/or inspection events as well as the number of people they serve. The table also affirms that each station and/or event will be staffed by a certified technician.

Table 2. Proportion of Alabama's Population Covered by Inspection Stations

Location	Population served	Total Population %
Baldwin County Health Department and Orange Beach Fire Department	261,608	5.07%
Calhoun County Health Department	116,427	2.23%
Children's Hospital Birmingham- Jefferson County and Shelby County	900,713	17.5%
Clarke County Health Department	22,142	.43%
Enterprise Fire Department (Coffee and Dale County)	106,425	
Etowah County Health Department	103,207	2.06%
Huntsville Hospital, Huntsville Pediatrics	423,355	8.21%
Lee County Sheriff's Office	187,847	3.64%
Montgomery Area -Montgomery County	195,818	3.80%
Phenix City Fire Department – Russell County	58,837	1.14%
Safe Harbor Women's Medical Clinic – Dallas County	35,545	.69%
St. Clair County Health Department	96,927	1.88%
Sylacauga Fire Department – Talladega County	81,132	1.57%
The Lighthouse Women's Center – Marengo, Sumter, Hale, Perry, and Choctaw Counties	65,006	1.26%
Tuscaloosa Safe Kids and Fire Department	241,212	4.68%
Troy Fire and Police Department, Pike County	33,124	.64%
USA Children's & Women's Hospital – Mobile, AL	412,339	7.99%
Washington County Health Department	15,018	.29%
Total	3,210,544	65.08%

Events

Currently, there are monthly seat check events scheduled in Montgomery, Birmingham, Tuscaloosa, Huntsville, and a minimum of eighteen seat check events scheduled in Regions 1 and Regions 2. Each region consists of seventeen counties and offers at least nine seat check events. Training classes and additional seat check events will be posted online for accessibility, and locations that showed an interest in training via the public input survey will be given first consideration. It is the intent of this project to ensure rural communities benefit from their activities, as well as other underserved populations as identified by data. The table also affirms that each station and/or event will be staffed by a certified technician.

Table 3. Station and/or Events and Population Served

Station/Events	Rural	Urban	At-Risk	Certified Tech Present
Baldwin County Health Department	Rural			**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**
Enterprise Fire Department	Rural			**YES**
Etowah County Health Department		Urban		**YES**
Huntsville Hospital, Huntsville Police Department & Huntsville Pediatrics		Urban		**YES**
Montgomery Area – Montgomery County		Urban	Minority	**YES**
Phenix City Fire Department – Russell County	Rural			**YES**
Safe Harbor Women's Medical Clinic	Rural		Low Income, Minority	**YES**
St. Clair County Health Department	Rural			**YES**
The Lighthouse Women's Center – Marengo, Sumter, Hale, Perry, and Choctaw Counties	Rural			**YES**
Troy Fire & Police Department	Rural			**YES**
Tuscaloosa SAFE Kids		Urban		**YES**
Washington County Health Department	Rural		Low Income, Minority	**YES**

Countermeasure Strategy	Decrease unrestrained fatalities and serious injuries
Problem being addressed and description of the Link between problem and strategy	The five-year average (2019-2023) of unrestrained fatalities in the state is 367, which is 38% of the five-year average of total fatalities. Enforcement and education efforts have proven to be an effective influence on motorists to wear seat belts.
List of Countermeasure(s) and Justification	3-15 Short Term, High Visibility Seat Belt Law Enforcement (CTW 5 Stars)
	Observational Survey (UC #20.)
Performance Target and Link between Strategy and Target	C-1) Number of traffic fatalities (FARS) C-2) Number of Serious Injuries C-3) Fatalities Per 100 Million Vehicle Miles Driven C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants It is projected Short-Term, High Visibility Seat Belt Enforcement projects in each of the Alabama CTSP/LEL and State Trooper Regions conducted during the national "Click It or Ticket" campaign, along with a multi-platform paid media campaign, will achieve the following: •Reduce of the number and severity of the hotspots found over time. •Increase of the number of citations by citation type issued over time. •Increase the seat belt usage rate among the various regions.
Estimated Funding Source	Section 402, Section 405(b)
Estimated 3-Year Funding	$2,490,000.00
Considerations to determine projects	Analysis of Traffic Safety Data, Citation Information, and Impacted Locations will assist with determining appropriate project locations and potential local partners.
Uniform Guideline/ NHTSA Assessment Recommendations and Description	Based on Uniform Guidelines for State Highway Safety Programs No 20., AOHS is implementing a combination of countermeasures that work together to provide a strong impact to the state through enforcement activities tied with a communications campaign. An observational survey is a strong component for analysis and program management and should be done annually.
Adjustments to countermeasure strategy for programming funds	No changes have been made to the funding structure for this countermeasure outside of slightly increasing the award amounts planned for the observational survey and

	media campaigns. The increases will cover rising personnel costs and production elements. High Visibility Enforcement, paired with a media component for the Click It or Ticket Campaign, continues to be an effective way of addressing the problem of seat belt deficient fatalities and serious injuries in Alabama. We are required to conduct an observational study.

Project Name: Click It or Ticket High Visibility Enforcement Campaign

Project Number
2026- FP-OP-17

Primary Countermeasure Strategy ID
High Visibility Enforcement

Intended Subrecipients
Franklin County Commission- Unit of Local Government

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Safety Belts**	**$ 56,200.00**	**No**	**No**

Project Description

The North Central region will conduct a High Visibility Enforcement program for a two-week period to coincide with the national Click It or Ticket campaign. The enforcement program will consist of members from the Municipal Law Enforcement Agencies and Sheriff's Offices in the following counties: Colbert, Cullman, De Kalb, Fayette, Franklin, Jackson, Lamar, Lauderdale, Lawrence, Limestone, Madison, Marion, Marshall, Morgan, Walker, and Winston.

Project Name: Click It or Ticket High Visibility Enforcement Campaign

Project Number

2026-FP-OP-13

Primary Countermeasure Strategy ID

Short-term, High Visibility Seat Belt Law Enforcement

Intended Subrecipients

Mobile County Commission- Unit of Local Government

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Safety Belts**	**$ 54,600.00**	**No**	**No**

Project Description

The Southwest region will conduct a High Visibility Enforcement program for a two-week period to coincide with the national Click It or Ticket campaign. The enforcement program will consist of members from the Municipal Law Enforcement Agencies and Sheriff's Offices in the following counties: Baldwin, Bibb, Chilton, Choctaw, Conecuh, Clark, Dallas, Escambia, Greene, Hale, Marengo, Mobile, Monroe, Perry, Pickens, Sumter, Tuscaloosa, Washington, and Wilcox.

Project Name: Click It or Ticket High Visibility Enforcement Campaign

Project Number

2026-FP-OP-08

Primary Countermeasure Strategy ID

Short-term, High VisibilitySeat Belt Law Enforcement

Intended Subrecipients

Enterprise State Community College- Post Secondary Education

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Safety Belts**	**$ 42,000.00**	**No**	**No**

Project Description

The Southeast region will conduct a High Visibility Enforcement program for a two-week period to coincide with the national Click It or Ticket campaign. The enforcement program will consist of members from the Municipal Law Enforcement Agencies and Sheriff's Offices in the following counties: Blount, Calhoun, Cherokee, Cleburne, Coosa, Elmore, Etowah, Jefferson, Shelby, St. Clair, & Talladega.

Project Name: Click It or Ticket High Visibility Enforcement Campaign

Project Number

2026-FP-OP-46

Primary Countermeasure Strategy ID

Short-term, High Visibility Seat Belt Law Enforcement

Intended Subrecipients

Central Alabama Community College- Post Secondary Education

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Safety Belts**	**$ 48,000.00**	**No**	**No**

Project Description

The East Central region will conduct a High Visibility Enforcement program for a two-week period to coincide with the national Click It or Ticket campaign. The enforcement program will consist of members from the Municipal Law Enforcement Agencies and Sheriff's Offices in the following counties: Autauga, Barbour, Bullock, Butler, Chambers, Clay, Coffee, Covington, Crenshaw, Dale, Geneva, Henry, Houston, Lee, Lowndes, Macon, Montgomery, Pike, Randolph, Russell, and Tallapoosa.

Project Name: Click It or Ticket Observational Survey

Project Number
2026-OP-IS-9
Primary Countermeasure Strategy ID
Short-term, High Visibility Seat Belt Law Enforcement

Intended Subrecipients
University of Alabama

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Safety Belts**	**$ 323,924.39**	**No**	**No**

Project Description

The University of Alabama Center for Advanced Public Safety (UA-CAPS) will conduct pre-and-post surveys for seat belt programs and evaluate several types of survey data regarding seat belt and child restraint usage rates as part of the CIOT campaign. The observation surveys will be conducted at a total of 350 assigned sites in 40 Alabama counties: Jefferson, Mobile, Madison, Tuscaloosa, Baldwin, Montgomery, Marshall, Lee, Walker, Calhoun, Shelby, Elmore, Cullman, Talladega, Limestone, St. Clair, Russell, Etowah, Morgan, Jackson, Houston, Lauderdale, Lawrence, Escambia, Blount, Chilton, Dallas, Pike, Autauga, Dekalb, Dale, Coffee, Monroe, Chambers, Tallapoosa, Franklin, Winston, Colbert, Conecuh, and Covington.

This project also includes costs for a NHTSA-facilitated Occupant Protection Assessment. The assessment will be useful in incorporating new perspectives into Alabama's current programming and countermeasures focused on reducing fatalities and serious injuries.

Project Name: Click It or Ticket Paid Media Campaign

Project Number

2026-OP-PM-37

Primary Countermeasure Strategy ID

Short-term, High Visibility Seat Belt Law Enforcement

Intended Subrecipients

Auburn University- University

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405b	**High HVE**	**$ 371,863.09**	**No**	**No**

Project Description

Auburn University's Media Production Group (MPG), in concert with the Law Enforcement and Traffic Safety Division of ADECA (LETS), will produce and conduct a media campaign to inform and educate Alabama citizens on the benefits of seatbelt use. Information gathered from data and public input will inform the type of spot produced, and the way it is deployed. Currently the plan is to target males ages 24-65 throughout the state through online outlets like YouTube, Facebook, and Bleacher Report. Outcomes from the Click It or Ticket Observational Survey show that males pickup truck drivers show the lowest amount of seat belt usage (87.8% and 85.5%, respectively). Digital streaming services such as Pandora and Spotify, along with electronic billboards and movie theater ads will also be used. Digital screens at various restaurants and movie theater ads will also be utilized. Priority locations of media deployment will be major metropolitan networks in Huntsville, Montgomery, Birmingham, and Mobile. Counties where the observed seat belt usage rate is lower will also be a focus, such as Cherokee and Lawrence.

ALABAMA - Planned Participation in Click-it-or-Ticket Mobilization

Alabama continues to steadily focus on its seat belt and child restraint use rates after experiencing major improvement upon passing its Primary Seat Belt Law in 1999. As part of the cooperative process with NHTSA, an Evidence-Based Enforcement (E-BE) project called "Click It or Ticket" (CIOT) is run on an annual basis in April, May, and June of each year (see schedule below). As part of the nationwide initiative coordinated by NHTSA to increase seat belt usage, the State will conduct an aggressive "Click It or Ticket" (CIOT) campaign.

In addition to and complementary with a paid media campaign, a statewide CIOT High Visibility Enforcement campaign will be conducted for a two-week period. The enforcement program will involve members from the Municipal Law Enforcement Agencies, County Sheriffs, and State Highway Patrol (Alabama Law Enforcement Agency). Further upkeep of the CIOT effort will be supported by conducting surveys, performing analyses, and verifying certification. As part of this effort:

- The University of Alabama Center for Advanced Public Safety (UA-CAPS) will conduct pre-and-post surveys for seat belt programs and evaluate several types of survey data regarding seat belt and child restraint usage rates as part of the CIOT campaign.
- The program will consist of waves of surveys, enforcement, and media blitzes, carefully scheduled to maximize public understanding of restraint use.
- UA-CAPS' role will be to: (1) receive and scientifically analyze data obtained (2) collect reports on the other components of the project (3) obtain a signed certification page and (4) produce a comprehensive final report covering all aspects of the campaign.
- The evidence-based enforcement part of the CIOT program will involve multiple agencies and organizations that will participate under the leadership of AOHS.
- Waves of public education and enforcement will be conducted, working toward the single goal of increasing proper restraint use for both children and adults to improve highway safety.

Dates and Activities

- Weeks 1-2: Statewide Observational Survey (Baseline),
- Weeks 3-8: Earned Media for CIOT
- Weeks 4-6: Paid media for CIOT
- Weeks 5-6: Enforcement for CIOT
- Weeks 7-8: Statewide Observational Survey, Telephone Survey (All Post Survey)

Agencies planning to participate in CIOT:

ABBEVILLE POLICE DEPT	BALDWIN CO SHERIFFS DEPT	COFFEEVILLE POLICE DEPT	ELBERTA POLICE DEPT	GEORGIANA POLICE DEPT	HEFLIN POLICE DEPT	LAKE VIEW POLICE DEPT	MONTGOMERY CO SHERIFFS DEPT
Alabama Law Enforcement Agency	BAYOU LA BATRE POLICE DEPT	COLUMBIAN A POLICE DEPT	ENTERPRISE POLICE DEPT	GLENCOE POLICE DEPT	HENRY CO SHERIFFS DEPT	LINDEN POLICE DEPT	MONTGOMERY PD
ALEXANDER CITY POLICE	BESSEMER POLICE DEPT	COVINGTON CO SHERIFFS DEPT	ESCAMBIA CO SHERIFFS DEPT	GREENE CO SHERIFFS DEPT	HILLSBORO POLICE DEPT	LITTLEVILLE POLICE DEPT	MORGAN COUNTY SHERIFF OFFICE
ANDALUSIA POLICE DEPT	BIRMINGHAM POLICE DEPT	CRENSHAW CO SHERIFFS DEPT	EXCEL POLICE DEPT	GROVE HILL POLICE DEPT	HOUSTON CO SHERIFFS DEPT	LUVERNE POLICE DEPT	MOULTON POLICE DEPT
ARDMORE POLICE DEPT	CALERA POLICE DEPT	CULLMAN POLICE DEPT	FALKVILLE POLICE DEPT	GUIN POLICE DEPT	HUEYTOWN POLICE DEPT	MACON CO SHERIFFS DEPT	MUSCLE SHOALS POLICE DEPT
ASHFORD POLICE DEPT	CAMDEN POLICE DEPT	DALEVILLE POLICE DEPT	FLOMATON POLICE DEPT	GURLEY POLICE DEPT	HUNTSVILLE POLICE DEPT	MADISON CO SHERIFFS DEPT	NORTHPORT POLICE DEPT
ASHLAND POLICE DEPT	CENTREVILLE POLICE DEPT	DECATUR POLICE DEPT	FLORALA POLICE DEPT	HALEYVILLE POLICE DEPT	JACKSON CO SHERIFFS DEPT	MOBILE CO SHERIFFS DEPT	OPP POLICE DEPT
ASHVILLE POLICE DEPT	CHICKASAW POLICE DEPT	DEMOPOLIS PD	FLORENCE POLICE DEPT	HAMILTON POLICE DEPT	JACKSON POLICE DEPT	MOBILE PD	OZARK POLICE DEPT
ATHENS POLICE DEPT	CHILTON CO SHERIFFS DEPT	DOTHAN POLICE DEPT	FOLEY POLICE DEPT	HARTFORD POLICE DEPT	JEMISON POLICE DEPT	MONROE CO SHERIFFS DEPT	PRATTVILLE POLICE DEPT E911
AUTAUGA CO SHERIFFS OFFICE	COFFEE CO SHERIFFS DEPT	ELBA POLICE DEPT	GENEVA POLICE DEPT	HEADLAND POLICE DEPT	KILLEN POLICE DEPT	MONTEVALLO POLICE DEPT	RAINBOW CITY POLICE DEPT
ST FLORIAN POLICE DEPT	TARRANT POLICE DEPT	THOMASVILL E POLICE DEPT	TOWN CREEK POLICE DEPT	TRINITY POLICE DEPT	TROY POLICE DEPT	TUSCALOOSA CO SHERIFFS DEPT	WALKER CO SHERIFFS DEPT
REPTON POLICE DEPT	ROGERSVILLE POLICE DEPT	RUSSELL CO SHERIFFS DEPT	RUSSELLVILLE POLICE DEPT	SARALAND POLICE DEPT	SECTION POLICE DEPT	SLOCOMB POLICE DEPT	SPRINGVILLE POLICE DEPT

Media Plan for CIOT

The "Click it or Ticket" statewide multimedia campaign will be aimed at increasing seat belt usage on Alabama's highways in the most effective ways. The campaign will incorporate advertising, bonus spots, website links, and support of government agencies, local coalitions and school officials in an effort that will impact restraint usage.

The campaign will consist of:

- Development of the "Click It or Ticket" marketing approach based on Nielsen and Arbitron ratings and targeted primarily towards the identified focus group
- Placement of paid "Click It or Ticket" ads on broadcast television, cable television, and radio in addition to public service spots. Paid advertising will be placed primarily in the five largest media markets.
- Management of public relations efforts including press releases and special media events to stimulate media coverage and alert the public to the "Click It or Ticket" campaign.
- In addition to the paid and free media, the Office of Highway Safety website will have updated information including ads, articles and other information pertaining to the seat belt campaigns.
- Each CTSP/LEL Coordinator will be responsible for generating sustained earned media in their area of the state throughout the year. The CTSP/LEL Coordinators are also responsible for developing press releases and conducting press events that are specifically targeted to their regions.

The CIOT Media Campaign will include placement of approved, paid CIOT programming on broadcast and cable TV, and radio spots during the appropriate time frame, and negotiations will be conducted to maximize the earned (free) media as well. These media efforts, including commercials, will supplement law enforcement agencies statewide as they conduct a zero-tolerance enforcement of seat belt laws. Further, electronic Billboards, digital music streaming websites and other platforms will be employed to reach the target audiences aimed at yielding increases in seat belt and child restraint use. The following summarizes the anticipated paid media campaign that will be performed:

- Broadcast Television -The broadcast television buys will focus on programming in prime times: early morning (M-F, 7A-9A) and evenings (M-F, 5P-Midnight). Selected weekend parts, especially sporting events, will also be approved if the media programming appeals to the target group.
- Cable Television- The large number of cable networks in Alabama can be effective in building frequency for the male 18-34 target market. The buys will focus on the following day parts: early morning (M-F, 7A-9A) and evenings (M-F, 5P-Midnight) with selected weekend day parts, especially sporting events. Paid scheduling will be placed

for networks that cater to audiences in our target, such as CNBC, ESPN, Fox News and Fox Sports, CNN, etc. Radio The campaign will target that same key at-risk group, 18–34-year-olds, particularly males. The buy will focus on the following day parts: morning drive (M-F, 7A- 9A), midday (M-F, 11A-1P), afternoon (M-F, 4P-7P), evenings (M-F, 7P-Midnight). Selected weekend day parts will be considered as well.

- Out of Home- Electronic Billboards will be leased in major markets where space is available. Several designs will be tagged for Alabama's use to correspond to and reinforce the video commercial. Lamar, Link and Beam electronic Billboards were designed and placed in the twenty-six (26) major media market sites providing coverage in Birmingham, Mobile, Montgomery/Wetumpka, Huntsville, and Auburn/Opelika. Digital Media:
- Digital media is a rapidly evolving platform in media consumption. For the CIOT campaign, ads will be placed in a variety of digital sites such as Facebook, YouTube, and Bleacher Report; ads are also planned for placement on streaming services such as Pandora and Spotify.

CIOT Evaluation

This project will be conducted using methods and procedures approved by NHTSA. The Alabama Observational Survey Plan for Occupant Restraint Use is now based on fatality rates rather than population as was done previously. The Alabama Transportation Institute (ATI) at The University of Alabama will manage the process for the observational surveys, phone survey evaluation of the media campaign, and be involved in evaluation and report generation portions of the project. The Uniform Criteria 1340.12 requires states to re-select their observation sites no less than once every five years. ATI will also be responsible for completing the observational site reselection process for the sites to be used in 2023.

Coordination between the involved agencies and consultants participating in the project will be the responsibility of ATI. While data observation, collection, and processing will be in accordance with NHTSA-approved techniques, there are still many operational decisions that will require ATI involvement under the oversight of AOHS. ATI will:

- stay in close contact during the design of data collection forms and procedures,
- help ensure timely and accurate data collection, and
- help ensure that data are received, and preliminary analyses are performed in a timely manner.

Basic phone and observational surveys will be used to gather data for the in-depth evaluation. The target will be the measurement of shoulder belt use by drivers and front seat outboard passengers in passenger motor vehicles. There will be two surveys, one pre and one post of the media and enforcement components of the campaign. There will also be a separate observational survey of child restraint usage. Phone surveys will be conducted throughout the state. The observation surveys will be conducted at a total of 350 assigned sites in 40 Alabama counties: Jefferson, Mobile, Madison, Tuscaloosa, Baldwin, Montgomery, Marshall, Lee, Walker, Calhoun, Shelby, Elmore, Cullman, Talladega, Limestone, St. Clair, Russell, Etowah, Morgan, Jackson, Houston, Lauderdale, Lawrence, Escambia, Blount, Chilton, Dallas, Pike, Autauga, Dekalb, Dale, Coffee, Monroe, Chambers, Tallapoosa, Franklin, Winston, Colbert, Conecuh, and Covington.

List of Tasks for Participants & Organizations

ATI at The University of Alabama will:

- Contract a highly qualified vendor to conduct the three observational surveys
- Assign observation locations and dates to the Surveyors
- Work with the survey vendor on any issues that arise from any of the observational sites
- Collect and process the raw data produced by the Surveyors including evaluating, analyzing, and computing the seat belt usage rate.
- Contract with an experienced company to conduct telephone surveys
- Collect results from all the various parties involved for their activities, and
- Compile the project report for "Click It or Ticket" 2024.

A highly qualified company will be contracted by ATI to perform the observational surveys. Their tasks will involve:

- Employ and train the observational surveyor team
- Program tablets for the data collection with all required data fields
- Develop the surveyor routes in an efficient manner for each surveyor
- Conduct the three observational surveys described within this document
- Proof, tabulate and compile the data from each of the surveys in a timely manner
- Transfer the data to ATI for evaluating, analyzing, and computing the seat belt usage rate.

A highly qualified company will be contracted by ATI to perform the phone survey to evaluate the media effectiveness of the "Click It or Ticket" program. Their tasks will involve:

- Design and prepare the telephone questionnaire instrument (with guidance from LETS and ATI).
- Conduct a post survey.
- Encode and analyze the data, and
- Deliver the data and a preliminary analysis of the data to ATI in a timely manner.

The Auburn University Media Group will:

- Implement the media portion of the campaign.
- Contract with another professional group to produce and/or place ads if that is found to be most expedient.
- Determine where and when the ads are run; this will include the avenues of TV, cable, radio, internet, and electronic Billboards.
- Submit reports to ADECA/LETS; and
- Submit reports to ATI for inclusion in the overall final report for the project.

ADECA/LETS will:

- Provide funding for the project,
- Serve as the host agency for the effort, providing guidance as needed,
- Coordinate the enforcement campaign and provide summary reports to ATI for inclusion in final report,
- Assist ATI, if needed, in obtaining data from Surveyor observations, consultant phone polls, and consultant questionnaires.

To summarize, restraint use will be evaluated in two primary ways: (1) by direct observation of vehicles, based upon a carefully designed sampling technique, and (2) through a telephone survey. Before and after seat belt usage rates will be recorded by direct observation, and afterwards this data will be analyzed, and rates will be calculated from these observations. The self-reported usage rate will be obtained through telephone surveys. A final report will be produced by ATI that will describe the results of the current year's evaluation efforts and summarize past year's evaluation efforts to hopefully show continual improvements being made by participating in the campaigns.

Countermeasure Strategy	Decrease Seat Belt Fatalities
Problem being addressed and description of the Link between problem and strategy	Alabama's five-year average (2019-2023) of unrestrained fatalities in the state is 367, which is 38% of the five-year average of total fatalities.
List of Countermeasure(s) and Justification	NHTSA Facilitated Occupant Protection Assessment
Performance Target and Link between Strategy and Target	C-1) Number of traffic fatalities (FARS) C-2) Number of Serious Injuries C-3) Fatalities Per 100 Million Vehicle Miles Driven
Estimated Funding Source	Section 402
Estimated 3-Year Funding	$55,000.00
Considerations to determine projects	Traffic Safety data, Crash Location Data
Uniform Guideline/ NHTSA Assessment Recommendations and Description	*"Uniform Guidelines for State Highway Safety Programs"* encourages states to evaluate programs for effective program management and to identify potential improvements. "Each State should have centralized program planning, implementation, and coordination to achieve and sustain high rates of seat belt use. Evaluation should be used to revise existing programs, develop new programs and determine progress and success. The State Highway Safety Office (SHSO) should: • Provide leadership, training and technical assistance to other State agencies and local occupant protection programs and projects. • Establish and convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs. The coalition should include agencies and organizations that are representative of the State's demographic composition and critical to the implementation of occupant protection initiatives. • Integrate occupant protection programs into community/corridor traffic safety and other injury prevention programs; and

	• Evaluate the effectiveness of the State's occupant protection program" It is the Alabama SHSO opinion that an assessment facilitated by NHTSA would help identify best practices and strategies to decrease restraint deficient fatalities.
Adjustments to countermeasure strategy for programming funds	This was a new countermeasure added for FY2025 to address the number of restraint deficient fatalities and serious injuries. The assessment will be conducted in FY 26.

Program Area: Traffic Records

Performance Measures for Traffic Records- Quantitative improvement

A written description of the performance measure(s) that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress, using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

System to be Impacted	__X__CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION ____EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	__X__ACCURACY ____TIMELINESS _____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY ____INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure The "Unknown Crash Severity Value" variable in the crash database was studied. This variable pertains to the severity of the crash. A comparison was made in the two study periods of the number of "Unknown" values in the records. A decrease in the percentage of Unknown responses is an increase in data accuracy.
Relevant Project(s) in the State's Strategic Plan	Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates Crash Component, Item 4.3.2.3 eCrash, Page 24, TSIS Strategic Plan 2026-2030, May 29, 2025.
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) During the April 1, 2023 – March 31, 2024 study period, the percentage of "Unknown" values in the "Crash Severity" variable in the crash database was 2.14%. During the April 1, 2024 – March 31, 2025 study period, the percentage of "Unknown" values in the "Crash Severity" variable decreased to 2.10%. This is a 0.04% decrease in "Unknown" values per record which equates to a relative proportional improvement of 1.9% (0.04/2.14) in data accuracy between the two study periods for this variable in the crash database.
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method The percentage of "Unknown" values in the "Crash Severity" variable was compared during the two study time periods. Using the percentage of values takes into account the number of records as opposed to comparing the raw frequency. Then, simply divide the difference by the percentage in the earlier timeframe to calculate the percent decrease in records with "Unknown" values which equates to an increase in data accuracy. (See attached detailed data.)
Date and Baseline Value for the Measure	April 1, 2023 through March 31, 2024 (see attached detailed data) Value — Frequency — Percentage Unknown value — 3061 — 2.14% Total Crash Records — 142822 — 100%
Date and Current Value for the Measure	April 1, 2024 through March 31, 2025 (see attached detailed data) Value — Frequency — Percentage Unknown value — 2923 — 2.10% Total Crash Records — 139011 — 100%

Countermeasure Strategies in Traffic Records Program Area

Countermeasure Strategy	Increase Accessibility of Crash and EMS Database
Problem being addressed and description of the Link between problem and strategy	Improving accessibility of the crash data to all users (including law enforcement, traffic safety professionals and even the general public) and the Emergency Medical Service data to qualified users is of utmost importance because of the usefulness of the information the portal dashboards produce and the impact it can have on planning, both strategic long-term planning and day-to-day planning. This countermeasure will greatly complement other similar data attribute improvement countermeasures that will be targeted in these traffic records projects. All the countermeasures relate to improvements in some aspects of the data.
List of Countermeasure(s) and Justification	Improves accessibility of a core highway safety database (UG #10)
Performance Target and Link between Strategy and Target	Upgrade CARE dashboard user interface will result in significant recognized improvements in making it easier for users to get available information from the available datasets. Results of user surveys of stakeholders will measure the level of success. See performance measure chart for project reference, baseline, and target.
Estimated Funding Source	Section 405(c)
Estimated 3-Year Funding	$2,500,000.00 (split among other TR countermeasures)
Considerations to determine projects	Traffic Safety Data, Traffic Records Coordinating Committee Input, Latest Recommendations from Traffic Records Assessment
Uniform Guideline/ NHTSA Assessment Recommendations and Description	As stated in "Uniform Guidelines for State Highway Safety Programs", "A State's traffic records information should be maintained in a form that is of high quality and readily accessible to users throughout the State. "Additionally, the NHTSA Traffic Records Program Assessment Advisory encourages the implementation of information quality best practices, and the use of NHTSA's Model Performance Measures for State Traffic Records Systems found in NHTSA document DOT HS 811 441. Data accessibility is one of the core performances attributes. Improved accessibility is therefore a worthy countermeasure.
Adjustments to countermeasure strategy for programming funds	There has been no adjustment made to this countermeasure, as accessibility is still a component of AOHS's planned programming.

Countermeasure Strategy	The crash countermeasure strategy of the TSIS is to complete the development and processing of a comprehensive core highway safety database.
Problem being addressed and description of the Link between problem and strategy	The projects this year will improve completeness to more than one core highway safety database. A particular emphasis will be on the further development in the crash and the EMS databases. Completeness will be improved as the MMUCC 5 version of eCrash is developed and as more agencies start using the NEMSIS 3.5 compliant RESCUE, which is the electronic patient care report for EMS runs. Improving completeness in the crash and the EMS data is extremely useful and essential.This countermeasure will greatly complement other similar data attribute improvement countermeasures that will be targeted in these traffic records projects. All the countermeasures relate to improvements in some aspects of either the data content or its processing.
List of Countermeasure(s) and Justification	Improves completeness of a core system database (UG #10)
Performance Target and Link between Strategy and Target	Variables in the crash database and the EMS database will be surveyed to determine how many null values there are, and a comparison will be made in the two study periods (current year vs previous year) of the number of records with a null value. A decrease in the percentage of null values will show improvement in data completeness. Several variables will be tested such as the "citation issued" variable and the "crash severity" variable and many others. See performance measure chart for project reference, baseline, and target.
Estimated Funding Source	Section 405(c)
Estimated 3-Year Funding	$2,500,000.00 (split among other TR countermeasures)
Considerations to determine projects	Traffic Safety Data, Traffic Records Coordinating Committee Input, Latest Recommendations from Traffic Records Assessment
Uniform Guideline/ NHTSA Assessment Recommendations and Description	As stated in "Uniform Guidelines for State Highway Safety Programs", "A State's traffic records information should be maintained in a form that is of high quality and readily accessible to users throughout the State." The NHTSA Traffic Records Program Assessment Advisory encourages the implementation of information quality best practices, and the use of NHTSA's Model Performance Measures for State Traffic Records Systems found in NHTSA document DOT HS 811 441. Data completeness is one of the core performance attributes. Improved completeness is therefore a worthy countermeasure.
Adjustments to countermeasure strategy for programming funds	There has been no adjustment made to this countermeasure, as completeness is still a component of AOHS's planned programming for Traffic Records projects, to continue to address issues like crash report completeness, there is a need to fund activities.

Countermeasure Strategy	Improves accuracy of core highway safety databases in the state's information system.
Problem being addressed and description of the Link between problem and strategy	Improving accuracy of the location components of the crash data is of extreme importance as it facilitates better analysis of the data. The location variables are some of the most important data that users want to know about the crash data. If the location data is faulty, it skews the hotspot analysis on which Alabama relies to direct enforcement efforts. This countermeasure will greatly complement other similar data attribute improvement countermeasures that will be targeted in these traffic records projects. All the countermeasures relate to improvements in some aspects of the data.
List of Countermeasure(s) and Justification	Improves accuracy of a core highway safety database (UG #10)
Performance Target and Link between Strategy and Target	The "Has" Coordinate variable in the crash database can target accuracy. This variable refers to the presence of a GPS coordinate associated with the location of the crash within the crash record. Improving the accuracy of MapClick will ensure fewer coordinates will have to be manually entered and increase accuracy of the crash reporting in the state. See performance measure chart for project reference, baseline, and target.
Estimated Funding Source	Section 405(c)
Estimated 3-Year Funding	$2,500,000.00 (split among other TR countermeasures)
Considerations to determine projects	Traffic Safety Data, Traffic Records Coordinating Committee Input, Latest Recommendations from Traffic Records Assessment
Uniform Guideline/ NHTSA Assessment Recommendations and Description	Uniform Guidelines for State Highway Safety Programs states that accuracy is one of the metrics used to measure the quality of a State's traffic records information system. Additionally, the NHTSA Traffic Records Program Assessment Advisory encourages the implementation of information quality best practices, and the use of NHTSA's Model Performance Measures for State Traffic Records Systems found in NHTSA document DOT HS 811 441. Data accuracy is one of the core performance attributes. Improved accuracy is therefore a worthy countermeasure.
Adjustments to countermeasure strategy for programming funds	There has been no adjustment made to this countermeasure, as accuracy is still a component of AOHS's planned programming.

Countermeasure Strategy	Improve timeliness of a core highway safety database
Problem being addressed and description of the Link between problem and strategy	The countermeasure strategy is to improve timeliness of a core highway safety database. One of the projects this year will improve timeliness to the EMS database. The development of the Recording of Emergency Services Calls and Urgent-Care Environment (RESCUE) data entry system for the Electronic Patient Care Report (ePCR – also known as ambulance run reports) has been quite successful. As Alabama continues to expand its user base through the RESCUE project this year, the timeliness of the state EMS database will improve. All the countermeasures relate to improvements in some aspects of the data.
List of Countermeasure(s) and Justification	Improving timeliness of a core highway safety database (UG #10)
Performance Target and Link between Strategy and Target	The "Submission Lag" variable in the EMS patient care report (PCR) database will be studied. This variable refers to the submission lag time for the first submission of the EMS data. A PCR may be submitted multiple times for a variety of reasons. It may have Schematron errors that need to be corrected. Or it could have data that needs to be updated/corrected. So, the earliest submission time is the first time that patient care reports are submitted. A comparison will be made in the number of "Less than 24 hours" values in the records and compared with the previous year's data to ascertain improvement. See performance measure chart for project reference, baseline, and target.
Estimated Funding Source	Section 405(c)
Estimated 3-Year Funding	$2,500,000.00 (split among other TR countermeasures)
Considerations to determine projects	Traffic Safety Data, Traffic Records Coordinating Committee Input, Latest Recommendations from Traffic Records Assessment
Uniform Guideline/ NHTSA Assessment Recommendations and Description	As stated in "Uniform Guidelines for State Highway Safety Programs", "A State's traffic records information should be maintained in a form that is of high quality and readily accessible to users throughout the State." The NHTSA Traffic Records Program Assessment Advisory encourages the implementation of information quality best practices, and the use of NHTSA's Model Performance Measures for State Traffic Records Systems found in NHTSA document DOT HS 811 441. Data timeliness is one of the core performance attributes. Improved timeliness is therefore a worthy countermeasure.
Adjustments to countermeasure strategy for programming funds	There has been no adjustment made to this countermeasure, as timeliness is still a component of AOHS's planned programming for Traffic Records projects, to continue to address issues like PCR timeliness, there is a need to fund these activities.

Countermeasure Strategy	Improve uniformity of a core highway safety database
Problem being addressed and description of the Link between problem and strategy	Improving uniformity of the crash, citation and the EMS data is of utmost importance as it facilitates better analysis of the data. Improving uniformity to these two national data standards makes the Alabama data easier to compare to other states to see how we rank nationally and how traffic safety issues are trending. This countermeasure will greatly complement other similar data attribute improvement countermeasures that will be targeted in these traffic records projects. All the countermeasures relate to improvements in some aspect of the data.
List of Countermeasure(s) and Justification	Improving uniformity of a core highway safety database (UG #10)
Performance Target and Link between Strategy and Target	Percentage of records in the State EMS data file that are National Emergency Medical Service Information System (NEMSIS)-compliant. The higher the percentage, the more uniform the EMS data is. One of the goals and deliverables of the RESCUE project is to keep it up to date with the latest version of the NEMSIS standard. See performance measure chart for project reference, baseline, and target.
Estimated Funding Source	Section 405(c)
Estimated 3-Year Funding	$2,500,000.00 (split among other TR countermeasures)
Considerations to determine projects	Traffic Safety Data, Traffic Records Coordinating Committee Input, Latest Recommendations from Traffic Records Assessment
Uniform Guideline/ NHTSA Assessment Recommendations and Description	As stated in "Uniform Guidelines for State Highway Safety Programs": "A State's traffic records information should be maintained in a form that is of high quality and readily accessible to users throughout the State." Also, the NHTSA Traffic Records Program Assessment Advisory encourages the implementation of information quality best practices, and the use of NHTSA's Model Performance Measures for State Traffic Records Systems found in NHTSA document DOT HS 811 441. Data uniformity is one of the core performance attributes. Improved uniformity is therefore a worthy countermeasure.
Adjustments to countermeasure strategy for programming funds	There has been no adjustment made to this countermeasure, as uniformity is still a component of AOHS's planned programming for Traffic Records projects, to continue to improve data files and align with NEMSIS compliance, AOHS will still include this strategy.

Traffic Records Countermeasure Performance Measures

Countermeasure Strategy	Performance Measure	TSIS Project Reference	FY 24	FY 25	Target FY 24-26 HSP
Increase Accessibility of Crash Database	The number of accounts and results of the user survey of stakeholders will measure the 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: 42 accounts were created between April 2023 and March 2024 (483 total accounts).	4/1/24 - 3/31/25: 44 accounts were created between April 2024 and March 2025 (527 total accounts).	480 total accounts
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 using the "Coordinates entered manually" value.	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: "Coordinates entered manually" value Frequency: 2,478 Percentage: 1.74%	4/1/24 - 3/31/25: "Coordinates entered manually" value Frequency: 8,364 Percentage: 6.7%	2.0%
Improve completeness 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 completeness using the "No Coordinate" value. As of June 2024, we are locating the most recent crashes first, rather than the backlog of crashes.	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: "No Coordinate" value. Frequency: 22,323 Percentage: 15.8%	4/1/24 - 3/31/25: "No Coordinate" value Frequency: 14,238 Percentage: 10.2%	3.30%
Improve timeliness of a core highway safety database (EMS)	The "Lates Submission Lag Time" variable in the EMS Report Submission (PRC) database can be used to target timeliness using the "Less than 24 hours" value.	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: "Less than 24 hours" value Frequency: 569,605 Percentage: 58.82%	4/1/24- 3/31/25: "Less than 24 hours" value Frequency: 652,653 Percentage: 63.6%	73.0%
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%	4/1/24 - 3/31/25: NEMSIS v3.4: 4.2% NEMSIS v3.5: 95.8%	NEMSIS v3.4: 10% v3.5: 90%

Performance Measure	Metric	Timeframe	2022	2023	2024	2025	2026
Accessibility	CARE/SAFETY crash data analysis web portal users and passwords	4/1/2022 - 3/31/2024	382	441	483	527	**525**
Accuracy	Variable: Has Coordinate and Value: Coordinates entered manually	4/1/2022 - 3/31/2024	14.5%	2.3%	15.8%	6.7%	**1.85%**
Completeness	Variable: Has Coordinate and Value: No coordinates	4/1/2022 - 3/31/2024	5.1%	14.7%	15.7%	10.2%	**3.25%**
Timeliness	Variable: Latest Submission Lag and Value: Less than 24 hours	4/1/2022 - 3/31/2024	66.0%	62.1%	58.8%	63.6%	**74.00%**
Uniformity	NEMSIS v3.4 and NEMSIS v3.5 usage percent reported in v3.5 percent use	4/1/2022 - 3/31/2024		90%	51.10%	95.8%	**100%**

Project Name: Data Program Improvements

Project Number

2026-TF-TR-11

Primary Countermeasure Strategy ID

Improve Uniformity of a Core Highway System Database

Intended Subrecipients

University of Alabama - University

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
State Trust Fund	**Data Program Improvements**	**$ 1,097,077.71**	**No**	**No**

Project Description

The University of Alabama Center for Advanced Public Safety (CAPS) will continue to improve traffic safety by advancing data and statistical analysis tools. CAPS will continue to support data information requests, assist in the development of the State's Highway Safety Plan, and continue to spread eCite and other CAPS developed software to law enforcement agencies throughout the state, maintain CAPS-developed software systems, coordinate the phone surveys concerning the Drive Sober campaign and the NHTSA survey on driver attitudes and some other traffic safety outreach efforts, maintain the SafeHomeAlabama.gov website with comprehensive traffic safety information, support the OHS with respect to the Traffic Records Coordinating Committee, other committees, the Traffic Records Assessment that is due this year, and reports as needed. This project will be used for statewide systems but will be heavily focused on software and activities utilized by ADECA and other state agencies located in Montgomery.

Project Name: Traffic Safety Records Improvement Program

Project Number

2026-TR-M3-12

Primary Countermeasure Strategy ID

Improves completeness of a core highway safety database

Intended Subrecipients

University of Alabama - University

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405c	**Data Program Improvements**	**$730,081.99**	**No**	**No**
IIJA 405c Supplemental	**Data Program Improvements**	**$53,912.91**	**No**	**No**

Project Description

The University of Alabama Center for Advanced Public Safety (CAPS) will continue to improve traffic safety through software development projects using innovative technologies. The technology development projects this year will include testing and preparing to deploy the new MMUCC 5 version of eCrash; continuing RESCUE projects including beginning work on the certification module; upgrading the ADVANCE analytics portal; design planning for a new version of MOVE and eCite and deploying the new full eGIS version of MapClick. These systems improve data quality, timeliness, and completeness. These systems also improve efficiency of officers and EMS personnel throughout the state. This project will be utilized statewide through information systems.

Project Name: Electronic Patient Care Reports Program

Project Number
2026-TF-TR-41
Primary Countermeasure Strategy ID:
Improves accuracy of a core highway safety database
Intended Subrecipients
Alabama Department of Public Health

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
State Trust Fund	**Data Program Improvements**	**$60,000.00**	**No**	**No**

Project Description

The Alabama Office of EMS (OEMS) regulates emergency medical services personnel and emergency medical services provider services. The primary goal is to ensure that equally qualified emergency medical services are rendered in a standardized format regardless of where an emergency injury or illness may occur within Alabama. There are federal guidelines in place that must be followed so that uniform laws, rules, regulations, and medical procedures are performed across the U.S. The National Highway Safety Traffic Administration's (NHTSA) developed the standards by which electronic patient care reporting systems must follow. These electronic reporting standards are called the National Emergency Medical Services Information System (NEMSIS) compliant. This NEMSIS compliant software system was developed by Grayco Systems and Consulting Inc. and was implemented over the 2007-2008 period in Alabama. The OEMS currently refers to this reporting system as the Alabama e-PCR and all EMS agencies are mandated to comply with reporting requirements. The funds will be used to contract with Grayco Systems, Inc., annual software maintenance and technical support. This project will benefit the state.

Program Area: Impaired Driving

405(d) Impaired Driving Countermeasures Grant

Impaired driving qualification: **Mid-Range State**

Authority and Basis of Operation of AIDPC

The authority and basis for the operation of the Alabama Statewide impaired driving task force, as well as the process used to develop and approve the plan can be in the Charter of the Alabama Impaired Driving Prevention Council (AIDPC), which can be seen in Appendix A. The entire strategic plan can be found in Appendix B.

Alabama Impaired Driving Prevention Council (AIDPC)

The Alabama Impaired Driving Prevention Council (AIDPC) was assembled to develop and approve this plan and to ensure that all aspects of the impaired driving problem were considered and that as many alternative countermeasures as possible could be evaluated. To create a strategic plan that would focus on the problem areas with the greatest opportunity for improvement, and establish a successfully functioning Council, it was essential to have representation from agencies and organizations with a working knowledge and deep understanding of the various parts of Alabama's impaired driving prevention system and how the parts interrelate. The individuals who participated in the AIDPC meetings and assisted in drafting the Impaired Driving Strategic Plan (IDSP) are identified below. AIDPC organizers are deeply grateful for the time and effort members devoted to development of the strategic plan and for the counsel, advice, and expertise they brought to the plan, and that they continue to bring toward implementing it.

The major charge given by the AIDPC in its commission was to foster leadership, commitment, and coordination among all parties interested in impaired driving issues. Further, they were charged with the responsibility to attend regular meetings as established by the Chair, and to generally manage and provide overall control of the program as described in the ID Strategic Plan.

The IDSP is data driven. In drafting the IDSP, members of the AIDPC relied on data on impaired driving-related crashes, arrests, suspensions, and convictions data; also used were state-specific studies on youth and adult behavior and attitudes toward alcohol consumption/drug use specifically as they relate to impaired driving.

AIDPC Members

NAME	AGENCY	TITLE	FUNCTION
Adams, Erin	MADD	State Victim Services Coordinator	Community Engagement
Argo, Dean	Alcoholic Beverage Control Board	Government Relations Manager	Communication
Babington, Bill	Alabama Department of Economic and Community Affairs	Division Chief	State Highway Safety Office
Barnes, Noel	Alabama Law Enforcement Agency	General Counsel	Drivers Licensing
Bertaut, Denise	Alabama Department of Public Health	Child Passenger Safety Program Manager	Public Health
Cauthen, Terry	Alabama Board of Pardons & Paroles	Director of Field Operations	Criminal Justice System
Frederick, Sgt. William	Alabama Law Enforcement Agency	DRE	Drug-impaired Driving Countermeasures
Harper, Dr. Curt	Alabama Department of Forensic Sciences	Toxicology Discipline Chief	Human Performance Toxicology
Jett, Errek	Alabama District Attorneys Association	District Attorney, 15th Judicial Circuit	Criminal Justice System
Jones, Jay	Lee Co. Sheriff's Office	Sheriff	Criminal Justice System
Langer, Katie	Alabama Traffic Safety Resource Prosecutor	Traffic Safety Resource Prosecutor	Criminal Justice System/Communication
Norris, Jesse	University of Alabama – CAPS	Professor	Data & Traffic Records
Plato-Bryant, Cheryl	Alabama Administrative Office of Courts	Court Referral Program State Coordinator	Treatment & Rehabilitation
Simpson, Matt	Alabama Legislature	State Representative, 96th District	Communication

Sparks, Hon. Andra	Judiciary	Municipal Judge – Birmingham	Criminal Justice System
Spencer, Karen	MADD	State Victim Services Coordinator	Community Engagement
Thompson, Paul	Alabama Law Enforcement Agency	DRE State Coordinator	Drug-impaired Driving Countermeasures
Turner, Dr. Greg	Alabama Department of Forensic Sciences	Technical Director, Implied Consent Unit	Breath testing/Ignition Interlock
VACANT	Judiciary	District Judge	Adjudication
VACANT	Alabama Office of Prosecution Services	ADA	Prosecution

Countermeasure Strategies in Program Area

Countermeasure Strategy	Decrease the rates of crashes caused by impaired drivers.
Problem being addressed and description of the Link between problem and strategy	The five-year average of impaired driving fatalities in Alabama is 269 (2019-2023). The rate of injuries and fatalities are consistently higher in ID crashes than that of non-ID crashes. Fatality crash proportions for ID crashes are 6.769 times their expected proportion, while the next two highest (non-fatal) injury classifications have over twice their expected values when compared with non-ID crashes. The odds ratio is over three (3.978) for the highest non-fatal classification, Suspected Serious Injury. A proven countermeasure to combat impaired driving is well publicized enforcement campaigns.
List of Countermeasure(s) and Justification	1-58 Mass Media Campaigns (CTW, *2* stars) 1-29 High Visibility Saturation Patrols (CTW 4 Stars)
Performance Target and Link between Strategy and Target	Performance Measures Affected C-1) Number of traffic fatalities (FARS) C-2) Number of Serious Injuries C-3) Fatalities Per 100 Million Vehicle Miles Driven C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) AOHS will fund four local Alcohol High Visibility Enforcement projects during the coming year as well as one statewide Alcohol High Visibility Enforcement project. Each of these projects will focus on alcohol-related Hotspot crashes and the problem locations that have been identified across the state. This HVE campaign will be accompanied by a comprehensive, multiplatform media campaign throughout the state.
Estimated Funding Source	Federal Fund Description Section 405(d)
Estimated 3-Year Funding	Estimated 3-year Funding $7,240,000.00
Considerations to determine projects	Public Feedback and Crash Location Data will help identify messaging target demographics and geographical deployment of messaging. The enforcement effort is evidence-based, which will prevent traffic violations, crashes, and crash fatalities and injuries in locations most at risk. The enforcement program will continuously be evaluated, and the necessary adjustments will be made.
Uniform Guideline/ NHTSA Assessment Recommendations and Description	Taken from Uniform Guidelines No. 8. Impaired Driving: B. ENFORCEMENT Each State should conduct frequent, highly visible, well publicized and fully coordinated impaired driving (including zero tolerance) law enforcement efforts throughout the State, especially in locations where alcohol-related fatalities most often occur. To maximize visibility, States

	should maximize contact between officers and drivers using sobriety checkpoints and saturation patrols and should widely publicize these efforts—before, during, and after they occur. Highly visible, highly publicized efforts should be conducted periodically and on a sustained basis throughout the year. To maximize resources, the State should coordinate efforts among State, county, municipal, and tribal law enforcement agencies. States should utilize law enforcement liaisons for activities such as promotion of national and local mobilizations and increasing law enforcement participation in such mobilizations, and for collaboration with local chapters of police groups and associations that represent diverse groups to gain support for enforcement efforts. Each State should coordinate efforts with liquor law enforcement officials. To increase the probability of detection, arrest, and prosecution, participating officers should receive training in the latest law enforcement techniques, including Standardized Field Sobriety Testing, and selected officers should receive training in media relations and Drug Evaluation and Classification (DEC). C. PUBLICIZING HIGH VISIBILITY ENFORCEMENT Each State should communicate its impaired driving law enforcement efforts and other elements of the criminal justice system to increase the public perception of the risks of detection, arrest, prosecution and sentencing for impaired driving. Each State should develop and implement a year-round communications plan that provides emphasis during periods of heightened enforcement, provides sustained coverage throughout the year, includes both paid and earned media and uses messages consistent with national campaigns. Publicity should be culturally relevant, appropriate to the audience, and based on market research
Adjustments to countermeasure strategy for programming funds	Funding has been adjusted to increase the amount of this countermeasure strategy in order to try and affect changes in the impaired driving fatalities and serious injuries. High Visibility Enforcement and corresponding media campaigns are integral parts of AOHS's safety programming. AOHS is increasing the amounts for paid media and enforcement, as well as incorporating the purchase of personal breath testers for participating agencies to enhance their enforcement efforts.

Project Name: Drive Sober or Get Pulled Over High Visibility Enforcement Campaign

Project Number

2026-ID-DS-27

Primary Countermeasure Strategy ID:

Decrease the rates of crashes caused by impaired drivers.

Intended Subrecipients

Enterprise State Community College- Post Secondary Education

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405d	**High Visibility Enforcement Support**	**$42,800.00**	**No**	**No**

Project Description

The Southeast Region of Alabama will have a High Visibility Enforcement program for the two-week period of the national Drive Sober or Get Pulled Over campaign for FY 2024. The enforcement program will consist of members from the Municipal Law Enforcement Agencies and County Sheriffs in the counties of Autauga, Barbour, Bullock, Butler, Chambers, Clay, Coffee, Covington, Crenshaw, Dale, Geneva, Henry, Houston, Lee, Lowndes, Macon, Montgomery, Pike, Randolph, Russell, and Tallapoosa. This campaign will begin in August and conclude shortly after Labor Day, in line with the dates for the national Drive Sober or Get Pulled Over campaign.

Project Name: Drive Sober or Get Pulled Over High Visibility Enforcement Campaign

Project Number

2026-ID-DS-14

Primary Countermeasure Strategy ID:

Decrease the rates of crashes caused by impaired drivers.

Intended Subrecipients

Mobile County Commission- Unit of Local Government

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405d	**High Visibility Enforcement Support**	**$51,000.00**	**No**	**No**

Project Description

The Southwest Region of Alabama will have a High Visibility Enforcement program for Drive Sober or Get Pulled Over. The enforcement program will consist of members from the Municipal Law Enforcement Agencies, County Sheriffs in Baldwin, Bibb, Chilton Choctaw, Conecuh, Clark, Dallas, Escambia, Greene, Hale, Marengo, Mobile, Monroe, Perry, Pickens, Sumter, Tuscaloosa, Washington, and Wilcox Counties. This campaign will begin in August and conclude shortly after Labor Day, in line with the dates for the national campaign.

Project Name: Drive Sober or Get Pulled Over High Visibility Enforcement Campaign

Project Number

2026-ID-DS-19

Primary Countermeasure Strategy ID:

Decrease the rates of crashes caused by impaired drivers.

Intended Subrecipients

Franklin County Commission- Unit of Local Government

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405d	**High Visibility Enforcement Support**	**$62,400.00**	**No**	**No**

Project Description

The North Central region of Alabama will have a High Visibility Enforcement program for Drive Sober or Get Pulled Over. The enforcement program will consist of members from the Municipal Law Enforcement Agencies and County Sheriffs in the counties of Colbert, Cullman, De Kalb, Fayette, Franklin, Jackson, Lamar, Lauderdale, Lawrence, Limestone, Madison, Marion, Marshall, Morgan, Walker, and Winston. This campaign will begin in August and conclude shortly after Labor Day, in line with the dates for the national Drive Sober or Get Pulled Over campaign.

Project Name: Drive Sober or Get Pulled Over High Visibility Enforcement Campaign

Project Number

2026-ID-DS-48

Primary Countermeasure Strategy ID:

Decrease the rates of crashes caused by impaired drivers.

Intended Subrecipients

Central Alabama Community College- Post Secondary Education

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405d	**High Visibility Enforcement Support**	**$43,800.00**	**No**	**No**

Project Description

The East Central region of Alabama will have a High Visibility Enforcement program for Drive Sober or Get Pulled Over. The enforcement program will consist of members from the Municipal Law Enforcement Agencies and County Sheriffs in the counties of Blount, Calhoun, Cherokee, Cleburne, Coosa, Elmore, Etowah, Jefferson, Shelby, St. Clair, and Talladega. This campaign will begin in August and conclude shortly after Labor Day, in line with the dates for the national Drive Sober or Get Pulled Over campaign.

Project Name: Impaired Driving High Visibility Enforcement Campaign

Project Number

2026-ID-M5-7

Primary Countermeasure Strategy ID:

Decrease the rates of crashes caused by impaired drivers.

Intended Subrecipients

Alabama Law Enforcement Agency – State Agency

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405d	**High Visibility Enforcement**	**$600,000.00**	**No**	**No**

Project Description

There will be four local Alcohol High Visibility Enforcement projects during the coming year as well as one statewide Alcohol High Visibility Enforcement project. Each of these projects will focus on alcohol-related Hotspot crashes and the problem locations that have been identified across the state. One project will take place in each of the four CTSP/LEL regions and the statewide project will be conducted by the Alabama Law Enforcement Agency (ALEA). By conducting these HVE projects, additional evidence-based efforts can be focused on the reduction of impaired driving related crashes. The law enforcement activity will be sustained for twelve (12) months. The enforcement will be intended to cover the entire state, but specific post locations are in Montgomery, Opelika, Alex City, Florence, Hamilton, Decatur, Huntsville, Gadsden, Birmingham, Jacksonville, Mobile, Grove Hill, Evergreen, Dothan, Troy, Selma, and Tuscaloosa.

However, at least three additional "Drive Sober or Get Pulled Over" mobilizations will take place during holiday periods known for increased travel and a higher potential for impaired motorists to be on the roadways and in conjunction with a paid media campaign. These periods include Christmas and New Year's, St. Patrick's Day, and the Fourth of July. For the eighth year since 2015, this HVE campaign will be accompanied by a comprehensive, multiplatform media campaign throughout the state. The enforcement effort is evidence-based, which will prevent traffic violations, crashes, and crash fatalities and injuries in locations most at risk. The enforcement program will continuously be evaluated, and the necessary adjustments will be made.

Project Name: Impaired Driving High Visibility Enforcement Campaign

Project Number

2026-ID-M5-49

Primary Countermeasure Strategy ID:

Decrease the rates of crashes caused by impaired drivers.

Intended Subrecipients

Central Alabama Community College- Post Secondary Education

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405d	**High Visibility Enforcement**	**$365,000.00**	**No**	**No**

Project Description

There will be four local Alcohol High Visibility Enforcement projects during the coming year as well as one statewide Alcohol High Visibility Enforcement project. Each of these projects will focus on alcohol-related Hotspot crashes and the problem locations that have been identified across the state. One project will take place in each of the four CTSP/LEL regions and the statewide project will be conducted by the Alabama Law Enforcement Agency (ALEA). By conducting these HVE projects, additional evidence-based efforts can be focused on the reduction of impaired driving related crashes. The law enforcement activity will be sustained for twelve (12) months. The counties that the East Central Alabama Highway Safety Office serves are Blount, Calhoun, Cherokee, Cleburne, Coosa, Elmore, Etowah, Jefferson, Shelby, St. Clair, and Talladega.

However, at least three additional "Drive Sober or Get Pulled Over" mobilizations will take place during holiday periods known for increased travel and a higher potential for impaired motorists to be on the roadways and in conjunction with a paid media campaign. These periods include Christmas and New Year's, St. Patrick's Day, and the Fourth of July. This HVE campaign will be accompanied by a comprehensive, multiplatform media campaign throughout the state. The enforcement effort is evidence-based, which will prevent traffic violations, crashes, and crash fatalities and injuries in locations most at risk. The enforcement program will continuously be evaluated, and the necessary adjustments will be made.

Project Name: Impaired Driving High Visibility Enforcement Campaign

Project Number

2026-ID-M5-25

Primary Countermeasure Strategy ID:

Decrease the rates of crashes caused by impaired drivers.

Intended Subrecipients

Enterprise State Community College- Post Secondary Education

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405d	**High Visibility Enforcement**	**$300,000.00**	**No**	**No**

Project Description

There will be four local Alcohol High Visibility Enforcement projects during the coming year as well as one statewide Alcohol High Visibility Enforcement project. Each of these projects will focus on alcohol-related Hotspot crashes and the problem locations that have been identified across the state. One project will take place in each of the four CTSP/LEL regions and the statewide project will be conducted by the Alabama Law Enforcement Agency (ALEA). By conducting these HVE projects, additional evidence-based efforts can be focused on the reduction of impaired driving related crashes. The law enforcement activity will be sustained for twelve (12) months. The counties that the Southeast Alabama Highway Safety Office serves are Autauga, Barbour, Bullock, Butler, Chambers, Clay, Coffee, Covington, Crenshaw, Dale, Geneva, Henry, Houston, Lee, Lowndes, Macon, Montgomery, Pike, Randolph, Russell, and Tallapoosa.

However, at least three additional "Drive Sober or Get Pulled Over" mobilizations will take place during holiday periods known for increased travel and a higher potential for impaired motorists to be on the roadways and in conjunction with a paid media campaign. These periods include Christmas and New Year's, St. Patrick's Day, and the Fourth of July. This HVE campaign will be accompanied by a comprehensive, multiplatform media campaign throughout the state. The enforcement effort is evidence-based, which will prevent traffic violations, crashes, and crash fatalities and injuries in locations most at risk. The enforcement program will continuously be evaluated, and the necessary adjustments will be made.

Project Name: Impaired Driving High Visibility Enforcement Campaign

Project Number

2026-ID-M5-15

Primary Countermeasure Strategy ID:

Decrease the rates of crashes caused by impaired drivers.

Intended Subrecipients

Mobile County Commission- Unit of Local Government

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405d	**High Visibility Enforcement**	**$225,000.00**	**No**	**No**

Project Description

There will be four local Alcohol High Visibility Enforcement projects during the coming year as well as one statewide Alcohol High Visibility Enforcement project. Each of these projects will focus on alcohol-related Hotspot crashes and the problem locations that have been identified across the state. One project will take place in each of the four CTSP/LEL regions and the statewide project will be conducted by the Alabama Law Enforcement Agency (ALEA). By conducting these HVE projects, additional evidence-based efforts can be focused on the reduction of impaired driving related crashes. The law enforcement activity will be sustained for twelve (12) months. The counties covered by this project are Baldwin, Bibb, Chilton Choctaw, Conecuh, Clark, Dallas, Escambia, Greene, Hale, Marengo, Mobile, Monroe, Perry, Pickens, Sumter, Tuscaloosa, Washington, and Wilcox Counties.

However, at least three additional "Drive Sober or Get Pulled Over" mobilizations will take place during holiday periods known for increased travel and a higher potential for impaired motorists to be on the roadways and in conjunction with a paid media campaign. These periods include Christmas and New Year's, St. Patrick's Day, and the Fourth of July. This HVE campaign will be accompanied by a comprehensive, multiplatform media campaign throughout the state. The enforcement effort is evidence-based, which will prevent traffic violations, crashes, and crash fatalities and injuries in locations most at risk. The enforcement program will continuously be evaluated, and the necessary adjustments will be made.

Project Name: Impaired Driving High Visibility Enforcement Campaign

Project Number

2026-ID-M5-21

Primary Countermeasure Strategy ID:

Decrease the rates of crashes caused by impaired drivers.

Intended Subrecipients

Franklin County Commission- Unit of Local Government

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405d	**High Visibility Enforcement**	**$1,078,000.00**	**No**	**No**

Project Description

There will be four local Alcohol High Visibility Enforcement projects during the coming year as well as one statewide Alcohol High Visibility Enforcement project. Each of these projects will focus on alcohol-related Hotspot crashes and the problem locations that have been identified across the state. One project will take place in each of the four CTSP/LEL regions and the statewide project will be conducted by the Alabama Law Enforcement Agency (ALEA). By conducting these HVE projects, additional evidence-based efforts can be focused on the reduction of impaired driving related crashes. The law enforcement activity will be sustained for twelve (12) months in the counties of Colbert, Cullman, De Kalb, Fayette, Franklin, Jackson, Lamar, Lauderdale, Lawrence, Limestone, Madison, Marion, Marshall, Morgan, Walker, and Winston.

However, at least three additional "Drive Sober or Get Pulled Over" mobilizations will take place during holiday periods known for increased travel and a higher potential for impaired motorists to be on the roadways and in conjunction with a paid media campaign. These periods include Christmas and New Year's, St. Patrick's Day, and the Fourth of July. This HVE campaign will be accompanied by a comprehensive, multiplatform media campaign throughout the state. The enforcement effort is evidence-based, which will prevent traffic violations, crashes, and crash fatalities and injuries in locations most at risk. The enforcement program will continuously be evaluated, and the necessary adjustments will be made. To detect and remove impaired drivers from Alabama's roadways, Franklin County Commission will assist ADECA/LETS with the purchase of preliminary breath testing (PBT) instrument(s) for law enforcement agencies throughout the state.

Project Name: Impaired Driving Paid Media Campaign

Project Number

2026-ID-PM-39

Primary Countermeasure Strategy ID:

Decrease the rates of crashes caused by impaired drivers.

Intended Subrecipients

Auburn University – University

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405d	**High Visibility Enforcement**	**$ 1,113,441.26**	**No**	**Yes**

* an estimated $1,000,000 in FY 2022 IIJA Funds will be spent through this project ,

Project Description

Alabama will fund High Visibility Impaired Driving Enforcement paid media campaigns. The campaign messages will be placed and aired during holiday periods known for increased travel and a higher potential for impaired motorists to be on the roadways. These periods include Christmas and New Year's, St. Patrick's Day, Cinco de Mayo, and the Fourth of July. Along with traditional print, radio and television advertisements, Auburn University will use additional means of reaching the motoring public. Through professional services contracts, Alabama will be also able to place campaign messages in movie theatres, as well as participate in an increased online presence via web ads and newer mediums such as iHeart Radio, Spotify, and Pandora. These ads will be designed to target overrepresented demographic groups in impaired driving crash data, as well as locations identified during the Public Input Survey responses as higher risk. Identified focus groups include males aged 21-40. Rural locations are also overrepresented in impaired driving classes, so online ads will be geared towards users in counties such as rural Baldwin, Madison, Cullman, Limestone, and Marshall; cities targeted will include Rural Mobile, Rural Madison, Rural Cullman, Rural Baldwin, Rural Limestone, and Rural Tuscaloosa.

Countermeasure Strategy	Increase the number of law enforcement professionals trained in the identification of impaired drivers on the roadways.
Problem being addressed and description of the Link between problem and strategy	The five-year average of impaired driving fatalities in Alabama is 269 (2019-2023). Alabama is one of 49 states and the District of Columbia to implement the Drug Evaluation and Classification Program (DECP). At the heart of this program is the Drug Recognition Expert (DRE). A DRE is a law enforcement officer trained in detecting and recognizing impairment caused by substances other than alcohol.
List of Countermeasure(s) and Justification	Enforcement Training -Drug Recognition Expert Training Program (UG #8)
Performance Target and Link between Strategy and Target	Performance Measures Affected C-1) Number of traffic fatalities (FARS) C-2) Number of Serious Injuries C-3) Fatalities Per 100 Million Vehicle Miles Driven C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) The presence of DREs in Alabama will impact both the highway and the courtroom. A Drug Recognition Expert Program (DRE) will be funded to train and certify law enforcement officers from various agencies around Alabama as Drug Recognition Experts. The continuation and expansion of this program in Alabama will enable law enforcement officers to better detect, apprehend, assess, document, and subsequently help the prosecutor prove, in court, the defendant was under the influence of a drug while driving (or committing any other improper act, e.g., domestic violence and homicide).
Estimated Funding Source	Federal Fund Description Section 405(d)
Estimated 3-Year Funding	$1,550,000.00
Considerations to determine projects	Traffic Safety Data and Citation Information will help determine target locations and agencies for program management and administration.
Uniform Guideline/ NHTSA Assessment Recommendations and Description	From *Uniform Guidelines* No. 8: To increase the probability of detection, arrest, and prosecution, participating officers should receive training in the latest law enforcement techniques, including Standardized Field Sobriety Testing, and selected officers should receive training in media relations and Drug Evaluation and Classification (DEC).
Adjustments to countermeasure strategy for programming funds	There is no funding structure changes for this project. DRE training will remain a valuable strategy for addressing impaired driving. The award amounts set aside for this project should be adequate at meeting the needs of the program.

Project: Drug Recognition Expert Training Program

Project Number

2026-ID-DR-6

Primary Countermeasure Strategy ID:

Increase the number of law enforcement professionals trained in the identification of impaired drivers on the roadways.

Intended Subrecipients

Alabama Law Enforcement Agency – State Agency

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA 405d	**Mid Training**	**$503,447.78**	**No**	**No**
IIJA 405d Supplemental	**Mid Training**	**$200,000.00**	**No**	**No**

Project Description

The goal of the Drug Recognition Expert Program (DRE) 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.

While the DRE training and certified DREs affect the entire state, training classes will take place in the cities of Selma, Troy, Jasper, and Orange Beach, AL as well as other locations upon request and confirmation. Training classes are posted on https://www.aidep.alea.gov/our_classes/all_training_dates.php.

Countermeasure Strategy	Increase the rate of successful DUI prosecution in the state through education and training of law enforcement, prosecutors, judges, and related occupations.
Problem being addressed and description of the Link between problem and strategy	The five-year average of impaired driving fatalities in Alabama is 283 (2019-2023). By offering educational opportunities and technical support throughout the state, courts are better prepared to prosecute DWI offenders.
List of Countermeasure(s) and Justification	Traffic Safety Resource Prosecutor (UG #8)
Performance Target and Link between Strategy and Target	Performance Measures Affected C-1) Number of traffic fatalities (FARS) C-2) Number of Serious Injuries C-3) Fatalities Per 100 Million Vehicle Miles Driven C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) Alabama's state's goal is to achieve both specific and general deterrence through goals defined as: •Specific deterrence focuses on individual offenders and seeks to ensure that impaired drivers will be detected, arrested, prosecuted, and subject to swift, sure, and appropriate sanctions, and thereby reduce recidivism. •General deterrence seeks to increase the public perception that impaired drivers will face severe consequences, thus discouraging all individuals from driving impaired.
Estimated Funding Source	Section 402
Estimated 3-Year Funding	$650,000.00
Considerations to determine projects	Traffic Safety Data, Citation Information
Uniform Guideline/ NHTSA Assessment Recommendations and Description	From *Uniform Guidelines* No. 8: States should implement a comprehensive program to prosecute and publicize impaired-driving-related efforts, including use of experienced prosecutors (e.g., traffic safety resource prosecutors), to help coordinate and deliver training and technical assistance to prosecutors handling impaired driving cases throughout the State visibly, aggressively, and effectively.
Adjustments to countermeasure strategy for programming funds	There have been no changes made to the funding structure of this countermeasure strategy. The TSRP program is a vital part of addressing impaired driving in our state, but our office does not anticipate needing to adjust the award amount in this fiscal year.

Project: Traffic Safety Resource Prosecutor

Project Number

2026-FP-AL-28

Primary Countermeasure Strategy ID:

Increase the rate of successful DUI prosecution in the state through education and training of law enforcement, prosecutors, judges, and related occupations.

Intended Subrecipients

Office of Prosecution Services – State Agency

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 405d	**Prosecutor Training**	**$254,504.70**	**No**	**No**

Project Description

The TSRP program will provide prosecutors and local law enforcement with a veteran prosecutor that will provide training, education, legal research, and technical assistance on traffic safety-related issues. Additional goals of the TSRP program are to develop strategies and tactics that reduce impaired driving injuries and fatalities. This program provides services to attorneys, judges, law enforcement, and other traffic safety partners across the state. Implementation of this grant project in the State of Alabama will include the following activities:

- The Traffic Safety Resource Prosecutor to act as a liaison to judges, prosecutors, law enforcement officers, and other traffic safety professionals. This individual will conduct training sessions both regionally and statewide- at this time locations have not been confirmed.
- Collaborate with Law Enforcement agencies to streamline the education on impaired driving and traffic crash cases. The TSRP will teach at the police academies in Selma, AL.
- Implement effective prosecution techniques at least two (3) TSRP training sessions, locations have not been confirmed at this time.

Program Area: Distracted Driving

Countermeasure Strategies in Program Area

Countermeasure Strategy	Decrease the amount of distracted driving crashes in Alabama
Problem being addressed and description of the Link between problem and strategy	While we know Distracted Driving crashes are underreported, there were 49 distracted driving related fatalities in Alabama in 2024. Public education can be a deterrent to this dangerous behavior.
List of Countermeasure(s) and Justification	5.19 Communications and Outreach on Distracted Driving CTW notes that there is strong public support for outreach on Distracted Driving and gives examples of national campaigns. This outreach campaign will be informed using the results of a planned observational survey and comes at the beginning of a new hands-free law in Alabama that became effective in 2024. Based on these factors, AOHS feels this will be a worthy countermeasure to effect change.
Performance Target and Link between Strategy and Target	C-1) Number of traffic fatalities (FARS) C-2) Number of Serious Injuries C-3) Fatalities Per 100 Million Vehicle Miles Driven Alabama will craft and administer a comprehensive, community-based communication and outreach program educating the public on the dangers of driving while distracted. AOHS is partnering with ADPH and creating a program that is modeled after their tobacco education curriculum, which has had great success in the state. Alabama feels that by looking at crash data and public feedback, an education program targeting overrepresented and underserved communities on the dangers of distracted will prove effective. The program will be modeled after the state health department's Tobacco Cessation education program.
Estimated Funding Source	402 and State Funding
Estimated 3-Year Funding	$1,000,000.00
Considerations to determine projects	Public Feedback, Crash Location Data will aid in identifying program locations.

Uniform Guideline/ NHTSA Assessment Recommendations and Description	Uniform Guidelines does not currently have a section for Distracted Driving. However, modeling this request after the Occupant Protection Program guidelines can give structure to planned activities. In No 20., the Outreach section lists the following components: Each State should encourage extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community. Representation from the health, business, and education sectors, and from diverse populations within the community, should be encouraged. Community involvement should broaden public support for the State's programs and increase a State's ability to deliver highway safety education programs. To encourage statewide and community involvement, States should: Establish a coalition or task force of individuals and organizations to actively promote use of occupant protection systems. Create an effective communications network among coalition members to keep members informed about issues. Provide culturally relevant material and resources necessary to conduct occupant protection education programs, especially directed toward young people, in local settings; and Provide material and resources necessary to conduct occupant protection education programs, especially directed toward specific cultural or otherwise diverse populations represented in the State and in its political subdivisions. States should undertake a variety of outreach programs to achieve statewide and community involvement in occupant protection education, as described below. Programs should include outreach to diverse populations, health and medical communities, schools and employers
Adjustments to countermeasure strategy for programming funds	Distracted Driving continues to be a focus of AOHS, and the planned activities connected to the strategy will be deployed in the same manner as the previous year.

Project: Distracted Driving Communication Program

Project Number

2026-M8-DD-34

Primary Countermeasure Strategy ID

Decrease the amount of distracted driving crashes in Alabama

Intended Subrecipients

Alabama Department of Public Health – State Agency

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Distracted Driving**	**$210,000.00**	**No**	**No**

Project Description

ADPH will work with schools and agencies across the state to share information and conduct training on Distracted Driving. Planned deployment of the educational programs will eventually cover all seven public health districts in the State. The first year of the program has the goal of conducting 48 events in the locations secured by the program coordinator. Target locations will be middle and high schools in Mobile, Montgomery, Birmingham, and Huntsville.

Project: Distracted Driving Paid Media

Project Number

2026-TF-PM-20

Primary Countermeasure Strategy ID

Decrease the number of distracted driving crashes in Alabama

Intended Subrecipients

Auburn University – University

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
Trust Fund	**Distracted Driving**	**$160,740.00**	**No**	**No**

Project Description

The Auburn MPG will collaborate with ADECA/LETS in the creation of impactful graphic designs that communicate a concise message on the dangers of distracted driving and coordinate the distribution of digital tickets for high school events with Click Media throughout the state. A component of the variable messaging creatives will also contain pedestrian focuses on geolocations targeted at higher-than-normal occurrences. This campaign will be launched statewide at over 400 high schools in the state, which will cover every county in Alabama.

Program Area: Pedestrian Safety

Countermeasure Strategies in Program Area

Countermeasure Strategy	Bike/Ped Training
Problem being addressed and description of the Link between problem and strategy	Alabama's five- year average of Pedestrian Fatalities is 124 (2019-2023). Educating children on safe biking/walking behaviors can lower the rates of serious injuries and fatalities.
List of Countermeasure(s) and Justification	9.23 Elementary- Age Child Pedestrian Training (CTW 3 Stars)
Performance Target and Link between Strategy and Target	C-1) Number of traffic fatalities (FARS) C-2) Number of Serious Injuries C-3) Fatalities Per 100 Million Vehicle Miles Driven C-10) Pedestrian Fatalities Alabama is planning to fund a program that would train school age children in safe ways to bike and walk in their community and to school. The aim would be that this education affects pedestrian behavior and prevent serious injuries and fatalities.
Estimated Funding Source	Section 402
Estimated 3-Year Funding	$200,000.00
Considerations to determine projects	Traffic Safety data, Crash Location Data, Planned Participation and Engagement Feedback
Uniform Guideline/ NHTSA Assessment Recommendations and Description	*"Uniform Guidelines for State Highway Safety Programs"* highlights the components of a comprehensive community pedestrian and bicycle communication program. "Communication programs and materials should be culturally relevant and multilingual as appropriate, and should address issues such as: • Visibility, or conspicuity, in the traffic system. • Correct use of facilities and accommodations. • Law enforcement initiatives. • Proper street-crossing behavior.

	• Safe practices near school buses, including loading and unloading practices. • The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries. • Driver training in pedestrian and bicycle safety. • Rules of the road. • Proper selection, use, fit, and maintenance of bicycles and bicycles helmets. • Skills training of bicyclists. • Sharing the road safely among motorists and bicyclists; and • The dangers that aggressive driving, including speeding, pose for pedestrians and bicyclists.”
Adjustments to countermeasure strategy for programming funds	This is a new countermeasure strategy for AOHS in addressing Pedestrian Safety. This strategy was selected after a NHTSA - facilitated assessment identified additional educational opportunities our state could state. The funding level was determined after researching start up program costs for training equipment and associated expenses.

Program Area: Police Traffic Services

Countermeasure Strategies in Program Area

Countermeasure Strategy	Decrease traffic fatalities and serious injuries related to speeding, restraint deficiency, impaired driving, CMV caused, and pedestrian related crashes.
Problem being addressed and description of the Link between problem and strategy	Alabama's five-year average of traffic fatalities is 962 (2019-2023). High Visibility Enforcement is shown to be a strong deterrent in multiple focus areas covered in this year-round enforcement campaign.
List of Countermeasure(s) and Justification	High Visibility Enforcement (UG #19)
	Community Traffic Safety Program (UC #19)
Performance Target and Link between Strategy and Target	C-1) Number of traffic fatalities (FARS) C-2) Number of Serious Injuries C-3) Fatalities Per 100 Million Vehicle Miles Driven C-5) Alcohol-Impaired Driving Fatalities C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions C-6) Speeding-Related Fatalities C-9) Drivers Age 20 or Younger Involved in Fatal Crashes C-10) Pedestrian Fatalities There will be four local and one state Selective Traffic Enforcement Program (STEP) projects during the coming year. Each of these STEP projects will focus on Hotspot crashes and the problem locations that have been identified across the state. One STEP project will take place in each of the four CTSP/LEL regions and the statewide STEP project will be conducted in conjunction with the ALEA. By conducting these STEP projects, additional efforts can be focused on the reduction of impaired driving related crashes and speed 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 will continuously be evaluated, and the necessary adjustment will be made. CTSP/LEL – will provide coordination for the local implementations of the statewide evidence-based enforcement program, and the CTSP/LEL Coordinators and the administrative support for their offices will be maintained. The major focus of the CTSP/LEL efforts is involved with assuring the effective execution of focused evidence-based selective enforcement on alcohol and speed hotspots. This covers three of the four basic strategies

	recommended in *Countermeasures that Work* to reduce alcohol-impaired crashes and drinking and driving: (1) Deterrence: enact, publicize, enforce, and adjudicate laws prohibiting alcohol-impaired driving so that people choose not to drive impaired; (2) Prevention: reduce drinking and keep drinkers from driving; and (3) Communications and outreach: inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.
Estimated Funding Source	Section 402
Estimated 3-Year Funding	$14,000,000.00
Considerations to determine projects	Traffic Safety and Crash Location Data will assist in locating appropriate locations and partners for the project.
Uniform Guideline/ NHTSA Assessment Recommendations and Description	Guideline No. 15 from "Uniform Guidelines for State Highway Safety Programs" for State Highway Safety Programs states, "Each State, in cooperation with its political subdivisions, tribal governments, and other parties as appropriate, should develop and implement a comprehensive highway safety program, reflective of State demographics, to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads. The highway safety program should include a traffic enforcement services program designed to enforce traffic laws and regulations; reduce traffic-crashes and resulting fatalities and injuries; provide aid and comfort to the injured; investigate and report specific details and causes of traffic crashes; supervise traffic crash and highway incident clean-up; and maintain safe and orderly movement of traffic along the highway system. "
Adjustments to countermeasure strategy for programming funds	This is not a new countermeasure for AOHS. However, the state is increasing the expected 3-year funding amount to cover the additional amounts allocated for additional focus areas within the HVE efforts. These additional focus areas are pedestrians, large truck involved, and right-of-way crashes.

Project: Community Traffic Safety Program

Project Number

2026-FP-CP-23

Primary Countermeasure Strategy ID

Decrease traffic fatalities and serious injuries related to speeding, restraint deficiency, impaired driving, CMV caused, and pedestrian related crashes.

Intended Subrecipients

Enterprise State Community College- Post Secondary Education

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Community Traffic Safety Program**	**$203,067.36**	**No**	**No**

Project Description

The major focus of the CTSP/LEL efforts is involved with assuring the effective execution of focused evidence-based selective enforcement on data determined hotspots. This project will cover a full-time regional CTSP position to administer the overtime enforcement projects in their area. The CTSP/ LEL position services the Southeast Alabama region, which includes the counties of Autauga, Barbour, Bullock, Butler, Chambers, Clay, Coffee, Covington, Crenshaw, Dale, Geneva, Henry, Houston, Lee, Lowndes, Macon, Montgomery, Pike, Randolph, Russell, and Tallapoosa.

Project: Community Traffic Safety Program

Project Number

2026-FP-CP-18

Primary Countermeasure Strategy ID

Decrease traffic fatalities and serious injuries related to speeding, restraint deficiency, impaired driving, CMV caused, and pedestrian related crashes.

Intended Subrecipients

Franklin County Commission- Unit of Local Government

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Community Traffic Safety Program**	**$225,692.48**	**No**	**No**

Project Description

The major focus of the CTSP/LEL efforts is involved with assuring the effective execution of focused evidence-based selective enforcement on data determined. This project will cover a full-time regional CTSP position to administer the overtime enforcement projects in their area. The CTSP/ LEL position services the North Alabama region, which includes the counties of Colbert, Cullman, De Kalb, Fayette, Franklin, Jackson, Lamar, Lauderdale, Lawrence, Limestone, Madison, Marion, Marshall, Morgan, Walker, and Winston.

Project: Community Traffic Safety Program

Project Number

2026-FP-CP-16

Primary Countermeasure Strategy ID

Decrease traffic fatalities and serious injuries related to speeding, restraint deficiency, impaired driving, CMV caused, and pedestrian related crashes.

Intended Subrecipients

Mobile County Commission- Unit of Local Government

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Community Traffic Safety Program**	**$224,729.81**	**No**	**No**

Project Description

The major focus of the CTSP/LEL efforts is involved with assuring the effective execution of focused evidence-based selective enforcement on data determined hot spots. This project will cover a full-time regional CTSP position to administer the overtime enforcement projects in their area. The CTSP/ LEL position services the Southwest Alabama region, which includes the counties of Baldwin, Bibb, Choctaw, Conecuh, Clark, Dallas, Escambia, Greene, Hale, Marengo, Mobile, Monroe, Perry, Sumter, Washington, and Wilcox.

Project: Community Traffic Safety Program

Project Number

2026-FP-CP-47

Primary Countermeasure Strategy ID

Decrease traffic fatalities and serious injuries related to speeding, restraint deficiency, impaired driving, CMV caused, and pedestrian related crashes.

Intended Subrecipients

Central Alabama Community College- Post Secondary Education

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Community Traffic Safety Program**	**$200,000.00**	**No**	**No**

Project Description

The major focus of the CTSP/LEL efforts is involved with assuring the effective execution of focused evidence-based selective enforcement on data determined hotspots. This project will cover a full-time regional CTSP position to establish the Highway Safety Office in the East Central Region. The position services the East Central Alabama region, which includes the counties of Blount, Calhoun, Cherokee, Cleburne, Coosa, Elmore, Etowah, Jefferson, Shelby, St. Clair, and Talladega.

Project: Selective Traffic Enforcement Program

Project Number

2026-FP-PT-04

Primary Countermeasure Strategy ID

Decrease traffic fatalities and serious injuries related to speeding, restraint deficiency, impaired driving, CMV caused, and pedestrian related crashes.

Intended Subrecipients

Mobile County Commission- Unit of Local Government

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Traffic Enforcement Services**	**$975,000.00**	**No**	**No**

Project Description

To implement the State's Evidence-Based Enforcement Plan, there will be four local Selective Traffic Enforcement Program (STEP) projects during the coming year as well as one statewide STEP project. Each of these STEP projects will focus on Hotspot crashes and the problem locations that have been identified across the state. One STEP project will take place in each of the four CTSP/LEL regions and the statewide STEP project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). By conducting these STEP projects, additional efforts can be focused on the reduction of impaired driving related crashes and speed related crashes. The Law Enforcement activity will be sustained for twelve (12) months. 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 will continuously be evaluated, and the necessary adjustment will be made. This STEP project will take place in the counties of Baldwin, Bibb, Choctaw, Conecuh, Clark, Dallas, Escambia, Greene, Hale, Marengo, Mobile, Monroe, Perry, Sumter, Washington, and Wilcox.

Project: Selective Traffic Enforcement Program

Project Number

2026-FP-PT-8

Primary Countermeasure Strategy ID

Decrease traffic fatalities and serious injuries related to speeding, restraint deficiency, impaired driving, CMV caused, and pedestrian related crashes.

Intended Subrecipients

Alabama Law Enforcement Agency – State Agency

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Traffic Enforcement Services**	**$ 400,000.00**	**No**	**No**
IIJA NHTSA 402 Supplemental	**Traffic Enforcement Services**	**$ 400,000.00**	**No**	**No**

Project Description

To implement the State's Evidence-Based Enforcement Plan, there will be four local Selective Traffic Enforcement Program (STEP) projects during the coming year as well as one statewide STEP project. Each of these STEP projects will focus on Hotspot crashes and the problem locations that have been identified across the state. One STEP project will take place in each of the four CTSP/LEL regions and the statewide STEP project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). By conducting these STEP projects, additional efforts can be focused on the reduction of impaired driving related crashes and speed related crashes. The Law Enforcement activity will be sustained for twelve (12) months. 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 will continuously be evaluated, and the necessary adjustment will be made. The enforcement will be intended to cover the entire state, but specific post locations are in Montgomery, Opelika, Alex City, Florence, Hamilton, Decatur, Huntsville, Gadsden, Birmingham, Jacksonville, Mobile, Grove Hill, Evergreen, Dothan, Troy, Selma, and Tuscaloosa.

Project: Selective Traffic Enforcement Program

Project Number

2026-FP-PT-20

Primary Countermeasure Strategy ID

Decrease traffic fatalities and serious injuries related to speeding, restraint deficiency, impaired driving, CMV caused, and pedestrian related crashes.

Intended Subrecipients

Franklin County Commission-Unit of Local Government

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Traffic Enforcement Services**	**$ 1,300,000.00**	**No**	**No**

Project Description

To implement the State's Evidence-Based Enforcement Plan, there will be four local Selective Traffic Enforcement Program (STEP) projects during the coming year as well as one statewide STEP project. Each of these STEP projects will focus on Hotspot crashes and the problem locations that have been identified across the state. One STEP project will take place in each of the four CTSP/LEL regions and the statewide STEP project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). By conducting these STEP projects, additional efforts can be focused on the reduction of impaired driving related crashes and speed related crashes. The Law Enforcement activity will be sustained for twelve (12) months. 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 will continuously be evaluated, and the necessary adjustment will be made. The law enforcement activity will be sustained for twelve (12) months in the counties of Colbert, Cullman, De Kalb, Fayette, Franklin, Jackson, Lamar, Lauderdale, Lawrence, Limestone, Madison, Marion, Marshall, Morgan, Walker, and Winston.

Project: Selective Traffic Enforcement Program

Project Number

2026-FP-PT-24

Primary Countermeasure Strategy ID

Decrease traffic fatalities and serious injuries related to speeding, restraint deficiency, impaired driving, CMV caused, and pedestrian related crashes.

Intended Subrecipients

Enterprise State Community College- Post Secondary Education

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Traffic Enforcement Services**	**$1,035,000.00**	**No**	**No**

Project Description

To implement the State's Evidence-Based Enforcement Plan, there will be four local Selective Traffic Enforcement Program (STEP) projects during the coming year as well as one statewide STEP project. Each of these STEP projects will focus on Hotspot crashes and the problem locations that have been identified across the state. One STEP project will take place in each of the four CTSP/LEL regions and the statewide STEP project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). By conducting these STEP projects, additional efforts can be focused on the reduction of impaired driving related crashes and speed related crashes. The Law Enforcement activity will be sustained for twelve (12) months. 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 will continuously be evaluated, and the necessary adjustment will be made. This STEP project will take place in the counties of Autauga, Barbour, Bullock, Butler, Chambers, Clay, Coffee, Covington, Crenshaw, Dale, Geneva, Henry, Houston, Lee, Lowndes, Macon, Montgomery, Pike, Randolph, Russell, and Tallapoosa.

Project: Selective Traffic Enforcement Program

Project Number

2026-FP-PT-45

Primary Countermeasure Strategy ID

Decrease traffic fatalities and serious injuries related to speeding, restraint deficiency, impaired driving, CMV caused, and pedestrian related crashes.

Intended Subrecipients

Central Alabama Community College- Post Secondary Education

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA NHTSA 402	**Traffic Enforcement Services**	**$1,305,000.00**	**No**	**No**

Project Description

To implement the State's Evidence-Based Enforcement Plan, there will be four local Selective Traffic Enforcement Program (STEP) projects during the coming year as well as one statewide STEP project. Each of these STEP projects will focus on Hotspot crashes and the problem locations that have been identified across the state. One STEP project will take place in each of the four CTSP/LEL regions and the statewide STEP project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA). By conducting these STEP projects, additional efforts can be focused on the reduction of impaired driving related crashes and speed related crashes. The Law Enforcement activity will be sustained for twelve (12) months. 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 will continuously be evaluated, and the necessary adjustment will be made. This STEP project will take place in the counties of Blount, Calhoun, Cherokee, Cleburne, Coosa, Elmore, Etowah, Jefferson, Shelby, St. Clair, & Talladega.

Program Area: Planning & Administration

Description of Highway Safety Problems

In a coordinated effort over the past four decades, Alabama has been committed to supporting the various NHTSA focus areas. It has done this by meeting the requirements for Section 402 funding since the creation of NHTSA in the late 1960s. AOHS is organized with a central staff and four regional Community Traffic Safety Program (CTSP) Coordinators who report directly to the Governor's Representative. The CTSP Coordinators work closely together with the AOHS central administration to implement all programs that involve local police and county agencies as well as safety advocates.

To manage the AOHS's 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 HSP. Costs include salaries and related personnel benefits for the GRs and for other technical, administrative, and clerical staff in the SHSOs. P&A costs also include office expenses such as travel, equipment, supplies, rent, and utilities necessary to carry out the functions of the SHSO. The level of funding to accommodate the state office's needs is evaluated each year, just as in other program areas.

Alabama's HSP has been consistent over the past decade with the following established attributes:

- **Vision:** To create the safest surface transportation system possible, using comparable metrics from other states in the Southeast to assess progress in maintaining continuous recognizable improvement.
- **Primary ideals:** To save the most lives and reduce the most suffering possible.
- **Countermeasure selection approach:** To apply an *evidence-based* approach that draws upon detailed problem identification efforts to quantify and compare alternatives that are given within the NHTSA document *Countermeasures That Work*.
- **Primary focus:** To implement Evidence-Based Enforcement (E-BE), concentrating on enforcement with special emphasis on speed reduction, impaired driving elimination and increasing the use of restraints; using data that are centered around the hotspot analyses performed for each of these countermeasure subject areas.
- **Implementation Approach:** To stress the necessity for a cooperative effort that involves teamwork and diversity, including all organizations and individuals within the state who have traffic safety interests.
- **Participant mission:** To focus crash reduction countermeasures on the locations with the highest potential for severe crash frequency and severity reduction, as identified for speed and impaired driving, which were the largest two causes of fatal crashes, and for restraint non-use, which is the greatest factor causing increased crash severity.

Project: Planning and Administration

Project Number

PA-26-FP-PA

Primary Countermeasure Strategy ID

Planning & Administration

Intended Subrecipients

NA

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA Act NHTSA 402	**Planning and Administration**	**$700,000.00**	**$700,000.00**	**No**

Project Description

P & A will include 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 her time with NHTSA programs, as well as a Highway Safety Program Manager who charges time for PP&E activities and related activities. Personnel in the indirect cost category will use 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 will be split into 50% Federal and 50% State. The activities of office staff will cover the state and its' communities.

Project: Planning and Administration

Project Number

PA-26-FP-CP

Primary Countermeasure Strategy ID

Planning & Administration- Program Management Costs

Intended Subrecipients

NA

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA Section 402	**Community Traffic Safety Program**	**$ 300,000.00**	**$ 300,000.00**	**No**

Project Description

In addition to P&A support, we have a State Highway Safety Program Supervisor as well as two Program Managers who will work as a centralized point of contact for regional CTSP/LEL offices and act as liaison to municipal, county, state and federal officials or individuals regarding the administration so that program goals and objectives of the 402 Highway Safety program are accomplished effectively within ADECA and NHTSA guidelines. The Program Supervisor or Manager reviews, monitors and recommends program expenditures, assists in the development of program plans, budgets: reviews and recommends grants, contracts and related budgets, assists in the development and reporting of program policies and procedures as necessary to ensure compliance with appropriate rules, regulations and procedures. The activities of office staff will cover the state and its' communities.

Program Area: Young Driver – (Teen Traffic Safety Program)

Countermeasure in Program Area

Countermeasure Strategy	Youth Programs
Problem being addressed and description of the Link between problem and strategy	The five-year average (2019-2023) drivers under 21 years of age fatalities in Alabama is 120. While this is 12.5% of the total fatalities in the same period, young drivers are shown to be overrepresented as the causal driver in fatal crashes.
List of Countermeasure(s) and Justification	According to NHTSA's CTW, Eleventh Edition, young drivers are at greater risk of collisions for two reasons: inexperience and proclivity towards risk-taking behaviors. Situations identified as being particularly risky for younger drivers include the following: • Nighttime driving. • Driving under the influence of substances. • Passenger interactions. • Seat belt use; and • Cell phone use. To address the enhanced risk young drivers faced when placed in the situations, Alabama will implement a peer-to-peer, school-based teen traffic safety program designed to help teens identify those behaviors that cause them the greatest risk on the road and empowers them to take positive action. Peer-to-peer programs promote the adoption of safe behaviors by both the teens delivering the intervention and the teens receiving it. This will be achieved through the implementation of Students Against Destructive Decisions (SADD) in Alabama schools. SADD has listed traffic safety as one of its three core issues (the others are substance abuse and personal health and safety) in recognition of the fact that motor vehicle collisions are among one of the leading causes of death for teens. The program focuses on "social norms" or "normative feedback" to provide students with accurate information about impaired driving. SADD members are expected to model positive behaviors-wearing

	their seatbelts, refraining from underage drinking and not texting and driving, etc. - to convey the social norm that "most teens are doing the right thing". Although there is insufficient evidence of the efficacy of the SADD program, research has shown that teens who regularly participate in activities designed to help their peers and others are less likely to engage in risky behaviors (Fischer, 2019) such as underage drinking, drinking and driving, speeding etc. SADD provides not only an outlet for teens to participate in positive social activities, but it also helps teens build skills to resist peer pressure that could result in them engaging in unsafe and unhealthy behaviors (Fischer, 2019). Additionally, NHTSA-funded research on the effectiveness of SADD's efforts to address impaired driving through school-based peer-to-peer education found that anti-drinking and anti-drinking/driving activity was greater among schools with peer-to-peer organizations like SADD, and the students in those schools were more likely to have positive attitudes about refraining from drinking and driving (Fischer, 2019). Given the information above and armed with the knowledge that young people often respond better to messages from their peers, a successful Youth/Teen Program should adopt a peer-to-peer approach, which is the hallmark of the SADD program. Reference: Fischer, P. (2019, March). Peer-to-peer Teen Traffic Safety Program Guide (Report No. DOT HS 812 631). Washington, DC: National Highway Traffic Safety Administration.
Performance Target and Link between Strategy and Target	C-1) Number of traffic fatalities (FARS) C-2) Number of Serious Injuries C-3) Fatalities Per 100 Million Vehicle Miles Driven C-9) Drivers Age 20 or Younger involved in Fatal Crashes Alabama will craft and administer a comprehensive, community-based communication and outreach program educating young adults on

	the dangers of distracted driving, driving while impaired, and not wearing a seat belt. Alabama feels that by looking at crash data and public feedback, an education program targeting overrepresented and underserved communities on the dangers of risk-taking behavior by our youngest group of drivers will prove effective.
Estimated Funding Source	402
Estimated 3-Year Funding	$400,000.00
Considerations to determine projects	Public Feedback, Crash Location Data will aid in identifying program locations.
Uniform Guideline/ NHTSA Assessment Recommendations and Description	The AOHS will partner with SADD Inc. through a grant project intended to empower young people to successfully confront the risks and pressures they face daily, particularly as they relate to traffic safety. Peer-to-peer education will be administered through student-run school or community-based chapters. AOHS and SADD Inc. will conduct Problem ID to determine strategic locations for new SADD chapters and/or increased SADD activity. As outlined in Highway Safety Program Guideline No. 4: The AOHS and its partners will implement a comprehensive communication plan/campaign that Identifies the youth audiences at particular risk and develops appropriate messages; Provides culturally competent materials; Informs novice drivers about underage drinking and zero tolerance laws; and informs the public of the role of parental monitoring/involvement.
Adjustments to countermeasure strategy for programming funds	This is a new countermeasure strategy AOHS selected to address growing concerns about the young driver demographic. The project selected was launched during FY 25 and will continue in FY 26.

Project: Young Driver Education and Outreach

Project Number

2026-FP-PI-25

Primary Countermeasure Strategy ID

Communications and Outreach: Distracted Driving

Youth Program: Underage Drinking and Drinking and Driving Prevention

Intended Subrecipients

SADD, Inc.

Funding Source	Eligible Use of Funds	Estimated Funding Amount	P&A	1300.41(b)
IIJA Act NHTSA 402	Project will expand the peer-to-peer SADD program in Alabama high schools, host community outreach events.	$200,000.00	$0	No

Project Description

AOHS will partner with SADD to grow, re-engage, and maintain active, enrolled AL SADD chapters during FY26 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. The MySADD platform will measure chapter enrollment and engagement, maintaining and growing the Alabama SADD network. 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 will be in Tuscaloosa, Jefferson, Montgomery, Mobile, and Macon.

State of Alabama

Traffic Safety Information System (TSIS)

Strategic Plan FY2026-2030

May 29, 2025

Table of Contents

STATE OF ALABAMA
TRAFFIC SAFETY INFORMATION SYSTEMS (TSIS)
STRATEGIC PLAN FY2026-2030

Executive Summary

This document presents the Alabama Traffic Safety Information Systems (TSIS) Strategic Plan for the FY2026-2030 planning horizon. This five-year plan was approved at the Traffic Records Coordinating Committee meeting that took place on May 29, 2025.

The plan begins by providing context in terms of the overall background and history of the planning process over the past decades. Alabama's Traffic Safety Information System (TSIS) components include all of the hardware, software and data needed to generate information that impact either the frequency or the severity of traffic crashes. Just the definition of these various files and systems is an enormous project, and the problems involved in coordinating the inter-agency activities to support safety decision-making creates serious issues in every state. The large number of agencies involved at both the state and local levels include a wide range of activities throughout the traffic safety community, including collection, editing, forwarding, data entry, processing to generate information, and the distribution of the information that is generated.

Any effective planning process must begin with a *vision* that, in turn, defines the goals that its implementation will attempt to accomplish over the next five years. Because the TSIS itself is quite diverse, the vision of its planned accomplishments is also quite diverse. The vision is *a combination of advancing all TSIS components with the most advanced technology that is anticipated to become available and feasible to implement over the next five years*. It strives not only to advance the technology base being applied to each of the components, but to integrate these components into a cohesive system that can serve the data generation, data storage, case management, and analytics required to serve both the operational and the planning/research information needs well into the future.

Critical to this planning process is support and participation by the various TSIS stakeholders within the state, which include the Alabama Department of Economic and Community Affairs (ADECA); the Alabama Administrative Office of Courts (AOC); the Alabama Law Enforcement Agency (ALEA); the Alabama Department of Transportation (ALDOT); the Alabama Department of Public Health (ADPH); the Alabama Department of Revenue (ADOR); The University of Alabama including the Center for Advanced Public Safety (CAPS); the Center for Transportation Operations, Planning and Safety (CTOPS); and the Alabama Transportation Institute (ATI); and local law enforcement, departments of transportation, hospitals and emergency services. Federal stakeholders include the National Highway Traffic Safety Administration (NHTSA); the Federal Highway Administration (FHWA); and the Federal Motor Carriers Safety Administration (FMCSA). As members of the Traffic Records Coordinating Committee (TRCC), all of these stakeholders provide input to the plan as well as engaging in discussions for its improvement and final approval. Details on these stakeholders are given in Section 3.

The following gives a summary of the plan according to the administrative (management) component and the seven operational components into which they were organized:

- *General TSIS Management Component* was established for the management and administration of the Traffic Records Coordinating Committee (TRCC), and to provide for functions that are common to all other components. It is not intended to usurp the management authority of any of the agencies that are involved in the support of operation of the TSIS in serving its coordinating function.
- *Crash Component* includes the total 100% roll-out and subsequent upgrades to eCrash, further integration of GIS capabilities into eCrash and CARE, the generation of an updated Crash Facts Book, and the development of the Automated Dashboards for Visualization Analysis and Coordinated Enforcement (ADVANCE) to produce a more effective interface to deliver CARE-generated information.
- *Vehicle Component* plans include the development and roll-out of an electronically readable barcode on the registration receipt and a statewide distribution network that will make vehicle information immediately available to all consumers of these data in the state, including the LETS system. Other projects call for improved online insurance verification to support law enforcement civil assessments on uninsured motorists and the development of the data infrastructure to support crash avoidance and ultimately driverless vehicles.
- *Driver Component* calls for more effective driver licensing information (including pictures) to be distributed to the field. This will require a more effective Driver History database, which will be updated automatically by eCrash and eCite, to be available to officers in the field via an upgraded new version of the Mobile Officer's Virtual Environment (MOVE) system, which is the umbrella portal system that encompasses all of the mobile applications available to law enforcement.
- *Roadway Component* involves a wide diversity of projects in support of the State's Interactive Highway Safety Design Manual (IHSDM), Highway Safety Manual (HSM), and Safety Analyst (SA) initiatives (IHSDM/HSM/SA initiatives). A primary focus of plans in this component address continuing to develop and populate a repository of the Model Inventory of Roadway Elements (MIRE) for both state and local routes. Ultimately this database will be used in the integration of roadway features into CARE and the integration of Crash Modification Factors (CMFs) into the Cost-benefit Optimization for the Reduction of Roadway Environment Caused Tragedies (CORRECT) system using the facilities of the CMF Clearinghouse.
- *Citation and Adjudication Component* includes the extension and roll out of the electronic citation to all jurisdictions, a proposed improved virtual DUI defendant intake system, a method for moving digital information directly to the field officers using available cell phones, and technological advances to make the traffic citation reporting and processing system totally paperless.
- *EMS-Medical Component* includes continued support and enhancements for the Recording of Emergency Services Calls and Urgent-Care Environment (RESCUE) system, which implements the National Emergency Medical Services Information System (NEMSIS) standards. Other planned projects include a pilot project to reduce EMS delay time to the scene

of crashes with a moving map display showing available emergency medical assistance facilities.

- *Integration and Information Distribution Component* considers results produced from all of the above-planned projects and thus transcends them with the goal of integrating data and results from the six operational components above, producing information from these integrations, and distributing this information. General innovations of MOVE are also included. A number of ETLs (Extract-Transition-Load middleware) will be developed to enable the integration of crash, citation, roadway, EMS/injury and vehicle data so that analytics can be performed on these datasets to generate information that is not currently available.

In reviewing the above, it is very important to recognize that the plan under consideration is for the next five fiscal years (FY2026 through FY2030 inclusive). Some of the projects are underway, but others might not be started for a few years. The reason for getting them into the plan is to shape the overall development strategies of all of the development groups that will be involved, many of which have a large proportion of their responsibilities outside of the traffic records arena. Many things can happen over this planning horizon, and we anticipate, for example, that the strides that will be made in automated vehicle (AV) development will be quite surprising perhaps eclipsing those of the past five years with exponential growth.

This document will continue with a Background and History section to provide context for the plan. This will be followed by the TSIS vision that enables the various projects to be seen as components in a much larger system of a traffic safety system that is striving for the total elimination of traffic fatalities (Toward Zero Deaths, or TZD). The TSIS stakeholders are given in Section 3 along with some details of their participation. The essence of the plan is given in the Planned Projects Section (Section 4) of this document, which is the heart of the five-year plan in that it gives a high-level view of the planned projects in each of the TSIS components. The 4.4 subsection in Section 4 contains the TSIS measurable performance indicators for each of the projects given in the project specification, subsection 4.3. Finally, there is an Appendix that lists completed projects from earlier versions of this Plan. We include this for historical information purposes.

1.0 Background and History

Alabama's Traffic Safety Information System (TSIS) components include all of the hardware, software and data needed to generate information that impacts either the frequency or the severity of traffic crashes. Documenting the definition of these various files, databases and systems alone is an enormous project, and the problems involved in coordinating the inter-agency activities to support traffic safety transactions and decision-making create serious issues within every state. The large number of agencies involved at both the state and local levels include a wide range of activities throughout the traffic safety community, including collection, editing, forwarding, data entry, processing and the distribution of generated information. More recently data entry systems have come into the purview of the state's TSIS in addition to the analytics of crash cases. One example of a case management system is the state's electronic citation (eCite), which begins with the issuance of an electronic citation and proceeds electronically through the court system to ultimately impact the driver history record.

Coordination of these types of projects was initiated in Alabama when the National Highway Traffic Safety Administration (NHTSA) awarded Alabama a contract in July 1994 to coordinate and facilitate the creation of a strategic plan for traffic information systems within the state. The first step in this process was for NHTSA to perform a Traffic Records Assessment (TRA) for the state of Alabama. The major result of that TRA was a set of over 50 recommendations for improving the traffic information system, which became the basis for the state's Strategic Plan. Four subsequent TRAs have been conducted for the state, the most recent was completed in December 2020. Subsequent strategic plans have responded to recommendations from these assessments.

The following are the key events that have driven the planning process over the past decades:

- The Alabama Traffic Information Systems Council (ATISC) was created in 1994 as a prerequisite to obtaining funding from the National Highway Traffic Safety Administration (NHTSA) for the original Strategic Planning project.
- The Alabama Traffic Records and Safety Committee (ATRSC) was formed and had its first meeting on May 3, 2000. It commissioned the update to the Traffic Records Assessment and the Strategic Plan.
- The Alabama Traffic Records Coordinating Committee (TRCC) was organized with a membership to include policy level representatives of the key safety data systems within the state. The TRCC essentially subsumed ATISC and ATRSC into a single entity. Membership includes the data managers, data collectors, and major data users for each of the following system components: Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Control, and System Integration. The State TRCC, which had its first meeting on March 28, 2006, as prescribed by Section 405c (then Section 402), assumed responsibility for overseeing the planning and improvement of the key safety data systems within the state. The State TRCC must approve the Traffic Safety Information System (TSIS) strategic plan on an annual basis.

- A Traffic Safety Information System (TSIS) five-year plan was developed in 2006 and has been updated with changes every year thereafter. This planning document has provided guidance over the past decades on all TSIS efforts. The plan has been extremely forward looking, and it has served quite well in bringing into existence several new and revolutionary systems, including CARE ADVANCE (dashboard interfaces), RESCUE, eCite and eCrash.
- The five-year plan was updated considerably after the February 2011 Traffic Records Assessment conducted by NHTSA. It reflected their recommendations but went on to specify definitive actions that not only addressed the issues cited but built upon the many commendations that were made in that document**.**
- The five-year plan was updated to the 2014-2018 planning horizon in response to the MAP-21 format for qualification for the 405c funding cycles in 2013. The strategic plan was approved at that time by NHTSA, and it has been updated each year to respond to progress and the promise of newer technologies. The most recent approved one is in file named 405c-TSIS-2025-2029 Strategic Plan.
- The most recent Traffic Records Assessment was completed by NHTSA and state representatives of the TRCC in December 2020. The state has responded to that assessment and has addressed the recommendations that were made. This current document is the resulting plan for the FY2026-2030 planning horizon.

1.1 Highest Level Optimization (Table 1)

Table 1 is the name given to a critical tool in the Alabama traffic safety decision-making process. It is aptly named in that it is recommended to be the first thing that traffic safety professionals consider when they are allocating budgets at the highest levels. On one page, Table 1 presents a comparison of select types of crashes, which have been chosen by traffic safety professionals in Alabama specifically for the purpose of countermeasure comparisons. Recent modifications demonstrate that Table 1 is not a fixed entity but is one that changes annually as new issues emerge.

Unless otherwise indicated, the counts presented in Table 1 are Crashes of various severities. Exceptions are 2024 crash categories 1 and 23, restraint items. These two exceptions are for restraints, and an asterisk (*) is placed on these items for the footnote that describes the reason for the exception.

The information on each line within Table 1 is labeled as *crash categories*. It is important to recognize that these categories are *not mutually exclusive* – in fact, it would be difficult to find a crash that fell into only one of these categories, while it is easy to imagine crashes that fall into five or more, simultaneously. The categories were originally set up by a group of traffic safety professionals about two decades ago in an attempt to be as comprehensive as possible. These categories have been augmented and combined (some eliminated) over the years to better satisfy the goals of accuracy and optimization.

Table 1. Top AL Fatality Causes CY2024 Data

Rank	Crash Type (Causal Driver)	Fatal Number	Fatal %	Injuries	Injury %	PDO No.	PDO %	Total
1	Seat Belt Restraint Fault*	372	3.97%	3,390	36.21%	5,563	59.43%	9,361
2	Speed Involved	198	2.70%	2,160	29.48%	4,827	65.87%	7,328
3	ID/DUI All Substances	168	3.61%	1,648	35.39%	2,735	58.73%	4,657
4	Hit Obstacle on Roadside	147	2.23%	1,803	27.36%	4,481	67.99%	6,591
5	Fail to Yield or Ran (All)	124	0.42%	8,091	27.25%	20,915	70.43%	29,697
6	Large Truck Involved	124	1.20%	1,757	17.05%	8,268	80.24%	10,304
7	Pedestrian Involved	118	15.11%	576	73.75%	43	5.51%	781
8	Motorcycle Involved	118	7.56%	983	63.01%	427	27.37%	1,560
9	Mature (65 or Older) Causal	110	0.68%	3,327	20.54%	12,428	76.74%	16,195
10	Wrong Way Items	90	1.98%	832	18.27%	3,512	77.10%	4,555
11	Aggressive Operation	85	3.24%	687	26.17%	1,779	67.77%	2,625
12	License Deficiency Causal	79	1.70%	1,317	28.31%	3,139	67.48%	4,652
13	Youth (16-20) Causal Driver	69	0.35%	3,770	19.28%	15,357	78.55%	19,550
14	Distracted Driving	49	0.40%	2,387	19.64%	9,582	78.84%	12,153
15	Drowsy Driving	37	1.18%	1,165	37.20%	1,876	59.90%	3,132
16	Utility Pole	37	1.73%	678	31.73%	1,328	62.14%	2,137
17	Vehicle Defects – All	22	0.62%	746	20.86%	2,740	76.62%	3,576
18	Work Zone Related	19	1.06%	360	20.09%	1,394	77.79%	1,792
19	Bicycle Involved	8	3.33%	183	76.25%	37	15.42%	240
20	Railroad Trains	8	14.55%	14	25.45%	32	58.18%	55
21	Vision Obscured	7	0.64%	265	24.16%	809	73.75%	1,097
22	School Bus Involved	3	0.52%	79	13.57%	490	84.19%	582
23	Child Restraint Fault*	2	0.09%	258	11.32%	2,012	88.28%	2,279
24	Roadway Defects – All	2	0.47%	99	23.46%	311	73.70%	422

* This item is measured in the number of each severity of crash that *resulted* from the failure to use the proper restraint, as opposed to other items that are measured by the number of crashes *caused by* or *related to* the involvement of the particular item.

2.0 Traffic Safety Information System (TSIS) Plan Vision

As indicated above, TSIS coordination activities are required in several areas that impact crash records, driver history, vehicle licensing, roadway characteristics (construction, maintenance, traffic volumes, etc.), citation/adjudication, emergency response/medical, and component integration and other demographic data. The coordination of this planning process is a microcosm of the overall ongoing coordination that is required to move the state ahead effectively in applying information technology to the safety facet of its transportation systems. Through a series of TRCC meetings, individual efforts, and contacts, information has been submitted and synthesized into this plan.

2.1 General 25 Year Backdrop Vision

Any effective planning process must begin with a *vision*. This vision will define the goals that the implementation of this plan will attempt to accomplish over the next five years. However, in its effort to move Toward Zero Deaths (TZD), which has been adopted in both the ADECA/NHTSA Highway Safety Plan (HSP) and the ALDOT/FHWA Strategic Highway Safety Plan (SHSP), the TRCC determined that this five-year vision must fit into a more futuristic view of traffic safety over the next 25 years. In this regard the goal set consistent with TZD was a reduction of traffic fatalities to at least 25% of its current value from the start date of 2015.

In this regard, the following vision items are looking forward to the year 2040 and the evolution of traffic records that will take place over the next 25 years:

- TRCC members will be the primary movers of the effort to move toward a surface transportation system that will be fully integrated in its automated communications both among vehicles and with the highway system and non-motorized participants (e.g., pedestrians and bicycles).
- Driverless vehicles will become the norm, and those that are not driverless will be heavily automated with safety devices and communications in an attempt to either avoid or prevent traffic collisions.
- A lower individual focus on personal vehicle ownership and operation will continue, manifest in higher average ages of drivers taking their first license exam and the increased availability of ridesharing platforms.
- As self-driving vehicles become ubiquitous, more and more vehicles will be assigned to dedicated routes (e.g., routine commuting, hotel to entertainment, etc.), and these routine routes will inspire confidence in the use of autonomous vehicles (AVs) for more generalized travel.
- The TRCC will work much closer with the auto industry, especially from the sociological point of view of leading the traffic safety community in this direction. The feasibility of TZD will be recognized as fatalities are dramatically reduced. Presentations have been made at National meetings to this effect, although at this point there has been no measurable

reduction of fatalities, and none is expected as long the driver is the major safety component in the system.

- With this leadership of the TRCC and the traffic safety community in general, the innovations required will be accepted by the general public as part of an accepted and inevitable evolution to TZD along with the recognition that no system will ever be perfect.
- This evolution has already begun in some of the higher-level vehicles, and it is evidenced by their advertising of crash prevention systems, computer controlled braking systems, visualization systems, lane-departure and forward collision warning systems, obstacle detection systems, adaptive cruise control, and electronic stability control.
- Current innovations can be subdivided into: (1) *in-vehicle crash avoidance systems* that provide: (a) warnings to the driver and/or (b) limited automated control of the vehicle; and (2) connected communication technologies, which include: (a) *vehicle-to-vehicle* (V2V), and (b) *vehicle-to-infrastructure* (V2I). Examples of the original AV prototypes include the Google car and Volvo platoons, but at this point it seems that all manufacturers are entering into these areas. We see competition to achieve greater safety to be an assurance that these trends will continue.
- V2I/I2V communications are probably the least developed of the communication systems. Examples of their applications will be to inform drivers and control autonomous vehicle operations in the following devices or conditions: traffic signals, weather conditions, traffic congestion, potential hazards (e.g., potholes), work zones, and many others that will become apparent as these communications mature.
- Data from V2I and V2V systems will provide traffic management centers with detailed, real-time information on traffic flow, speeds, and other vehicle conditions, enabling the anticipation of traffic incidents and improved responses.
- This cannot be attained without the general acceptance of the driving public. It would seem that a simple way to introduce AVs in a gradual evolutionary way would be to continue to put driver controls in all AVs and give the driver the option to switch to manual control in emergency situations or in local situations where AV operation is not yet supported.
- The next step is using current technology to get vehicles to automatically communicate with each other (without human intervention) and the use of platooning lanes (or entire highways) where these platoons can travel at extremely high speeds and total safety (or something at least comparable to the airline industry where a crash becomes a major news event).
- Some recent surveys indicated considerable skepticism about autonomous vehicles on the part of the general public. As traffic records and traffic safety professionals, promotion is the role we must play. We should be able to see both the feasibility of it and its ultimate value. Recent issues with distracted driving have been a major setback to moving things forward safety wise – as have marijuana and recreational drug laws. The general public must be able to perceive that getting the driver out of the critical role of controlling the vehicle is the only hope for TZD.
- This evolution will sneak up on us if we do not see that this is going to cause a major shift in our data efforts. Crash data are going to become less important as the technology produces fewer and fewer crashes, and the emphasis will shift from improving the driver to improving the vehicle technology, with the goal of eliminating the driver altogether.

- There will exist a non-trivial transition period in which large numbers of human drivers and partially or fully automated vehicles share the roadway. This hybrid population will introduce unique problems as the ratio of one to the other changes over time, with potential plateaus in the proliferation of automated driving technology due to various factors.
- Other emerging issues, such as the capabilities to hack vehicle computer systems, must be dealt with proactively. This is considered to be one of the major concerns of the general public and the unknown is always quite fearful.
- Population over the next 25 years will increase to an additional 40 million placing a corresponding increase demand on the roadway system. To some extent this effect will be moderated by a growing demand of millennials to avoid commutes by living in large metropolitan areas, by a dramatic increase in tele-commuting, and by a continued exponential increase in online shopping. All of these changes must be anticipated at least five years before they become significant if adequate transitions to them are to be developed.
- The modes of transportation will change with pedestrian and bicycle travel increasing dramatically, and ridesharing and bicycle sharing becoming much more accepted, as well as new and innovative transit options. For example, specialized autonomous vehicles are already beginning to replace taxis for high demand shuttle routes. Non-docking bicycle sharing is already available in many large cities.
- The longer life expectancy and the aging of the population will result in further increased demand for AVs.
- Law enforcement will use drones, advanced GPS, satellite imagery and other advanced technologies as an integral part of their operations to supplement their efforts.
- Some of the major changes in the Traffic Records community to be expected over the next 25 years:
    - A dramatic de-emphasis on crash records since ideally, as TZD is realized, crash records will become rare or non-existent.
    - An increase in the more intensive multi-disciplinary crash investigations (MDCI) will become more predominant emulating the aviation establishment. Considerable efforts will be required to make data from such investigations useful, in stark contrast to the MDCIs of the past in which each case tended to be an end in itself. MDCI data elements should be designed to reveal patterns among crashes and not to just reveal what happened in a single or a few closely related crashes.
    - A corresponding de-emphasis on driver behavior will take place as the driver is eliminated from the picture; the emphasis will turn to technological defects in the integrated vehicle-roadway systems.
    - Because of fewer crashes there will have to be increased data sharing throughout the country in order to get sufficient sample size within subsets of the data to do effective analytics. Data analytics will move away from the historical (e.g., crash and citation) approach toward methods that are more predictive in nature (e.g., fault tree analysis), and more proactively addressing emerging safety risks.

- Technology will be directed toward the vehicle, and so state traffic records specialists will need to form alliances with companies or trade associations within their regions to support the efforts to compare alternative technologies to assure that the evolution away from the driver is being controlled in an optimal manner.
- Emphasis will dramatically increase to efficient and effective roadway innovations that will be needed to support the driverless effort. As examples, rail-vehicle crashes should become virtually impossible, as should intersection crashes. Few vehicles should ever have to stop at red lights except where the traffic volume is high. Where traffic is fairly sparse, sensors should determine where gaps clearly enable safe cross traffic and direct vehicles accordingly. Vehicles can be directed (perhaps automatically) to slow down while such a gap is being detected so that they will not be required to stop. This will preserve momentum and dramatically improve vehicle fuel mileage.
- Intelligent roadways will complement and supplement the driverless vehicle, and because roadways have traditionally been managed by government (as opposed to private industry management of vehicle manufacture), there will be a demand for government IT personnel to transition to this growing need. One transition might be from crash records analysis to the analysis of real time data being accumulated from V2V and V2I communications systems.
- The need for additional cyber security will challenge IT personnel to acquire the expertise involved to ensure that the hardware and software that they deploy is able to dynamically adapt to these aggressively innovative threats. Redundant back-up systems will make ransomware attacks obsolete.
- Backup redundancy is also essential to the reliability of GPS-dependent systems that can currently be disrupted by weather events, demand overload, jamming and spoofing by hackers, and excess system demand. This could be one of the greatest technological challenges in moving the autonomous vehicle capabilities forward, in that it will require a holistic approach requiring the involvement of expertise across the spectrum of the transportation enterprise.
- Violation types will dramatically change with the driver out of the picture; there will need to be a transitioning of enforcement personnel to testing the various aspects of the technology within the vehicles. Issues of liability and enforcement will require significant attention to fully work out.
- Similarly, EMS/medical efforts and resources currently consumed on traffic crashes will be allocated to providing the technology to enable EMS to get to other types of emergencies in reduced time through automated routing that dynamically adjusts in real time to changing conditions.
- Integrated traffic safety and land use planning will demand a broader range of expertise on the part of systems analysts and software designers.
- Additional IT resources will be required to support the current emphasis on traffic safety metrics that will continue and will be extremely useful in guiding traffic safety decisions. Quantifiable results will enable traffic safety resources to be allocated to obtain the maximum benefit in saved lives and reduced injury. Enhanced

data and analytics will be required on the location and conditions of infrastructure as well as the location and characteristics of crash and near-crash incidents.

- The ubiquitous nature of personal computerized cell phone devices by law enforcement officers and the general public will lead to hundreds of apps that have not yet been conceived. For example, we can see a seamless multi-modal plan dynamically guiding long distance travelers. Law enforcement capabilities will include automated continuous dynamic updating of weather and other potentially disastrous events, complete integration with first responder and recovery enterprises, and most importantly, effective communication linkages with each other and with the general public.
- As the proportion of connected and automated vehicle-roadway systems continue to increase, a major change in the traffic records community will be essential to address the evolving policy requirements, to manage evolving data, and to mitigate privacy and liability concerns. Ideally, these systems will be able to identify, diagnose, and anticipate breakdowns in all aspects of the resulting complex technological systems.
- Finally, adequate resources must be made available for developing preemptive countermeasures that will protect these systems from malicious attacks and the resulting tragedies that would result. Automated systems that detect the attack as well as the attacker, and preemptively disable the attacker's capabilities in anticipation of subsequent follow-up litigation is seen as a possibility.

Some of the above concepts were obtained from: www.dot.gov/beyondtraffic.

2.2 Five-Year Vision and Areas of Risk

2.2.1. Vision

Not all of the above factors will be reflected in the five-year plan, since many are in the out years. The above is intended to provide the *backdrop view* that will follow well after the proposed five-year plan is implemented. However, it is important to have the longer-term view when considering the activities planned in the immediate (1-2 years) and intermediate future (3-5 years). The following is the *five-year* vision that was adopted by the TRCC that provides the high-level guidance to the planning process; this summarizes what is expected at the end of the five-year planning horizon:

- Global Positioning System (GPS) and Geographical Information Systems (GIS) technologies enables officers to automatically enter accurate locations directly into their respective crash, citation, and all other records that require location specification. By clicking the location on automated maps (MapClick) all of the necessary data will be accurately added to the records making unnecessary any further map or table lookup or other data entry (e.g., the route number or road name). This capability will continue to proliferate in availability and accuracy with more up to date mapping, better GPS hardware, and more familiarity with GIS concepts as part of records collection. Additionally, we are in active progress on migrating eCrash and MapClick from the legacy link and node roadway inventory system to eGIS, further increasing accuracy and modernizing the record location infrastructure for better location data quality.

- Systems will be available in each unit to optimally map out quickest routes and alternative routes to emergencies dynamically around congestion. The system will contain artificial intelligence capabilities that will modify alternative routes based on past approved experiences as well as shortest distance/quickest time.
- Digital data and imagery will be pushed to both the central dispatch and local command cells where they are most needed to deal with emergencies such as weather events or hazardous materials catastrophes. Field inputs will be designed to enable officers to provide these data elements in a minimal time and effort on their part. Data will be piped back to them from all involved officers so that both the central and distributed commands can have not only situational awareness, but a full perception of resource availability so that resources can respond to emergency situations in the most effective way possible.
- Dashboards will be developed for mobile systems such that they can be set to default to the most useful information that is needed by the field officer on a daily/hourly basis. In addition, they will provide the interface to more detailed alternative information that is currently not available on web-based dashboard systems (e.g., IMPACT analyses).
- A data sharing framework to enable asymmetric, customized data sharing will exist that will enable users of these data to understand the availability and content of these databases and to access the customized data feeds for both planning and operational purposes.
- A system will exist to integrate the various disparate databases. For example, GIS will enable the roadway characteristics data to be merged with crash data to provide the basis for surfacing those roadway characteristics that have the maximum potential for crash frequency and severity reduction. Databases will have the ability to be integrated by any common key.
- Case number cross references will enable the merging of crash and medical/EMS data to enable optimal deployment of EMS resources and the development of new countermeasures. In the interim, key data elements in the EMSIS and Trauma data systems will be used to merge these data. Crash, EMS (ambulance run), and trauma data will have an integration capability that is both deterministic and probabilistic, depending on the data availability.
- The FHWA Highway Safety Manual (HSM) and Interactive Highway Safety Design Manual (IHSDM), along with the AASHTO Safety Analyst (SA) systems, will be implemented to the extent that they are seen to improve both (1) the safety of overall roadway designs, and (2) the ability of the current Cost-benefit Optimization for the Reduction of Roadway Caused Tragedies (CORRECT) to produce roadway improvements that result in maximum safety benefits. This will necessitate that roadway characteristics are made available to roadway designers and high crash location investigation teams as required by the systems and manuals listed above.
- A system will be developed and deployed by ALDOT that will totally integrate the maintenance and safety roadway improvement projects so that when assets are deployed for roadway maintenance, they can be leveraged to produce roadway improvements over the entire segment being maintained; this has been found to reduce the cost of otherwise pure safety project to the extent that the benefit-cost ratios for such roadway improvements are at least doubled.

- A unified approach to court records will exist such that the violation, court referral, alternative sentencing and criminal histories will be available to all courts and other authorized officials throughout the state in real time.
- An improvement in demographics data will be made available to all users of technology in the State via *SafeHomeAlabama.gov* and/or other related websites to enable them to formulate countermeasure approaches using crash rates by severity in addition to raw frequencies.
- There will be a major effort throughout the traffic safety community led by the Traffic Records Coordinating Committee and other Information Technology specialists to recognize the feasibility of ultimately removing the driver from the critical role of vehicle control. The shift of emphasis toward recognizing that the Toward Zero Deaths (TZD) goal can only be achieved by these developing technologies is itself a major challenge that must be faced by technology specialists.
- Development of a results-driven predictive analytics analysis and enforcement program will be an important new component of the traffic safety strategy. This predictive traffic analytics system will take into account traffic congestion and traffic patterns and other pertinent data sets in addition to the traditional crash dataset. This program will be supported by ML/AI methods and supporting software and will be intermixed into more traditional planning methods as it demonstrates efficacy in promoting safety (measured through crash reduction). This process will iteratively expand over time, and additional input factors will be included as they are determined to be effective in prediction of crash risk.
- Creation of advanced risk-scenario detection, leveraging passive sensor technology, will come to the forefront of the crash prevention and mitigation toolkit. This will likely include detection of variable-size queuing events (e.g., in a construction work zone) with the ability to notify law enforcement, transportation personnel, and the motoring public to provide awareness and inform safety-enhancement efforts. Work on this technology has already begun, and with the ability to deploy such tools without major hardware deployments, the potential reach is almost limitless.

While this scenario might seem futuristic, *all of the technology needed to implement it is currently available.* What is not available are unlimited resources for immediate implementation, and for that reason it is essential that the planning process concentrate on the *most important projects* first for optimal resource allocation. This plan will enable advanced technology to be rolled out throughout Alabama in a systematic way, while taking advantage of the successful pilots in Alabama and throughout the country.

2.2.2. Areas of Risk

In addition to the above vision, it is important to recognize the risk that Alabama is currently under because of the age of many of the existing critical software systems. Our core enforcement and crash data collection suite (eCrash, eCite, MOVE, MapClick and related applications) are nearly 20 years old. These systems are due for an upgrade to bring them into the modern standards of software development and to utilize the latest technology, with the ultimate goal being a set of systems that continue to support the safety goals for Alabama.

These systems are utilized daily by all police agencies in Alabama, as well as all courts that adjudicate traffic offenses. This reflects a dependency of thousands of people on the operational reliability of these systems, all of which also have a substantial impact on the public as individuals engage with these agencies in the context of moving violations and motor vehicle crashes.

While the five-year plan provided here is a list of enhancements that are driven by an evolving traffic safety landscape, our priority over the next five years is to mitigate this risk by replacing the core enforcement and crash data collection software suite, which is currently in progress. The plan below first identifies an approach to address and remediate the risk associated with the state's substantial operational dependency on eCrash, eCite, MOVE, MapClick and related applications.

3.0 TSIS Stakeholders

The TSIS Strategic Plan is a mechanism to attain coordination that is essential to the goal of optimal traffic safety resource allocation. It is a *working document* that can and should be continuously updated and adapted to system development needs as they come into better focus. Its immediate objective is to document a plan for developing those technological advances that can be implemented within Alabama to best advance the cause of traffic safety.

With such a large complex system involving literally hundreds of data sources and thousands of data elements administered by dozens (but involving hundreds of different) agencies, one might ask if coordination is even possible. The answer depends entirely upon the willingness of each of the involved individuals to put aside departmental interests in order to attain the goal of maximizing the total safety interests of the state's roadway users. To this end, the Alabama Traffic Records Coordinating Committee (TRCC) has the responsibility to coordinate the many interdepartmental development efforts that are expected to be forthcoming from this plan.

The following agencies participate in TRCC and share coordination responsibilities for traffic safety and their corresponding information systems:

- Alabama Department of Economic and Community Affairs (ADECA), specifically the Law Enforcement Traffic Safety (LETS) Division which houses the Office of Highway Safety (OHS) led by the Governor's Representative for Traffic Safety is charged with the overall planning responsibilities for traffic safety in general, including various plans (e.g., Impaired Driving, Seatbelts, Selective Enforcement, etc.) including this TSIS strategic plan.
- Alabama Law Enforcement Agency (ALEA). This agency became operational in 2014 as an umbrella agency subsuming all of the state law enforcement functions that were previously being performed throughout many state agencies. Two agencies that were commonly referenced individually in previous TRCC five-year plans will now be referenced collectively as ALEA; these are:

    - (1) personnel formerly of the Alabama Criminal Justice Information Center (ACJIC) will continue to be a major contributors to TSIS systems within the ALEA Information Technology Division; in the past these contributions include taking the primary role in developing the Mobile Officer's Virtual Environment (MOVE), the Uniform Crime Reporting (UCR) Local Template for Reporting and Analysis (ULTRA), the Law Enforcement Tactical System (LETS), and the Centralized Agency Management System (CAMS) all of which have been documented in detail in previous TSIS strategic plans; and
    - (2) personnel formerly of the Alabama Department of Public Safety (DPS) will continue to be responsible for the collection of violation and crash data, and will continue to be the custodian of the Crash reports, and several safety-related databases in this regard (henceforth referenced as State Trooper Division of ALEA or "State Troopers;")
- Alabama Administrative Office of Courts has coordination responsibilities for all of the courts, which involves violation, adjudication, and criminal (including driver) histories;
- Alabama Department of Transportation, which is responsible for building and maintaining safe roadways, and has also recently assumed responsibility by federal legislation for a wide variety of countermeasures that are not directly roadway related;
- Alabama Department of Public Health, which has jurisdiction over all Emergency Medical Services, hospital, and trauma registry data;
- Alabama Department of Revenue, which is responsible for vehicle title and registration data;
- The University of Alabama including the Center for Advanced Public Safety (CAPS); the Center for Transportation Operations, Planning and Safety (CTOPS); and the Alabama Transportation Institute (ATI) which are all collectors and users of the traffic records data. These University of Alabama agencies work with all the other agencies on the TRCC providing software development, data hosting and data analysis, and thus, are involved in coordination for much of the traffic records data;
- Local police, departments of transportation, hospitals and emergency services;
- National Highway Traffic Safety Administration (NHTSA), which has general responsibility for driver and vehicle countermeasures;
- Federal Highway Administration (FHWA), which is mainly focused on roadway engineering countermeasures; and
- Federal Motor Carrier Safety Administration (FMCSA), which has interests in commercial vehicle and driver safety.

The purpose of listing these agencies is to demonstrate the immense problem involved in coordinating the development of an effective statewide traffic safety information system. Coordination is quite difficult even within many of the larger of these state departments. Prior to the creation of the Traffic Records Coordinating Committee (TRCC), there were very few formal inter-departmental procedures established to organize and operate the data systems. Most of the essential interactions between agencies have been handled with informal relationships between individuals within the departments who had common traffic safety information interests.

4.0 Planned Projects

4.1 Overview and Organization

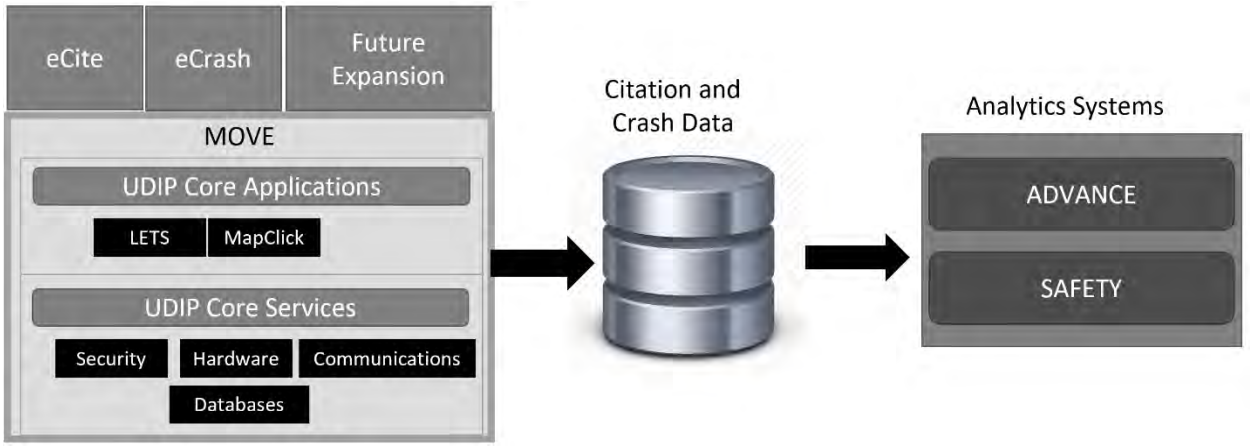
Our project plan can be addressed in two parts: (a) the redesign and implementation of the core enforcement and crash collection suite to mitigate the risks discussed above, and (b) the specific areas of enhancement that have been identified by the various stakeholders that will enhance the capabilities of the enterprise to align with the needs and demands of the future. Section 4.2 addresses (a), while Section 4.3 addresses (b).

4.2 Core Enforcement and Crash Collection Suite

The Universal Desktop Infrastructure Platform (UDIP) is intended to fully replace and expand the foundational framework of the Mobile Officer Virtual Environment (MOVE). MOVE has served as the hub for the core traffic safety suite for several years. The systems it supports include eCite, eCrash, eForms, and MapClick, as well as LETS integration. This UDIP system will be divided into two major components: Service and Interface. These components are intentionally separated to provide more flexibility and opportunity for upgrade of each item independently over their lifecycle.

The Service component contains the primary core features of the MOVE framework, including single-sign-on, interprocess communication (for sharing data between applications), and hardware integration (GPS, license scanners, etc.). The Interface component is a customizable user-facing interface that provides application launching, user login, access to system-wide settings, and display of recently scanned or populated data (where applicable). This component can also be hidden (unlike the current MOVE interface), based on several user requests for this option.

The figure below outlines how UDIP and its components fit into the entire traffic safety system suite, including the data workflow. As shown, a critical component of the system design is the downstream impact on the collected data and resulting utility to the analytics goal of the entire set of components. Not shown here is an ongoing analysis of the current field set (particularly with eCrash, as this upgrade will see it going from MMUCC v3 to MMUCC v6) that focuses on the impact to data driven enforcement and analytics.



Obviously, replacing these systems requires significant planning to both develop the new systems while also considering the best way to deploy them to users that are already using existing versions. To that end, we have developed a comprehensive design, development, and deployment plan to cover the requirements gathering, software creation, documentation, training, and rollout.

This process is divided into 5 primary phases, listed below:

1. **Organize and Plan**, with effort to:
    a. Build advisory workgroups and work teams.
    b. Establish regular meeting cadence and evolving agendas to gather input.
2. **Design and Document**, with effort to:
    a. Build overall and system-specific design documents based on workgroup input.
    b. Outline technical framework that meets those specifications.
3. **Build and Test**, with effort to:
    a. Rework, refactor, and/or construct systems to adhere to the design documentation.
    b. Test that effort, both technically and for requirements confirmation, with representative field users.
4. **Develop Training and Support**, with effort to:
    a. Construct training and support materials (print, video, etc.) to support the user community.
    b. Implement a multi-entity training and support plan that utilizes these materials and ensures that users are educated on the systems and supported in their use.
5. **Rollout and Support**, with effort to:
    a. In concert with the training and support planning, provide lead time and ample information for field users and other partners to prepare for this system modernization.
    b. Develop and implement a rollout plan for the software and long-term support structure.

These phases include some overlap between the end of one phase and the start of the next, but in general are expected to proceed in sequence through this process. Understanding the complex nature of this modernization effort, we have established a set of 6 workgroups to provide guidance, feedback, and direction for specific facets of the projects. These workgroups are:

- **Data and Analytics –** This group includes analysts and consumers of the data (with an emphasis on the crash data, being the largest dataset), and is focused on ensuring that data fields in the report, MMUCCv6 data analysis changes, and resulting analytics from these new systems are accurate and usable.
- **Laws, Rules, and Regulations –** This group includes lawyers and legal advisors and is focused on understanding and providing guidance on applicable laws, rules, and regulations related to these systems.
- **Planning and Management** – This group includes core leadership from the partners that are may or may not be represented in other teams and is focused on driving the core progress of the systems, ruling on any major decisions, and adjusting and executing the plan as needed.
- **Technical –** This group includes software developers, IT staff, and technical experts, and is focused on work related to infrastructure (hosting), software development, and other technical work.
- **User Experience** – This group includes field users and user experience designers and is focused on ensuring that the systems work for those in the field (this includes things like intuitive design and usable interfaces, etc.)
- **User Training and Support** – This group includes technical support personnel and trainers and training personnel and is focused on the development of training programs, training documentation, and support processes.

The outline of the major topics of each year of the plan are shown in the outline below:

2025

- **Spring** - Begin development implementation of MMUCCv6 based eCrash data model.
- **Summer** – Continue development implementation of eCrash data model.
- **Fall** – Conclude all eCrash major design and implemenation input (minue iterative feedback from User Experience Team). Actively start coordination on dependent systems (vendors, hosting, etc.).
  Train users for ADVANCE 2.0 and prepare for a release.

2026

- **Winter** – Begin eCrash field BETA testing. Develop user guides, data guides, training material, and other documentation.
  Sunset existing ADVANCE and release ADVANCE 2.0.
- **Spring** – Train eCrash users and prepare for release.
- **Summer** – Release eCrash and MOVE 2.0 (UDIP) to all users.
- **Fall** – Implement eCite 2.0, eForms 2.0, and MapClick 2.0

2027

- **Winter –** Continue implementation of eCite 2.0, eForms 2.0, and MapClick 2.0.
- **Spring** - Begin eCite, eForms, and MapClick field BETA testing. Develop user guides, data guides, training material, and other documentation.
- **Summer** - Actively start coordination on dependent systems (Vendors, Hosting, etc.) of eCite, eForms, and MapClick; All major design and implementation input (minus iterative feedback from user experience team) is finalized.
- **Fall -** Train eCite, eForms, and MapClick users and prepare for release.

2028

- **Winter –** Release eCite, eForms, and MapClick to all users.
- Post-release, any remaining connections, dependencies, or external systems not integrated into the new infrastructure (e.g., vendors unable to make changes in time) will be evaluated, and a final decision will be made on their sunset timeline for any old versions. Obviously, this is not an ideal or intended outcome, but this plan does account for such an eventuality.
- Other systems in the portfolio that were not part of this modernization (RESCUE, RESCUE Exchange, MapClick, etc.) will be evaluated for potential updates and needed modernization.
- An evaluation of the incoming data from Year 1 of the deployment will be made and recommendations will be made based on this assessment, with a focus on data quality and any obvious analytic impacts to the transition from MMUCC v3 to v6.

2029

- An evaluation of the incoming data from Year 2 of the deployment will be made and recommendations will be made based on this assessment, with a focus on data quality and any obvious analytic impacts to the transition from MMUCC v3 to v6.

4.3 Enhancement Project Specifications

The enhancement project specifications are organized according to the seven operational components plus the administrative component into which they were organized by NHTSA:

- *General TSIS Management Component* was established for the management and administration of the Traffic Records Coordinating Committee (TRCC), and to provide for functions that are common to all other components. It is not intended to usurp the management authority of any of the agencies that are involved in the support of operation of the TSIS in serving its coordinating function.
- *Crash Component* includes the total 100% roll-out and subsequent upgrades to eCrash, further integration of GIS capabilities into eCrash and CARE, the generation of an updated Crash Facts Book, and the development of the Automated Dashboards for Visualization Analysis and Coordinated Enforcement (ADVANCE) to produce a more effective interface to deliver CARE-generated information.
- *Vehicle Component* plans include the development and roll-out of an electronically readable barcode on the registration receipt and a statewide distribution network that will make vehicle information immediately available to all consumers of these data in the state, including the LETS system. Other projects call for improved online insurance verification to support law enforcement civil assessments on uninsured motorists and the development of the data infrastructure to support crash avoidance and ultimately driverless vehicles.
- *Driver Component* calls for more effective driver licensing information (including pictures) to be distributed to the field. This will require a more effective Driver History database, which will be updated automatically by eCrash and eCite, to be available to officers in the field via an upgraded new version of the Mobile Officer's Virtual Environment (MOVE) system, which is the umbrella portal system that encompasses all of the mobile applications available to law enforcement.
- *Roadway Component* involves a wide diversity of projects in support of the State's Interactive Highway Safety Design Manual (IHSDM), Highway Safety Manual (HSM), and Safety Analyst (SA) initiatives (IHSDM/HSM/SA initiatives). A primary focus of plans in this component address continuing to develop and populate a repository of the Model Inventory of Roadway Elements (MIRE) for both state and local routes. Ultimately this database will be used in the integration of roadway features into CARE and the integration of Crash Modification Factors (CMFs) into the Cost-benefit Optimization for the Reduction of Roadway Environment Caused Tragedies (CORRECT) system using the facilities of the CMF Clearinghouse.
- *Citation and Adjudication Component* includes the extension and roll out of the electronic citation to all jurisdictions, a proposed improved virtual DUI defendant intake system, a method for moving digital information directly to the field officers using available cell phones, and technological advances to make the traffic citation reporting and processing system totally paperless.
- *EMS-Medical Component* includes continued support and enhancements for the Recording of Emergency Services Calls and Urgent-Care Environment (RESCUE) system, which im-

plements the National Emergency Medical Services Information System (NEMSIS) standards. Other planned projects include a pilot project to reduce EMS delay time to the scene of crashes with a moving map display showing available emergency medical assistance facilities.

- *Integration and Information Distribution Component* considers results produced from all of the above-planned projects, and thus transcends them with the goal of integrating data and results from the six operational components above, producing information from these integrations, and distributing this information. General innovations of MOVE are also included. A number of ETLs (Extract-Transition-Load middleware) will be developed to enable the integration of crash, citation, roadway, EMS/injury and vehicle data so that analytics can be performed on these datasets to generate information that is not currently available.

Projects have been proposed to address the most critical needs identified in the last assessment as well as other issues that have come to light since that time. There are always far more projects proposed than there are resources to accomplish them. The projects detailed in the plan are those that have been determined by the TRCC to have the highest priority, but their sequence will still need to be resolved. The following procedure is used to prioritize and sequence the proposed projects:

- Projects are solicited within each of the stakeholder agencies to ensure that all potential projects are considered.
- Each of these projects is ranked according to the following criteria by all interested parties within the respective agencies:
    - Impact on the understanding and reduction of fatal and severe injury crashes (frequency and severity) over the lifecycle of the use of the results from the project;
    - Relationship of the project to ongoing efforts with regard to cost, project momentum and synergy in advancing ongoing traffic safety projects;
    - Project cost – the downside – what other projects are going to have to be sacrificed if this project is funded? Also, total lifecycle maintenance costs must be considered, e.g., the necessity for users to purchase new equipment in order to implement the results of the project.
- Each of the agency stakeholder representatives on the TRCC brings their recommendations to the TRCC meetings. These are discussed in detail and the final implementation plan is determined.

The sequencing of projects is itself an optimization problem, and there is no guarantee that any given project will be fully accomplished within the five-year planning horizon. The following sections present brief summaries of the projects planned within each of the seven TSIS component areas, with another added component for integration of two or more of the other components, called the Integration and Information Distribution Component.

4.3.1. General TSIS Management Component

1. Quality Control Management (applicable to all components). This is a comprehensive project that covers quality control in all of the TSIS components. Each component coordinator

will appoint a quality control manager to evaluate the quality of all data being received, generated and distributed by that component. In the absence of such an appointment, the component coordinator will assume the responsibilities. The charge of the taskforce within each component will be as follows:

- Review and become totally familiar with Advisory best practices with regard to quality and perform a check-list level assessment to determine the current inconsistencies between them and current agency procedures. While this will provide a general guide to the taskforce, it will be noted that the taskforce charges below go well beyond these best practices and thus should not be limited to those given in the Advisory.
- Identify and then prioritize the most critical data errors in terms of the following: (a) the necessary use of the data element, (b) the degree to which errors in this data element results in harm in either transactional or analytical use, or (c) the cost of improving this data element to a point where this harm will be significantly reduced.
- Establish the members of the taskforce that will be responsible for evaluation and improvement of each of the most critical data elements (one member may be responsibility for several data elements).
- Explore any improvements that can be made in the ETL to create new data elements from existing data elements that will make data element(s) of greater use (e.g., the conversion of EMS arrival times to delay times).
- Determine if any new data elements or modifications of data elements would be beneficial and report these recommendations to the appropriate IT management within the agency.
- Implement the necessary remedial measures on a cost/benefit basis.
- Report results to the TRCC.

Progress: Not yet initiated due to lack of resources.

2. Survey of TRCC members. Prior to the TRCC meeting that is dedicated to the definition of new projects each year, conduct a survey of all agencies involved and use that information in the development of the strategic plan.
   Progress: This is ongoing and done every year.

4.3.2. Crash Component

1. ADVANCE Upgrade. Due to expanded needs of the system and significant improvements technology, The Automated Dashboards for Visualization Analysis and Coordinated Enforcement (ADVANCE) is in need of expansion in the form of a refactoring (and in some cases) a rewrite of the core software. There are several known innovations that need to be incorporated into it, such as portal-based hotspots, improved portal-based user-created filters and location filtering. Additionally, the technical landscape has changed to a degree that an entirely new underlying framework should be implemented to serve as a firm foundation for ADVANCE in the coming years.
   Progress: This project started out with a complete systems analysis and requirements development to assure that the development is optimized. These requirements were

converted into preliminary designs, and the major part of the development is completed, and ADVANCE is now a functional product. The aforementioned improvements are expected to be in the completion phase in FY25.

2. MapClick. This project will finalize the infrastructure and provide training to support MapClick for improved crash location capability. MapClick has been modified so that it uses the newly completed ALDOT eGIS line work. This enables officers to obtain *all* required location data (coordinates, node numbers, link numbers, road names, road codes and milepoints) by a single click on a map available in the officer's vehicle. It is essential that additional training be performed to get the remainder of agencies aboard. There is opportunity for MapClick to be rewritten to use an entirely new underlying framework to promote efficiency and responsiveness.

   Progress: MapClick is a fully functional product. However, all of the state's roadways are not subject to its benefits because of the lack of data. Efforts will continue as long as there are roads that do not have all of the data necessary for MapClick implementation.

3. New major version of eCrash. Our core enforcement and crash data collection suite (eCrash, eCite, MOVE, MapClick and related applications) are nearly 20 years old. These systems are due an upgrade to bring them into the modern standards of software development and to utilize the latest technology, with the ultimate goal being a set of systems that continue to support the safety goals for Alabama. A new major re-write of eCrash is required to address the following requirements:
   - MMUCC standards that have dramatically affected the organization and content of the crash report;
   - Enhancement of the integrated MapClick capabilities to transition away from the link/node locational system to a statewide ALDOT maintained Linear Reference System (LRS) for all roadways (whether on the state system or not);
   - Additional plans for FY 2021-2025:
     - Finalize the new Alabama crash model;
     - Produce functional eCrash client to support data collection for the new Alabama crash model;
     - APIs for ALEA consumption and for 3rd party vendor report submission;
     - Provide training materials for upgraded eCrash system; and

     Update: This project was initiated with a stakeholder review of the current system to critique not only the technical content of the eCrash system, but also consistency and accuracy in reporting. Other suggestions were forthcoming from the stakeholder meetings. The following has been accomplished:
     - Built eCrash application framework to support MMUCC 5 guideline data model,
     - Completed User Interface screens to collect data under MMUCC 5 guideline,
     - Implemented validation rules outlined in MMUCC 5 guideline so data collected will be internally consistent and useful for analysis,
     - Implemented business rules to promote user collection efficiency and ease-of-use, and
     - Performed internal analysis of current crash data model against MMUCC 5 guideline data mode.

- With release of MMUCC 6, an analysis of the comparison between the 5th and 6th versions of the guideline has begun, with the intention of transitioning existing work to this new guideline.

Progress: Significant progress has been made in the design of a new version of eCrash, and this effort is expected to continue through FY2025. The upgrade to a new MMUCC 6 based eCrash is planned to occur in FY2026.

4. Upgrade of CARE scripting capabilities. Scripting enables standard reports to be easily designed and then run from CARE. It essentially "captures" a series of CARE commands and saves them into a program. When a user wants to reproduce that functionality, this is available by means of entering a command and parameters to direct the saved script. The capability is quite limited presently. The proposed upgrade will enable scripts to have a number of parameters that can be passed into the scripts by the users. Examples of parameters include logic specifications for subsets, variables and processing specifications.
   Progress: Not yet initiated; initiation is expected in FY2027.
5. Upgrade CARE dashboard user interface. The upgraded dashboard will enable local agencies to see a default presentation that they will be able to modify using the dashboard as another interface to their crash records.
   Progress: This project has been completed for the SAFETY portal but it is not fully implemented in ADVANCE. The current ADVANCE dashboard capability is still limited and needs to be expanded considerably to include improved filter generation and storage as well as improved location hot spot features.
6. Upgrade to the Crash Facts document. The Alabama Crash Facts Book (CFB) was designed in the 1984 timeframe, right after a change in the crash reporting form. There are two needs that must be addressed at this time: (1) enabling the generation of this information on a routine basis directly out of CARE, and (2) changing the format and content according to the desire of ALDOT and GOHS to an online portal.
   Progress: A script was designed to run the data elements needed to generate information that can be re-used every year. This ensures the results are uniform and consistent from year to year. An online Crash Fact Book portal is being considered.
7. Special location exception reports. This capability currently exists and the goal of this project is to promote its use with training and other incentives. This will generate reports similar to those in the Early Warning programs. However, instead of the exception reports being crash-frequency-criteria based, they are based on a location type specification to the system (e.g., all work zones, recently completed improvements, wet-weather crash locations, etc.).
   Progress: This project has been started, and several exception reports have been generated, but the full potential of this capability has not yet been fully realized. The project will include training of all users so that they understand the power of this capability.
8. Coordinate-based hotspot capability. This project is concerned with developing new methods for determining hotspots based on the coordinates entered in the crash report. With the implementation of MapClick and more sophisticated GPS techniques, the coordinate values are becoming much more reliable in being used for crash location. We currently know of no algorithms that have been developed to determine hotspots based totally on these coordinates (plus road code), but a comprehensive search for any research or development that has been done in this area will be conducted and this project will start with the best practices

currently found to be used in the country. One major problem in using coordinates-only is that many roadways are so close together that there is no way to distinguish between them as to which roadway the hotspot would be on. We plan to use a combination of the coordinates and the "ON" road to develop new algorithms. While these will only be of partial use in the short term, we feel confident that the completeness and accuracy of the entered coordinates will be of such a quality in the near future (e.g., over the next five years) that these new methods will be clearly superior to those currently requiring translation to linear reference systems (LRS), which themselves are not perfectly accurate. It is expected that this innovation will require considerable user training.
Progress: Not yet initiated. Expected to be initiated in FY2026.

9. Database Systems Management (DBSM) project. DBSM is a proposed meta-data system for more effectively managing all aspects of traffic safety information systems. It will formalize many of the steps in optimization that have been used in Alabama for some time, but it also adds some components that are currently lacking in the current informal systems approach. It will start by elaborating on the crash categories given in "Table 1" that is used in the HSP and several other planning documents. To this will be added a temporal and geographical component for each of the crash types for which countermeasures will be considered. Within the temporal component provisions will be made for documenting the effects of various countermeasures over time. The goal will be to use the system not only for operational management, but also for data collection of those data elements that can be used to optimize traffic safety investments in non-roadway countermeasures much as the roadway countermeasures are optimized within the CORRECT system.
   Progress: Not yet initiated. Expected start date is in FY2026.
10. TZD research and education. Public Information and Education is essential to the acceptance of driverless vehicles by the general public. A series of PI&E spots are required to augment the advertising that has already begun in this direction by the manufacturers. The spots will be more generic not only for educating the general public but for motivating manufacturers to take the lead in the development of this technology. Part of this will include research to determine the ultimate role of the "driver" and the transitional role that will have to be played over the next half century in this evolution. Special variables and codes need to be developed now to deal with driverless vehicles.
    Progress: Not yet initiated. This is a futuristic project that might not get initiated until near the end of the 2029 planning horizon.
11. Develop comprehensive data dictionary for raw crash data. Currently no formal data dictionary exists for the raw crash data, although there is a manual that describes each data element in detail, and Excel datasets listing the data elements for each dataset produced by the various crash data ETLs. This project calls for the development of a comprehensive data dictionary for the raw crash data. It will also include methods for tracking all datasets produced from the crash data, including those that are integrated with data from other modules.
    Progress: It is expected that, generally, this project will be deferred until after the next major upgrade of the eCrash system that is expected in the FY2026 time-frame. At that time a list of included data elements (and potential values) will be produced by the system itself. These will be given attributes according to standard data dictionary development procedures. The data dictionary will be made available in the most readable and usable forms on

the various crash records web portals.

12. Automation of the FARS data. The data entry process of the Alabama FARS data needs to be upgraded to include all required FARS data elements plus the following to enable ALDOT to meet federal requirements: (1) MPO boundary area, (2) RPO boundary area boundary, (3) FARS Highway Functional Classification, and (4) FARS National Highway System Classification. The current CARE FARS system also needs an upgrade to process data from the most recent FARS updates.
    Progress: This is an important project that will be initiated as soon as funding becomes available for it.
13. Crash Predictive Analytics. Proactive, data-focused crash reduction methods have the potential to provide forward-looking estimates of crash risk of an area. This data can be used to provide longer term planning information for enforcement development and additional options for proactive mitigation and prevention. In concert with existing traditional historical crash analysis and static hotspot map creation, a set of input parameters will be used to create a predictive model using AI/ML methods. Additionally, a comparative evaluation process to verify the effectiveness of this method and to provide a positive feedback loop to improve it will be created. Existing working groups will be used to assist in identifying the initial predictive variables, and updates for the progress of the parameter identification and the development of the model will be provided at regular intervals (no less than quarterly).
    Progress: In preliminary discussions. Identification of the core factors to be considered in the construction of the predictive estimates are being identified. A basic predictive model will be created following the finalization of these initial parameters.

4.3.3. Vehicle Component

1. Effective vehicle TZD infrastructure. See CARE ETL development below under Integration; specifically, for the crash-vehicle data integration. Toward Zero Deaths (TZD) can only become a reality if ultimately vehicles are equipped with the technology that essentially eliminates any possibility of a crash. Effective prototypes in this direction have been demonstrated by some jurisdictions approving the use of driverless vehicles. This element of the plan is to establish the fact that Alabama will use all of the data resources at its disposal to support this effort and to make TZD a reality in the shortest time possible.
    Progress: No progress per se, but the current efforts to make eCrash totally MMUCC 6 compliant will provide a base to launch this project.
2. Improve vehicle data system. Perform a general systems analysis over the entire Vehicle data system and use the results to improve the description and contents of the Vehicle data system.
    Progress: Not yet initiated.

4.3.4. Driver Component

1. DUI driver data intake and reporting system. The eCite system uses MOVE to automatically query LETS to determine if the offender has a criminal record, outstanding warrants or

protection orders, or is otherwise dangerous to the arresting officer (e.g., has offenses involving firearms). This project will enlarge this capability to touch the MIDAS system for DUI information to provide a final link back to the field so that the officer can be trained to determine if the individual has a history of DUI offenses. It will also provide the linkage from the officer to MIDAS to initiate or augment a current case record. DUI (drugs and alcohol) accounts for up to 40% of fatalities in the state of Alabama, and this is seen as an information tool that will be a major deterrent to DUI.
[*Update on MIDAS*. It was determined during FY2016 that the MIDAS database was almost exclusively text entries, and very little of it was coded information. This made it impossible to initiate many of the projects that involved MIDAS. The judgment of the TRCC, however, is that the interactions with MIDAS should remain in the plan with the goal of sometime over the next five years, updating MIDAS to be driven by drop-down menu categories that will serve to provide the data necessary for the integration required by the proposed projects. These projects will be found both in the Driver and the Citation/Adjudication components. Any additions or modifications of these projects will require discussion and approved by AOC leadership.]
Progress: This project has not yet initiated and will need to be discussed and approved by AOC leadership before initiation.

2. MIDAS offender completion validation. This is an innovation of the MIDAS system to enable it to validate when an offender has completed his/her time of suspension or otherwise satisfied their alternative or traditional sanctions prior to re-instatement.
Progress: This project will need to be discussed and approved by AOC leadership. Awaiting decision as to if or when to implement this project.
3. MOVE upgrades. There are a number of additional components that can be added to MOVE to enable officers to be more efficient in their investigation and reporting activities. ALEA officers have also recommended several other upgrades to MOVE, including enhancements for real time data, map and building layout communications directly to field officers to deal with various emergencies (e.g., weather, hazardous materials, major traffic and other disasters, both natural and man-made). Overall, between the feature requests and progress in the software development space, a newer, improved version of MOVE is required to meet the needs of the modern law enforcement officer. To that end, a design and prototyping process is needed to implement this system.
Progress: Significant progress has been made in the design of an updated version of MOVE, and this effort is expected to continue through FY2025. A new version of MOVE based on the UDIP framework is expected to be released in FY2026.

4.3.5. Roadway Data Systems Component

1. Statewide roadway data inventory. The state (including both ALDOT and many local jurisdictions) has spent millions of dollars on the creation and storage of roadway data. Yet, when a preliminary analysis was performed to determine the availability of the data for Interactive Highway Safety Design Manual/Highway Safety Manual (IHSDM/HSM) implementation, it was found that there is no central repository of these data, nor is there even a centralized data dictionary so that it could be determined which data elements even exist. A

critical first step is to create such a data dictionary that would list the data elements, where they are created, who is responsible for their storage and update, and the current use to which they are being employed. Without such a document any further data gathering might be found to be unnecessarily redundant, and there would be no hope that the current data will ever be fully employed in the IHSDM/HSM efforts. While this effort should begin with the data that exists for state, federal and Interstate (i.e., mileposted) routes, it should not be limited to these routes.

Progress: No progress on creating a task force to initiate and oversee this documentation process.

2. IHSDM/HSM implementation project.
   It is expected that over the next five years these systems will be an integral part of the design and roadway improvement functions throughout the state.
   Progress: This project is currently in its preliminary investigation stages in order to formulate a plan for the implementation of IHSDM, HSM, and Safety Analyst.
3. Roadway Issue Dispatch (RID) roll out. This project has created an automated form that is an add-on to the current law enforcement MOVE system. It gives police officers that have MOVE the capability to report any roadway conditions that could be considered as hazardous. For state, Federal and Interstate roadways, this information is immediately forwarded to the appropriate person within ALDOT for immediate remedial consideration. The project will determine and implement the most effective disposition of forms completed and electronically submitted by local law enforcement.
   Progress: The form is available to ALEA but there needs to be training to assure that the systems rolled out will be implemented by local law enforcement agencies.
4. Roadway Improvement Safety Evaluation (RISE). The goal of this project is to create economies of scale and safety uniformity within the roadway system. This can be accomplished by leveraging funds already dedicated (required) to be spent on roadway maintenance to also serve traffic safety interests. That is, while the crews are in the field doing maintenance, they will be called upon to perform consistent safety upgrades along the entire corridor where they are working. This systematic optimization system is seen to be a revolutionary approach toward roadway safety improvements. It is estimated to double the safety value being obtained over those that are independent and strictly traffic safety.
   Progress: Ongoing. This project is underway but needs further efforts in its implementation.
5. Model Inventory of Roadway Elements (MIRE). Continue to develop and populate a repository for both state and local routes. Over the course of this plan complete and validate 100% of the elements for all state routes. Develop a detailed plan for the population of MIRE data elements for all public routes at the rate of 20% per year until 95% of all local routes are covered. Relate the MIRE data to crash data in the CARE system for analysis and consideration of roadway engineering data in the state traffic safety program. The following provides additional details for this plan in response to the TRA:
   - Assure that all data elements that exist in the current roadway data system in use comply with general published MIRE requirements, and specifically, those detailed in the Memorandum dated 20-March-2017 from Scott T. Johnson, Acting Director, Office of Safety Technologies; SUBJECT: Reporting Model Inventory of Roadway Elements (MIRE)

Fundamental Data Elements Improvements in State Traffic Records Strategies Plan Due July, 2017.

- Seek opportunities through committee meetings and develop detailed plans to expand the collection of FDEs onto more non-system roadways with the goal of using these data elements for safety analysis programs that incorporate roadway and crash data that can benefit users of all public roadways. This can readily be done by using the CARE ETL to integrate MIRE and MMUCC data elements so that various roadway geometrics and other characteristics can be evaluated from a crash avoidance point of view.
- Complete the development of the roadway enterprise system that is currently being developed and assure that all data elements in this system conform to MIRE.
- Establish plans for and initiate development of the ALDOT eGIS Geodatabase data dictionary.
- Perform studies to determine the value of Non-Fundamental MIRE Data Elements and develop a plan to incorporate them into the data dictionary and subsequent analytics.
- Establish a process for adding new data elements to the data dictionary and the analytics processes as their value is established.
- Incorporate the State collected MIRE data elements into the crash database so that the relevant MIRE data elements are included in the Crash reports.
- Enlarge ALDOT efforts in collecting the MIRE data elements for all public routes not on the State-maintained network.
- Provide assistance to the State in providing MIRE data collection, reporting tools and training to local authorities (e.g., City, County, MPO, RPO).
- There are a number of analyses that have been performed using roadway characteristics data that were available prior to MIRE. This component of the project will demonstrate how the MIRE data elements will be able to drive analyses that are currently available via the Safety Portal.

Progress: Ongoing; initiated in FY2020. Completion is expected to take six years.

6. Design and develop data dictionary for roadway data elements. Currently no formal data dictionary exists for the raw roadway data elements. This project calls for the development of a comprehensive data dictionary for these data, including but not limited to the MIRE data elements that are to be collected in Project 5 above. The data dictionary will conform to standard currently accepted IT practices. In addition to data elements, it will also include methods for tracking all datasets produced from the roadway data, including those that are integrated with data from other modules, e.g., ADT. It is expected that this project will be deferred until after the next major upgrade of the MIRE system that has been mandated by FHWA. At that time a list of included data elements (and their potential values) will be produced by the system itself. These will be given attributes according to standard data dictionary development procedures. The data dictionary will be made available in the most readable and usable forms on the various ALDOT records web portals.
   Progress: In organizational phase of establishing a task force to generate this documentation.
7. Systems analysis of roadway data elements. A task force will be established that will:
   - Become totally proficient with the recommendations given in the Advisory and will create a preliminary list of anticipated current roadway module deficiencies.

- Conduct a complete systems analysis of the current roadway module including both internal procedures and process flows.
- Explore quality control procedures and recommend a lead analyst for this continuous task.
- Extend this analysis to the integration with other modules as well as the data elements developed in Projects 5 and 6 above.
- As the analysis of each element of the system continues, compare existing procedures against the recommendations given in the Advisory.
- Recommend remedial action to correct any deficiencies to improve the roadway data system to reflect the best practices of the Advisory.
- Create a list of potential projects that can then be compared on a cost-benefit basis to recommend updates to the TRCC SP.

Progress: None; the task force has yet to be established.

[Qualifying note for Projects 8 and 9 below. There will be no attempt to initiate these projects before obtaining the total concurrence of the appropriate officials within ALDOT to assure that they are in agreement with the goals of these projects.]

8. Establishment of Construction Relief-Route Task Force (CRRTF). Initially, the purpose of this project will be to establish the CRRTF, which will consist of representatives from ALDOT, FMCSA, FHWA, CAPS and other selected stakeholders for the purpose of developing the plans for "Relief Routes." Relief Routes are one or more alternative routes that vehicles can take in order to avoid the delays (and other potential hazards) associated with construction of new routes or significant modifications of existing routes. The plan is for stakeholder representatives to meet at a convenient time with the agenda of planning the structure, organization and activities of the CRRTF. Once it is organized, it is envisioned that new plans will be shared with the CRRTF to enable them to ultimately develop and implement Relief Routes by creating the appropriate signage along these routes and by adequately publicizing them as suggestions to appropriate organizations (such as the Alabama Trucking Association) as well as social media, ALGO, and the news media.
   Progress: None at this time. Initiation will require the highest levels of the agencies involved to come to an agreement.
9. Development of Requirements for Construction Relief Route Software. This will be a project that will heavily involve the CRRTF defined above. The software could either be an add on to ALGO, and independent app, or both. The requirements will specify the users, who will be involved as stakeholders in enlarging and rounding out the requirements so that they serve the intended purpose of guiding interested motorists onto optimal alternative Relieve Routes.
   Progress: Initiation will require the highest levels of the agencies involved to agree.

4.3.6. Citation/Adjudication Component

1. Upgrades to eCite. There are a number of current issues in addition to advances in

technology that call for some major upgrades to the eCite system. A stakeholders meeting will be organized including representatives from the various agencies that are involved with both issuance and adjudication. That will result in a list of requirements that will form the basis for a complete systems analysis and some re-design of the system to make it more effective in increasing officers' productivity and presence in the field as well as facilitating the adjudication process. These should include considerations for making eCite device agnostic to the extent possible within current resource constraints. The immediate plan is to gather new business requirements for MOVE and eCite from ALEA, and to start development of the MOVE and eCite applications with our newly developed frameworks.

Progress. The following progress has been made:

- Brainstormed and documented possible improvements to eCite;
- Created Alabama eCite Validation Reference List document to assist in future development; and
- Performed research and development on frameworks allowing for efficient creation of data forms and application communication.
- Systems analysis and planning for continued improvement.
- Development of new framework has begun and will continue through FY26.

2. ALEA Motor Carrier-National FMCSA compliance. This project will support the ALEA Motor Carriers unit in bringing about in-state regulation of motor carriers and the integration of these systems with the National FMCSA ongoing initiatives. This includes at least five major software developments and respective training as given in the FMCSA documentation.

   Progress: Systems analysis and design are underway.

3. Citation adjudication technology. This project involves the development of the technology infrastructure necessary for improvements in the current electronic swearing and search (eSearch) of records. This project will be initiated by a meeting of all stakeholders who might be affected. This will lead to a requirements document, which, in turn will lead to a design and development of these upgrades. In their deliberations stakeholders should consider the possibility of eliminating altogether the need for swearing to citations.

   Progress: Remote eSwearing has been initiated and completed, and it is available to any agency that wants to use it. The other aspects of this project are in the early requirements development phase.

4. Municipal electronic disposition system. This project is complementary to the citation adjudication technology project.

   Progress: Ongoing. This project has been prototyped by some preliminary work that has begun with regard to collecting dispositions from courts. It needs to be further developed and applied at the district levels and then expanded into additional municipal courts.

5. Completion of the eCite roll-out. The goal of this project is a total roll-out of eCite and elimination of all paper citations statewide. In the interim, methods have been developed to enable current paper tickets to be electronically submitted in a format that is compatible with eCite so that there is a comprehensive picture of the enforcement activity statewide. However, the goal is to eliminate paper submissions in the future by getting all agencies to submit directly into eCite.

Progress: The process for accomplishing the goal of this project is complete, but it must always be considered ongoing as new agencies adopt eCite. We do not have 100% eCite adoption at this time.

6. Citation and DUI Tracking System. This system will display information on the current status of every citation that has been issued to date. It will be able to respond to queries to determine if any given citation is (a) still in the electronic possession of the officer; (b) submitted but not adjudicated; (c) fully adjudicated or (d) reported to the driver history record. A portal will be created, and training conducted to enable officers in the field and judicial officials to see relevant MIDAS information on a given defendant so that (among other reasons) a repeat offense in another part of the state is not treated as a first offense. It will also enable law enforcement to know whether a given individual is: (1) still on probation, (2) within the court referral program, or (3) in some other alternative treatment program.
   Progress: Not yet initiated; this project will need to be discussed and approved by AOC leadership.
7. Creation of a taskforce to develop and implement improved guidelines based on the Advisory. This will also cover interfaces as well as data. This taskforce will:
   - Become proficient with the relevant recommendations of the advisory.
   - Perform an internal assessment as to which components are in compliance with these provisions and which are most in need of remediation.
   - Conduct a complete systems study of all current components within the citation/adjudication component, i.e., all systems that relate to either transactional or analytical systems and impact traffic safety. This review will be at a very high level so that the most critical components can be identified for further development or remediation.
   - Once this is established, a deeper analytical study will be performed on the most critical modules that will result in recommendations for additional development or supporting projects to bring the system into closer conformance with the Advisory.
   - Recommend to the TRCC any new projects that are required to this effect so that they can be integrated into the SP once approved.

   Progress: Not initiated. Expected initiation to be determined.

4.3.7. EMS-Medical Surveillance Component

1. Continued enhancements and support of RESCUE. RESCUE is a National Emergency Medical Services Information System (NEMSIS) compliant data entry for emergency medical units (ambulance and other EMS units). As part of the NEMSIS effort, and to assure more consistency and completeness of reporting, a web-based data entry system was developed, at the request of ADPH, to replace their former fragmented data entry system. RESCUE has been completed and has been deployed. Ambulances and other EMS units statewide may choose to use RESCUE or not for data collection, but all agencies must now submit NEMSIS-3.5 compliant data to the RESCUE data aggregator for submission to the national database. A system of this type will always require enhancements and support to keep it up to date with the latest technology and compliant with the latest version of NEMSIS.

Progress: ongoing and continuous. System upgrades will be needed in FY2025 and FY2026 to update the RESCUE system to target NEMSIS v3.5.1.

2. Support of RESCUE portal. A web-based analysis portal has been developed for the RESCUE data. A system of this type will always require enhancements and support to keep it up to date with the latest technology and operational with the latest version of NEMSIS data.
   Progress: ongoing and continuous.
3. First Responder Solution Technique (FIRST) seeks to provide Law Enforcement (LE) agencies with quick, accurate, and location-aware inventory of available emergency medical assistance facilities. The primary goal of the FIRST project is to provide this inventory to LE in the case of mass-causalities in rural areas of Alabama. The project has collected a set of geo-located data providing medical facilities in the state from which a compact shape-file was developed for deployment in MOVE), which provides the MapClick interface. The integration of a geo-located emergency medical facilities layer in MapClick provides LE the ability to visually determine the nearest appropriate facility. This project also evaluated the available Alabama emergency medical assistance facilities inventory to the Model Inventory of Emergency Care Elements (MIECE) data standard developed by the National Association of State EMS Officials (NASEMSO) in March 2011. The FIRST project will also evaluate the feasibility of providing LE with routing information from their current location to a selected facility.
   Progress: Not yet initiated; this project is still in the pre-data-collection stage. Plans are to continue to develop this capability so that it can reach its full potential over the next five years.
4. EMS-Trauma data integration through CARE. A prototype system for the EMSIS data has proven its value in providing valuable information from this EMS run database. To integrate trauma data into this system a two-phased approach will be performed: (1) the refinement of the current CARE/EMSIS system and the incorporation of trauma data under CARE, and (2) the use of ETL techniques to integrate these datasets into a third dataset using key variables for case matching. Consideration for the best match methods in Phase 2 and user training will be integral parts of the first phase.
   Progress: Awaiting higher-level decision to initiate.
5. Medical database access/integration.
   Progress: Pre-requirements. This is a long-term project that must first be defined in terms of the various databases that could be made available to the state, e.g., trauma registry, Electronic Death Reporting System (EDRS), emergency room and hospital discharge databases. Current contacts within the Alabama Department of Public Health will be the starting point for a high-level preliminary requirements document as a starting point for this project. Ultimately records from volunteer fire departments might be included in this overall effort.
6. Model Inventory of Emergency Care Elements. Develop and populate a repository of the Model Inventory of Emergency Care Elements (MIECE) for the State. The MIECE repository will be used to provide First Responders an inventory of emergency care resources in the occurrence of a mass casualty event.
   Progress: Pre-requirements. This project requires the highest-level supportive decisions before it can be implemented.

7. Interface research task force. A taskforce will be appointed by the manager of this component, which will be as comprehensive as possible with individuals who are familiar with past CODES projects as well as those who have specialized expertise in at least one of the medical/EMS data systems, with the following charge:
    - To become totally familiar with all aspects of the Advisory as they relate to the EMS/Medical component.
    - To review the systems interfaces in comparison with the Advisory.
    - To make recommendations for all interfaces that may not be in accord with the Advisory.
    - To prioritize the large number of potential interfaces that exist, with the goal of creating or improving those interfaces that are most productive from a management and research perspective.

    Progress: While it is not expected that complete integration can be achieved because of the legal issue and the autonomous aspects of the various medical systems (e.g., per hospital) making up this component, the study should develop a plan that sets forth those interface developments first that are considered of the greatest combination of benefit and feasibility. It is only when this is completed and presented to higher-level decision-makers that approval for this effort can proceed.

4.3.8. Integration and Information Distribution Component

1. TSIS/TRCC Coordination. The state has never had the resources to employ a formal full-time TSIS coordinator. The function has been performed by the Traffic Records Coordinating Committee and lead by the TRCC coordinator who is a staff member of the Governor's Office of Highway Safety. Examples of the TSIS Coordination responsibilities include: (1) Administer the allocation of the Section 405c funds, including the performance of full effectiveness and administrative evaluations of all activities within the TSIS Strategic plan, whether Section 405c-supported or not; (2) Generally promote and be a champion for the integration of data and information systems among all of the involved departments; (3) Survey nationally TSIS innovations and make them known to the respective subject matter experts within Alabama; (4) Update the TSIS Strategic Plan on at least a semi-annual basis; (5) Be the executive secretary and facilitate the activities of the TRCC; and (6) Assure the continued enhancement and maintenance of information within SafeHomeAlabama.gov.
   Progress: On hold until resources become available.
2. Development of DELTA. The Data Evaluation Lifecycle Tracking and Analysis (DELTA) system development is a meta-data project to establish a system for tracking data elements within large multi-database integrated data systems that could be distributed over several agencies. Its purpose is to determine all of the ramifications of making a change in any data element so that the negative effects of such changes can be evaluated and minimized. This considers not only the technical component of the change but also the business processes for all of the agencies involved. While DELTA could be applied to any combination of data systems, it will be prototyped using crash data as the first example.
   Progress: Not yet initiated; awaiting higher-level support.

3. Crash-Injury Data Integration. The goal of this project will be the integration of pre-response, crash, EMS, trauma registry and hospital data so that the injury ramifications of a crash event can be mapped through its lifecycle. This data will also be useful in the evaluation of countermeasures, especially those that related to crash injury severity. This integration has been problematic in most states and the project will be initiated by several stakeholders' meetings to determine: (1) the support for such an integration; (2) the anticipated use of the data by the various stakeholders; (3) the issues in accessing available data; and (4) a prioritization of the anticipated tasks so that a plan can be developed. It is expected that a detailed systems analysis in conjunction with these meetings in order to provide a technical underpinning for the decisions that are made. This project will be coordinated closely with that discussed in Section 4.3.7, Project 5. The primary emphasis of the initial phases of this total integration will be in the linkage between the Electronic Patient Care Report (ePCR), currently produced by RESCUE, and the crash report, currently produced by eCrash. Specific opportunities include, but are not limited to, the following:
    - Researching correlations between officer opinion of crash severity and actual EMS severity assessment and medical care given;
    - Roundtrip time of EMS dispatch to delivery to medical facility.
    - Comparison of officer reported medical dispatch and arrival times to EMS-provided dispatch and arrival times;
    - Delayed fatalities to the delay time of receiving medical attention; and
    - Delayed fatalities to type of medical facility initially receiving the patient.

    A second longer-term focus will be on the linkage of these (ePCR and eCrash data) to the Alabama Trauma Registry (ATR). While this is a much longer-term project the ultimate goal is to consider these data elements through the complete lifecycle of the event. i.e. eCrash > ePCR > ATR, and ultimately discharge data.
    Progress: This project could provide extremely valuable data, however, not much progress has been made so far.
4. Citation-Adjudication Portal. This will involve (1) the integration of citation and adjudication data from potentially several levels or police and court agencies; (2) the design of a data retrieval and presentation system; and (3) a web portal that will be accessible by all authorized personnel to track any given citation from issuance to final disposition. Since this will involve city, county and state agencies, the integration will be of fair complexity, and prioritization and sequencing of activities will be essential to first prototype and then to develop a system that will serve both the law enforcement and the judicial needs of all stakeholders.
    Progress: On hold awaiting higher level support.
5. Mobile Officers' Virtual Environment (MOVE). This is the basis for bringing together all of the systems currently used by field law enforcement officers, including eCite, eCrash, officers' logbook, roadway issues reports, and all of the paperless office upgrades being made for ALEA and local agencies. MOVE is in the process of being upgraded to apply to several more applications and to operate more effectively with current applications.
    Progress. The following progress has been made or is anticipated:
    - Brainstormed and documented possible improvements to MOVE;
    - Performed research and development on frameworks allowing for efficient creation

of data forms and application communication.
    - Development has begun on a new version and will continue through FY2025. An upgrade to MOVE 2.0 is planned for FY2026.
6. Mobile device technology implementation. Listed under the Integration component because it affects all of the data entry and query systems within all other components. This will involve porting the current systems to advanced mobile devices such as iPads, iPhones, and other devices operating under the Android and other mobile device operating systems. Progress: Not initiated; awaiting decision and funding for this purpose.
7. Data-Driven Approaches to Crime and Traffic Safety (DDACTS). This approach, which is heavily supported by NHTSA and DOJ, seeks to take advantage of the officers in the field to assure that they are in the right place at the right time with the right equipment and software to perform whatever their immediate mission assignment might be; and to serve as the most effective deterrent to both crime and traffic violations. This is the epitome of the benefits of integration of data from both the traffic safety and the criminal justice communities. MOVE and CARE perform this data integration currently; DDACTS will create new applications of these data to further optimize officer activities and other law enforcement resources. Progress: Not initiated; awaiting funding for this purpose.
8. CARE multiple database analytics development. The CARE Extract-Translate-Load (ETL) component has been proven as an effective method for integrating databases that were originated for a variety of purposes other than traffic safety. By creating a crash data linkage with related data, benefits are derived in both the traffic safety and the other involved disciplines. The following are the immediate proposed integrations:
    - Crash and roadway characteristics data. This has been in prototype form for a number of years, proving the concept; it needs to be enlarged to cover the new data elements being collected within ALDOT.
    - Crash and citation data. Some prototypes exist along this line as well that compare the locations of crashes with the locations of citations, which is invaluable for officer location deployment decisions.
    - Crash and EMS/Injury data. This has been designed and is in its infancy; working prototypes are expected in the near future.
    - Crash and vehicle data. This is in need of design and development, the goal being to load the CARE datasets with vehicle characteristics that are now available via the tag number through the vehicle database to surface the Vehicle Identification Number, and then use that number to engage the ETL to load the dataset with vehicle characteristics.

    Progress: Not initiated; awaiting funding for this purpose.
9. Tighter eGIS integration. Most of the TSIS components have a GIS element that enable them to be integrated with most of the other components. A simple example of this that has been accomplished is the current ability to show crashes and citations on the same map, and the corresponding ability to optimize the re-deployment of law enforcement resources to address crash hotspots. Similar optimizations could be performed with EMS resources as a second example. This project will be initiated by a meeting of stakeholders to brainstorm consideration of the various components and to determine the costs and benefits of each integration so that a priority can be established for moving ahead with eGIS-based integration.

Progress: Not initiated – awaiting a meeting of stakeholders for this purpose to get the project kicked off.

10. Data evaluations for countermeasure decisions. A wide range of data evaluations are needed to translate crash, citation, demographic and other raw data into useful information for decision-making. Potential countermeasures will be prioritized in terms of their criticality to fatality reduction, the flexibility to modify related countermeasures and the expectation of the evaluation to modify policy. Currently the following are seen to have the highest potentials: speed related, impaired driving (worst offenders and ignition interlocks), restraints, pedestrians, distracted driving, distracted walking (including observational surveys).
    Progress: These evaluations have been, and will be, performed as they are requested by authorized personnel and agencies.
11. SafeHomeAlabama.gov web site. This web portal includes all state agencies and all known service groups. Its goal is to be comprehensive in keeping the entire traffic safety community aware of the most recent developments in traffic safety in Alabama and Nationally.
    Progress: While the site is currently operational, it needs further enhancement and continued effort to see that it is maintained with up-to-date information. This project will be extended in this plan to include publicizing and linking to the "Safety Portal".
12. Public CARE Portal. There is currently a public crash data web portal called SAFETY. This portal is built using CARE as the background engine. A goal is to improve the public portal to make more tools available to the public at large and to make them more user friendly. This might mean simplifying some of the functionality of the CARE portal and streamlining into more static, bite-sized pieces organized by specific topic areas.
    Progress: While a public portal is currently operational, brainstorming is underway for improvements as described.

4.4 TSIS Measurable Performance Indicators

A summary of the TSIS project goals in terms of measurable performance indicators is given below for each of the TSIS components. Each of the projects is listed under the particular TSIS component to which they relate (e.g., crash, vehicle, driver, etc.). In most cases IT projects only return their benefits when fully completed and deployed (e.g., a half-completed software development project generally does not produce any tangible benefits). There are some exceptions in data development projects, but in most cases the goals established would be effective once the envisioned project to satisfy it was totally completed.

The state would have to perform studies that cost well beyond the total Section 405c allocation to the state in order to establish the benchmarks and performance metrics to any degree of reliability. For this reason, the best estimates were used in many cases. In some cases the ongoing and proposed projects have the objective of establishing data or systems that currently do not exist, and therefore the current benchmark is zero. In other cases, the benefits of the systems being developed will not be realized until these systems are deployed, and in these cases the metric is a degree of completion as opposed to some impact on the TSIS itself. Thus, to the extent possible the metrics that are recommended in NHTSA document **DOT HS 811 441 entitled "Model Performance Measures for State Traffic Records Systems"** were used as the basis for the performance metrics given below. In addition, the annual required Interim performance metric report that the State submits to NHTSA uses the metrics that are specified in the **DOT HS 811 411** document.

4.4.1 Management Component Project Metrics

4.4.1.1 Quality Control Management Metrics

- Assignment of a quality control coordinator to each operational component.
- Within each component:
    - Selection of items in need of qualifying improvement.
    - Documentation of improvements made.

4.4.2 Crash Component Project Metrics

4.4.2.1 ADVANCE Upgrade

- Functioning ADVANCE portal with new technology upgrades in place.

4.4.2.2 MapClick project.

- Increase the accuracy and completeness of the crash location entry for on-system (mile-posted) locations to at least 98%.
- For off-system segment locations, increase the accuracy from 0% to at least 98%. (This can be measured by the number of cases that contain a 99999 in the node field, indicating that the node entered was either invalid or unknown.)
- Increase usage of MapClick to 95%.

4.4.2.3 New major version of eCrash

- MMUCC 3 to MMUCC 6 compliance increase.
- Develop APIs for ALEA consumption and others for 3rd party vendor submission
- Provide integration with MapClick to enter locations in a few seconds with consistent accuracy.

4.4.2.4 CARE scripting and dashboard capabilities.

- Provide greater productivity in enabling users to save complex queries and reuse them, resulting in a 20% increase in the number of reports generated.
- Increase the accuracy of query responses by 30% since they will not have to be re-created periodically.

4.4.2.5 Upgrade CARE dashboard user interface

- Significant recognized improvements in the interface making it easier for users to get available information from the available datasets.
- Results of user survey of stakeholders.

4.4.2.6 Upgrade to the Crash Facts document.

- Increase the consistency of information presented from year to year to 100%, providing users the capability to compare figures from year to year.

4.4.2.7 Special location type exception reports.

- Since the information being produced from these reports does not currently exist, there will be a 100% increase in information content from each type of exception report that will be created.

4.4.2.8 Coordinate-based hotspot capability

- Demonstration of a hotspot capability that is based totally on GIS coordinates and ON road code, independent of any linear reference system.
- Tested and verified system working as good if not better than the LRS hotspot systems.

4.4.2.9 Database Systems Management (DBSM)

- Progress in developing the DBSM will be evident from the ease of generating new reports once it is operational.
- It is not possible to specify other metrics at this point to measure its effectiveness in time savings and eliminating problems when it comes to changing the structure of variables that are used elsewhere in the system.

4.4.2.10 TZD research and education

- Assessment of the effectiveness is best measured by before and after surveys for the educational effort.

- Research is needed to design the PI&E efforts that will be most effective in preparing the general public for the major benefits expected from connected and autonomous vehicles, and to recognize that their flaws are temporary as technology moves forward.

4.4.2.11 Data Dictionary

- Comprehensive data dictionary for raw crash data that is consistent with industry standards for data dictionaries.
- Documented methods for tracking all datasets produced from the crash data, including those that are integrated with data from other modules.

4.4.2.12 FARS Data Automation

- Upgraded FARS data entry to include all required FARS data elements.
- Addition of the following to enable ALDOT to meet federal requirements: (1) MPO boundary area, (2) RPO boundary area boundary, (3) FARS Highway Functional Classification, and (4) FARS National Highway System Classification.
- Updated CARE FARS system to process data from the most recent FARS updates.

4.4.2.13 Crash Predictive Analytics

- Increase number of datasets to be used in this analysis to more than just crash.
- Identification of the initial predictive variables.

4.4.3 Vehicle Projects

4.4.3.1 Effective TZD infrastructure.

- Documented interaction with TZD researchers resulting in the use of CARE and other tools and data to support TZD efforts.

4.4.3.2 Improve Vehicle Data System

- Assign responsibility to agency
- Establish project team for analysis
- Publish project team report

4.4.4. Driver Component Projects

4.4.4.1 DUI driver data intake and reporting system

- Law enforcement identification and apprehension of at least ten additional DUI offenders (per month) with outstanding warrants or court obligations.

4.4.4.2 MIDAS offender completion validation

- The ability to identify for any defendant where s/he stands with regard to completing their sentence.

- The identification within the database of an increase of 30% additional existing offenders who have not completed their time of suspension or satisfied their alternative or traditional sanctions.

4.4.4.3 Mobile Officer Virtual Environment (MOVE) Upgrades

- Most of the additional capabilities that enable officers to complete forms in their vehicles will require upgrades to the current MOVE system. Since this is a supportive role, it can only be measured in terms of the other systems that it supports.

4.4.5 Roadway Data Systems Projects

4.4.5.1 Statewide roadway data inventory

- Accessibility: currently these data are widely distributed and not easily accessible for IHSDM/HSM implementation.
- Add data elements to an IHSDM/HSM warehouse to make 20% of these data elements accessible per year so that at the end of the five-year planning horizon 100% of the required data elements will be accessible.

4.4.5.2 IHSDM/HSM implementation project

- Improve the accuracy and the consistency of roadway modification benefit estimates by at least 50% over the planning horizon (e.g., if the accuracy is currently 80%, then a success would be in raising this accuracy to 90%, eliminating 50% of the deficiency).

4.4.5.3 Roadway Issue Dispatch (RID) project

- The addition of ten RID reports per month routed to either ALDOT or the appropriate county or city engineer.

4.4.5.4 Roadway Improvement Safety Evaluation (RISE)

- Beta test at least five maintenance project corridors during the second year after project initiation.

4.4.5.5 MIRE creation for state routes

- Ongoing progress of 20% of the data elements functional per year after initiation of the project.
- Comparable progress to incorporate the relevant state-collected MIRE data elements into the crash database and Crash reports.
- MIRE data elements collected for 80% public routes not on the State maintained network.
- Ongoing implemented training on MIRE data collection and reporting tools to local authorities (e.g., City, County, MPO, RPO).

4.4.5.6 Design and develop data dictionary for roadway data elements.

- Comprehensive data dictionary for raw roadway data elements that is consistent with industry standards for data dictionaries as well as federal requirements.

- Documented methods for tracking all datasets produced from the roadway data, including those that are integrated with data from other modules.

4.4.5.7 Systems analysis of roadway data elements.

- Documentation of complete systems analysis of the current roadway module, including both internal procedures and process flows.
- Documentation of the integration with other modules.
- Recommendations for all remedial actions to correct any deficiencies resulting from a comparison of existing procedures against the recommendations given in the Advisory.
- List of potential projects that can then be compared on a cost-benefit basis to recommend updates to the TRCC.

4.4.6 Citations and Adjudication Projects

4.4.6.1 Upgrades to eCite

- List of requirements to ensure no current functionality is lost.

4.4.6.2 ALEA Motor Carrier Integration – FMCSA compliance

- From less than 50% current compliance to 100% compliance with Federal standards.

4.4.6.3 Citation adjudication technology

- For all eCite agencies, eliminate the need for paper tickets.

4.4.6.4 Municipal electronic disposition system

- Five beta test municipalities after the first year of the start of development.
- At least 20 municipalities using the system after the second year.

4.4.6.5 Completing of the eCite roll-out

- Increase the number of agencies using eCite by at least 2% per year.
- At least 95% of municipalities using eCite by the end of FY2029.

4.4.6.6 Citation and DUI Tracking System

- Number and percentage of defendants for which data are available; functional portal under MOVE enabling officers to make queries on particular individuals; administrative capability to check the status of citation and defendants.

4.4.6.7 Taskforce to develop and implement improved guidelines

- Documentation of an internal assessment as to which components are in compliance with the provisions of the Advisory and which are most in need of remediation.
- Documentation of a complete systems study of all current components within the citation/adjudication component, i.e., all systems that relate to either transactional or analytical systems and impact traffic safety.

- Documentation of an in-depth analytical study of the most critical modules and the recommendations for additional development of supporting projects to bring the system into closer conformance with the Advisory.
- Recommends to the TRCC any new projects that are required to this effect so that they can be integrated into the SP once approved.

4.4.7. EMS-Medical Surveillance

4.4.7.1 Continued enhancements and support of RESCUE

- Periodic releases of enhancements to the RESCUE system.
- 100% response rate to requests for support.

4.4.7.2 Support of RESCUE web portal.

- keep up to date with the latest technology.
- Keep operational with the latest version of NEMSIS data.

4.4.7.3 Continued development of the First Responder Solution Technique (FIRST)

- All MOVE components developed and deployed in beta tests.
- Reduced transport time for beta areas.
- Reduced number of patients who need to be forwarded to more appropriate facilities in beta test areas.

4.4.7.4 EMS-Trauma data integration through CARE

- ETL developed and pilot datasets generated that contain integrated EMS and Trauma data that support all CARE analytical capabilities.

4.4.7.5 Medical database access/integration

- Documentation of the systems analysis study that contains recommendations as to the initial databases that can be integrated.

4.4.7.6 Model Inventory of Emergency Care Elements (MIECE) Repository

- Beta test of the MIECE data entry system completed by the end of the first year of project initiation.

4.4.7.7 Interface research task force (coordinated closely with item 4.3.8.3 below)

- Existence of an ongoing taskforce.
- Documented review of the systems interfaces in comparison with the Advisory.
- Recommendations for all interfaces that are not in accord with the Advisory.
- Prioritization of the large number of potential interfaces that exist, with the goal of creating or improving those interfaces that are most productive from a management and research perspective.

4.4.8. Integration Projects

4.4.8.1 TSIS/TRCC Coordination

- The presence of a coordinator and staff to perform all necessary coordination functions.

4.4.8.2 Development of DELTA

- Documented design of DELTA to take in the practical aspects of a multi-agency approach toward data lifecycle coordination.
- Functioning prototype system for a select subset of the total TSIS in order to initiate its full evolution.

4.4.8.3 Crash-Injury Data Integration

- Definition and establishment of two (or more) additional databases needed to prove the concept, e.g., eCrash and RESCUE data.
- Functioning CARE dataset that proves the concept of multiple database information generation using the ETL approach for integration.
- Functional linkage between the Electronic Patient Care Report (ePCR), currently produced by RESCUE, and the crash report, currently produced by eCrash.
- Established use of this integration demonstrated by (for example):
    - Establishing correlations between officer opinion of crash severity and actual EMS severity assessment and medical care given;
    - Roundtrip time of EMS dispatch to delivery to medical facility.
    - Comparison of officer reported medical dispatch and arrival times to EMS-provided dispatch and arrival times;
    - Delayed fatalities to the delay time of receiving medical attention; and
    - Delayed fatalities to type of medical facility initially receiving the patient.

4.4.8.4 Citation-Adjudication Portal

- Functioning web-based portal that satisfies current needs of all stakeholders.
- Specification of improvements for anticipated needs in the future.

4.4.8.5 Mobile Officers' Virtual Environment (MOVE) upgrades to support integration.

- New version of MOVE.

4.4.8.6 Mobile device technology.

- Research feasibility.

4.4.8.7 Data-Driver Approaches to Crime and Traffic Safety (DDACTS)

- Creation of at least one implemented DDACTS system; e.g., the integration of crash, incident and citation data to determine optimal placement of law enforcement assets.

4.4.8.8 CARE multiple database ETL development.

- One application functional every fiscal year of the following: (1) crash-roadway; (2) crash-citation; (3) crash-EMS/injury; (4) crash-vehicle.

4.4.8.9 Tighter eGIS integration

- Documentation of a systems study to determine which component database combinations will produce the most benefit from being integrated by location.
- Prioritized plan for the integration by location.
- Prototype functional integrated map-based information generation.

4.4.8.10 Countermeasure evaluations

- Result of an analysis to determine and prioritize those countermeasures that are most in need of evaluation from the viewpoint of feasibility and the flexibility to make modifications to improve the programs under consideration.
- Intermediate and final evaluation documentation.

4.4.8.11 SafeHomeAlabama.gov

- Add articles to SHA weekly and ensure that information received is posted in a timely manner.

4.4.8.12 Public CARE Portal

- List of tools to make available.
- Survey of ideas for making more user-friendly.

5.0 Appendix A - Traffic Records Successful Completed Projects

4.3.2. Crash Component

14. Final mandate for use of eCrash. The eCrash system was a major project that has obvious positive effects on timeliness, consistency, completeness, uniformity (including MMUCC compatibility), and efficiency of the state's crash reporting. It is imperative that the entire state either use eCrash or submit eCrash compatible data electronically so that the full utility of these innovations can be achieved. An edict not to receive any additional paper forms after December 1, 2013 was a major positive step in this direction. However, not all local agencies have responded to this edict. As of March 2015, the proportion submitting paper forms was estimated at about 1.0%. While no additional paper forms were being accepted after January 1, 2018, there was still some work necessary with the local agencies to see that they are properly using eCrash.
    Progress: Completed. The use of eCrash is effectively universal throughout the state.
15. CARE modifications and upgrades. The adoption of Statewide LRS will require updating CARE Location Reporting and its Hot-Spot analysis for local roads. In addition, it will further enable location reporting, mapping, and sliding hotspot analysis on the portals. GIS upgrades will augment CARE's current GIS map-generation capabilities with spatial and attribute filter dropdowns, the ability to export these filters and the ability to create templates for the various types of printers that might be employed in map production, including the consideration of the security and confidentiality issues that need to be resolved as this technology is deployed on web-based systems for engineering, law enforcement and other uses. This and the next two projects will share the same stakeholder recommendation and review processes.
    Progress: this project is effectively completed, and hotspots are being generated for the state HSP and CHSP accordingly.
16. Upgrade of the FOCIS system. The Formulated Ordering of Crashes at Intersections and Segments (FOCIS) tool provides a visual summary of crashes at intersections of various types (traditionally referenced as a "collision diagram"). This visual tool is valuable in providing engineers with a quick synopsis of the volume and type of crashes. The determination of correct countermeasures and resources to apply requires a graphical summary report and a detailed report of the crashes at the intersection. The FOCIS tool will be modified and users will be trained to provide improved specification, summary information, back-drops for different intersection types and improved reporting.
    Progress: Completed and implemented within eCrash.

4.3.3. Vehicle Component

3. ETAPS upgrade to ALTS. Development of a modernized Alabama Title System (ALTS) to replace the Electronic Title Application Processing System (ETAPS). The new system includes a better user interface, integrated title database, platform that allows application to be used with tablets, smartphones, etc., electronic liens and titles (ELT), and national motor vehicle title information system (NMVTIS) interface. NMVTIS includes a NICB (National

Insurance Crime Bureau) stolen vehicle verification that will replace NCIC; NICB has more complete data for verification on the vehicle prior to the issuance of a certificate of title. A major goal of this system is to make all titles issued electronically.
Progress: Completed - ALTS is developed and deployed and has replaced ETAPS.

4. Integration of ALEA driver license and state identification databases. This will enable/ license plate issuing officials and designated agents of the state (car dealers and financial institutions) to collect the legal name and address of the vehicle owner when completing an application for certificate of title. Users may also scan the barcode on the back of the DL/ID in order to populate the vehicle owner's name/address in the title application. The DL/ID number and expiration date will also be collected in the registration record. This is important because the title record is used to populate the registration record, which is used by law enforcement at traffic stops and crashes. This will insure that the accurate driver record is available to law enforcement during a traffic stop or crash. The DL/ID verification process will also be used to verify the identity of customers for other DOR applications (i.e. dealer license, records requests, surety bond applications, etc.).
   Progress: This project is completed.
5. Vehicle data LETS integration. This project would take the current improved and timely data that is being obtained from the Motor Vehicle Title, Registration and Insurance Portal (MVTRIP) or other current registration data source and assure that it is available to all officers in the field on a timely basis.
   Progress: Registration data is currently available within the LETS system.
6. Implementation of OVIS. The state Online Insurance Verification System (OIVS) allows licensing officials and law enforcement to electronically verify insurance at the time of registration or during traffic stops and crashes. The DOR also re-verifies insurance on every vehicle registration on a monthly basis using the OIVS web service. The OIVS web service provides a direct connection to insurance carriers for real time insurance verification. The OIVS web service is also used by ALEA to verify insurance for uninsured motorists involved in crashes and eliminates the need for SR13 forms. A training video was produced and distributed to all Alabama law enforcement agencies regarding the use of OIVS within the LETSgo system. This project will assure the full implementation of OVIS to all appropriate agencies throughout the state. FY2018 through FY2019 progress includes working with ALEA to provide access to the DOR online insurance verification system in order to administer the newly created law that allows ALEA to issue assessments to uninsured motorists who are involved in crashes.
   Progress: this project is completed.
7. Development of modernized IRP/IFTA systems. The International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) systems are for interstate commercial vehicle registration and licensing. The upgrade to these systems will include a better user interface, ability for users to upload documents, and the ability to utilize the applications on a variety of platforms and with any electronic device (smartphone, tablet, computer, etc.). The IRP/IFTA systems directly interface with the state's commercial vehicle information exchange window (CVIEW) that is used by Alabama for commercial vehicle enforcement and screening. The IRP/IFTA system data is uploaded to the federal motor carrier administration's (FMCSA) SAFER database, the national law enforcement

telecommunications system (Nlets), and the IRP and IFTA clearinghouses for use by commercial vehicle law enforcement and administrators in the US and Canada. Progress of this project in FY2018 and FY2019 included the implementation of: (1) a new commercial vehicle licensing system for IRP and IFTA licenses and taxes, and (2) a new commercial vehicle information exchange window (CVIEW) for use by DOR, ALEA, APSC and ALDOT.

Progress: this project is completed.

8. Upgrade and implementation of MVTRIP. The motor vehicle title, registration and insurance portal (MVTRIP) is used by DOR and its partners (ALEA, ADECA, ALDOT, county licensing officials, designated agents, etc.) to access DOR applications. MVTRIP provides user authentication (via CAPSlock) with a single userid and password which controls organization, group and user access to DOR applications under the MVTRIP suite of applications (e.g., registration, titles, insurance, inventory management, plate ordering system, unclaimed vehicles, IRP/IFTA, CVIEW, DISCOVERY, dealer licensing, etc.).
   Progress: this project is completed.
9. Print on demand registration receipt. This project consists of the development and implementation of a print on demand registration receipt process that includes the validation decal that is affixed to the license plate. The new process includes a receipt/decal that can be printed by county licensing offices; either at the customer service counters or back offices (online and mailed renewals), and the ability for customers to utilize kiosks to renew vehicle registrations. This process has been developed to work with the various system vendors and equipment currently utilized by county license plate issuing officials. The project also includes the ability for county license plate issuing officials and designated agents to print temporary tags on demand using existing systems and equipment. The issuance of the temporary tag will be controlled by DOR, which includes a durable temporary tag material that can be attached to the rear of the vehicle. Temporary tag data will be available to law enforcement. The print on demand process for registration receipts and validation decals is now being implemented. Progress during FY2018 and FY 2019 included the implementation of the print on demand process for Alabama license plates.
   Progress: this project is completed.
10. e-Credentials/e-Registration Receipts. This project will result in the automatic generation of the registration receipt and its transmission to the registrant's electronic wallet on an electronic mobile device, similar to a boarding pass. The registrant could then provide this to law enforcement at the roadside instead of providing the paper registration receipt, similar to that they can already do this with insurance cards. An image of the receipt will also be provided (i.e. picture, PDF, email, text, etc.). An e-Credential project is also underway that will allow CMV credentials (IRP and IFTA) to be sent to a driver's electronic wallet on a mobile electronic device. Completion was anticipated by the end of FY2018. This functionality will also be available to passenger vehicle registrations in the near future, similar to electronic driver's licenses and insurance cards. Law enforcement will need to be able to verify this electronic information with their mobile electronic devices, or with license plate readers. Eventually, the goal is to eliminate the paper registration receipt and validation decal.
    Progress: This Project is completed. Electronic credentials are being provided as a PDF to

motor carriers with International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) licenses. Law enforcement officers across North America are required to accept electronic credentials for IRP and IFTA. Electronic credentials are not available for passenger or non-interstate commercial vehicles; however, Alabama law was amended to allow for electronic credentials.

11. Online Insurance Verification System (OVIS). OIVS is an online system to determine conformance with the State mandatory insurance law. It is integrated with LETS (within MOVE) so that officers can be trained to have access to the relevant information at the roadside. This system is in need of continual updates that are surfacing as it is being rolled out and implemented statewide.
    Progress: This project has been completed.
12. Addition of the Driver License (DL) number on the title record. The vehicle owner's driver's license number is not required in order to obtain the title record. However, ALTS and many other MVTRIP systems have a service (ALVerify) that allows the user to enter a DL# and expiration date/month and the licensee's name and address will be populated in the title application. This enables the agency issuing titles to pre-populate the title record with all available information on the drivers' license (e.g., name and address and all other vehicle owner information). This will also enable the driver license validation service to populate the title record.
    Progress: Completed.
13. Electronic liens and titles (eTitling). The Department of Revenue is in the final stages of the development of an eTitling system. This component of the project will extend this effort to evaluate the systems developed with the goal of continuous improvement throughout its lifetime.
    Progress: This Project is completed.

4.3.4. Driver Component

4. Information mining of the ULTRA data. In order for the maximum amount of information to be extracted from the ULTRA database, routinely updated ETL programs need to be put in place and the resulting datasets made available to all authorized users.
   Progress: Completed.
5. LETS upgrades for traffic safety. The Law Enforcement Tactical System (LETS) project has without question been the most successful law enforcement IT project conducted within Alabama in the past two decades. Under the direction of ACJIC (now housed in ALEA), this project will take advantage of this momentum for traffic safety by integrating into LETS provisions by which serial traffic violators can easily be identified either directly by officers with networked laptops or PDAs, or by dispatchers as the officers check in. Electronic citation information will enable officers to know if a driver has been given a recent warning or related citation. LETS has also been quite successfully used at DUI and safety belt enforcement check stops. Close to $1 million has already been invested into LETS; this allocation will be leveraged to assure that traffic safety application users are trained to obtain full use of the system.
   Progress: LETS version 4 was released in FY22.

4.3.5. Roadway Data Systems Component

13. Improved data gathering/connectivity through eGIS. The ALDOT (eGIS) effort is initiating several parallel efforts to implement the most technologically advanced infrastructure for all of its efforts that require location specification, including crashes, roadway features, citations and other related applications. This project has been initiated by stakeholders' meetings in which the primary goals of the systems were established and documented (e.g., goals of traffic safety and smooth traffic operations). These goals will be the basis for an eGIS five-year plan with tasks that can be implemented immediately, recognizing the value of the current on-going efforts. The immediate plans for this project include the following:
    - Incorporate the ALDOT-maintained location system (for all public roads) route network into crash locating tools (MapClick and post-processing data improvements);
    - Expand ALDOT's efforts in updating the "all public roads" route network for non-State maintained routes; and
    - Augment ALDOT's efforts to provide infrastructure and tools to local authorities (e.g., City, County, MPO, RPO) to update and maintain the "all public roads" route network for non-State maintained routes.
    - New immediate plans
        - Formally integrate new eGIS data with MapClick
        - Release new version of MapClick with new eGIS data

    Progress: Completed. Formally integrated new eGIS data with MapClick and released new version of MapClick with new eGIS data.

4.3.6. Citation/Adjudication Component

No previous projects to move to the completed list at this time.

4.3.7. EMS-Medical Surveillance Component

8. Complete the implementation of RESCUE. This project will complete the implementation of the Electronic EMS run system, Recording of Emergency Services Calls and Urgent-Care Environment (RESCUE) system. RESCUE is a National Emergency Medical Services Information System (NEMSIS) compliant data entry for emergency medical units (ambulance and other EMS units). As part of the NEMSIS effort, and to assure more consistency and completeness of reporting, a web-based data entry system was developed, at the request of ADPH, to replace the current fragmented data entry system. RESCUE has been completed, and it is in process of being deployed. Ambulances and other EMS units statewide may choose to use RESCUE or not for data collection, but all agencies must now submit NEMSIS-3 compliant data to the RESCUE data aggregator for submission to the national database.

    Progress:
    - Provided continual RESCUE technical support to ADPH EMS;

- Completed updates to RESCUE website to improve user experience based on user feedback;
- Released Schematron updates with direction from ADPH EMS to promote better PCR reporting and data quality;
- Developed system to send weekly submission statistic emails to EMS providers and ADPH EMS;
- Developed system and process to allow EMS providers using 3rd party submission software to submit any backlog of PCRs;
- Performed research and development of new web technologies in preparation for new RESCUE ePCR Exchange system.
- Collaborated with ADPH EMS to generate business requirements for new RESCUE ePCR Exchange system.
- Support newly released RESCUE ePCR Exchange system;
- Released new version of RESCUE with upgraded web technologies; and
- Prepared for release of NEMSIS v3.5.0.

Completed - RESCUE and RESCUE Exchange are currently deployed and implemented.

9. Analytics of RESCUE data by CARE. Once the RESCUE database is created, tools will be developed within CARE to perform the search and analyses necessary for its effective implementation. Training on the RESCUE system will also assure that the data elements gathered are compliant with the most recently released version of NEMSIS.
   Progress: Completed.
10. Supporting training for 3rd party vendors. It is essential to get all third-party vendors completely compatible with the data formatting and content requirements so that all data collected can go into a single database. Once established, each of the vendors' compatibility with the system will need to be validated.
    Progress: Completed. Time and effort have been spent assisting various vendors test their submission process and working through issues to get agencies submitting NEMSIS 3.4 compliant records. NEMSIS Version 3.4 officially became the Alabama standard on 1/1/2018.
11. Supporting software for RESCUE and RESCUE portal. A number of supporting software modules are needed to implement RESCUE. These deal primarily with the interfaces to other systems currently receiving data from or providing data to the existing EMS run data entry system. There is also a portal that has been released as a prototyped in FY2018. Since that release, a number of enhancements have been recommended by users. This project will translate these recommendations into design modifications and then to re-develop the portal to meet all user needs.
    Progress: Completed.
12. Real-time ePCR retrieval system. This will replace the past use of paper ePCR forms for this purpose, which were handed off to the hospital when the patient was admitted. The new technique for the ePCR generation process will be Internet-based so that this basic function of authorized retrieving of relevant ePCRs can be performed similar to the operation of other portals that are maintained by CAPS.
    Progress - This system, called RESCUE Exchange, is completed.

4.3.8. Integration and Information Distribution Component

12. Safety Web Portal full implementation. The goal of this project is to enable those in the traffic safety community to access all of the information that they are authorized to consume under a single portal. This will eliminate the need for a different portal for each agency. It will be a consolidation of the current, largely distributed access that is required to the many disparate databases, and at the same time facilitate the capabilities to integrate two or more of these databases to produce more effective information for decision-making. This is a new web site that will be based on CARE/ADVANCE technologies. Its goal is to enable those in the traffic safety community to access all of the information that they are authorized to consume under a single portal. This will eliminate the need for a different portal for each agency. It will be a consolidation of the current, largely distributed access that is required to the many disparate databases, and at the same time facilitate the capabilities to integrate two or more of these databases to produce information as discussed above.
    Progress: Completed and in the maintenance stage.
13. SafeHomeAlabama.gov web site. This web portal includes all state agencies, the legislature's newly re-constituted State Safety Coordinating Committee, and all known service groups. Its goal is to be totally comprehensive in keeping the entire traffic safety community aware of the most recent developments in traffic safety both in Alabama and Nationally. Much of the information generated will be directly obtained from the TSIS given in the plan. The rationale behind this web portal is that it is of no use to gather data unless it can be translated into useful information for countermeasure development. This is the first formal statewide system for distributing traffic safety information.
    Progress: Completed - this site is currently operational.
14. New vehicle safety feature data analytics. With the completion of several software development projects, new eCrash and other data elements are now available to create valuable information. Examples from the MMUCC eCrash update include data on AVs and EVs by VIN. From these, crash frequency and severity can be estimated as a function of new vehicle ADAS features. The primary goal of the analytics process will be to determine the extent of crash frequency and severity increases or decreases of these various new features. In turn, this will provide the data to drive various optimization approaches to address these potential issues in decision-making. The process will be heavily driven by creative Data Integration Extract-Translate-Load (ETL) techniques that will be developed. For example, MIRE and Crash data can be integrated by location to provide estimates of the effects of roadway modifications on crashes.
    Progress: This project has been successfully completed with 8 ADAS features being evaluated – see http://www.safehomealabama.gov/caps-special-studies/ under Vehicle-Related studies that have titles starting with ADAS. These studies were forced to be suspended since there were so few vehicles that could be used for control (i.e., which did not have the ADAS feature of interest). These studies are being continued by insurance companies and IIHS.

State Traffic Safety Information System Improvements Grant
Interim Progress Report

State: Alabama Report Date: 6/20/ 2025 Submitted by: _____

Regional Reviewer:

System to be Impacted	**__X__CRASH ___DRIVER ____VEHICLE ____ROADWAY ____CITATION/ADJUDICATION ____EMS/INJURY OTHER specify:**
Performance Area(s) to be Impacted	**__X__ACCURACY ____TIMELINESS ____COMPLETENESS ____ACCESSIBILITY ____UNIFORMITY ____INTEGRATION OTHER specify:**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** The "Unknown Crash Severity Value" variable in the **crash database** was studied. This variable pertains to the severity of the crash. A comparison was made in the two study periods of the number of "Unknown" values in the records. A decrease in the percentage of Unknown responses is an increase in data accuracy.
Relevant Project(s) in the State's Strategic Plan	**Title, number and strategic Plan page reference for each Traffic Records System improvement project to which this performance measure relates** Crash Component, Item 4.3.2.3 eCrash, Page 24, TSIS Strategic Plan 2026-2030, May 29, 2025.
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** During the April 1, 2023 – March 31, 2024 study period, the percentage of "Unknown" values in the "Crash Severity" variable in the **crash database** was 2.14%. During the April 1, 2024 – March 31, 2025 study period, the percentage of "Unknown" values in the "Crash Severity" variable decreased to 2.10%. This is a 0.04% decrease in "Unknown" values per record which equates to a relative proportional improvement of 1.9% (0.04/2.14) in **data accuracy** between the two study periods for this variable in the **crash database**.
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** The percentage of "Unknown" values in the "Crash Severity" variable was compared during the two study time periods. Using the percentage of values takes into account the number of records as opposed to comparing the raw frequency. Then, simply divide the difference by the percentage in the earlier timeframe to calculate the percent decrease in records with "Unknown" values which equates to an increase in data accuracy. (See attached detailed data.)
Date and Baseline Value for the Measure	April 1, 2023 through March 31, 2024 (see attached detailed data) **Value** / **Frequency** / **Percentage** Unknown value / 3061 / 2.14% Total Crash Records / 142822 / 100%
Date and Current Value for the Measure	April 1, 2024 through March 31, 2025 (see attached detailed data) **Value** / **Frequency** / **Percentage** Unknown value / 2923 / 2.10% Total Crash Records / 139011 / 100%
Regional Reviewer's Conclusion	**Check one** **___ Quantitative performance improvement *has* been documented** **___ Quantitative performance improvement has *not* been documented** **___ Not sure**
If "has not" or "not sure": What remedial guidance have you given the State?	
Comments	

Interim TSIS Progress Report AL Crash report supportive data

C025: Crash Severity	April 1, 2023 - March 31, 2024	
Value	Frequency	Percentage
Null value	0	0.00%
Fatal Injury	902	0.63%
Suspected Serious Injury	3615	2.53%
Non-Incapacitating Injury	11865	8.31%
Possible Injury	11053	7.74%
Property Damage Only	112326	78.65%
Unknown	3061	**2.14%**
Total	**142822**	

C025: Crash Severity	April 1, 2024 - March 31, 2025	
Value	Frequency	Percentage
Null value	0	0.00%
Fatal Injury	858	0.62%
Suspected Serious Injury	3569	2.57%
Non-Incapacitating Injury	11775	8.47%
Possible Injury	10660	7.67%
Property Damage Only	109226	78.57%
Unknown	2923	2.10%
Total	**139011**	

Decrease in Unknown Crash Severity Values per Re		Decrease
0.0004		1.9%

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

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Alabama Fiscal Year: 2026

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
    - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21* (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- *28 CFR 50.3* (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,* (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972,* as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973,* (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- *The Age Discrimination Act of 1975,* as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38.

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
   "The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) [1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
b. Establishing a drug-free awareness program to inform employees about:
    1. The dangers of drug abuse in the workplace;
    2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
   1. Abide by the terms of the statement;
   2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
   1. Taking appropriate personnel action against such an employee, up to and including termination;
   2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

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

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

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (*https://www.sam.gov/*).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
    a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
    b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
    c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
    d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (*https://www.sam.gov/*).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST
(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
    a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
    b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at *www.trafficsafety.org*. The NHTSA website (*www.nhtsa.gov*) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

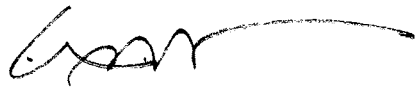
SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and on behalf of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
5. 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)(E))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
- Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands

7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



07/22/2025

Signature Governor's Representative for Highway Safety — Date

William M. Babington

Printed name of Governor's Representative for Highway Safety

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

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Alabama Fiscal Year: 2026

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

☑ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Occupant Protection Plan, page 17 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at ALABAMA - Planned Participation in Click-it-or-Ticket Mobilization, page 33 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Project Name:Child Passenger Safety Training Program, page 20 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Class Location and Attendee Estimate, page 22 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____

☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
  - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

    _____
  - Coverage of all passenger motor vehicles;

    _____
  - Minimum fine of at least $25;

    _____
  - Exemptions from restraint requirements.

    _____

☐ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at

_____ (location).

☐ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at

_____ (location).

☐ The State's comprehensive occupant protection program is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- Multi-year strategic plan: annual grant application or triennial HSP at

  _____(location);
- The name and title of the State's designated occupant protection coordinator is

  _____.
- The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at

  _____ (location).

☐ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

☑ **PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

☑ The State has designated a TRCC coordinator.

☑ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

☑ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at

Performance Measures for Traffic Records- Quantitative Improvement, page 41 (location).

☑ **PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

MID-RANGE STATES ONLY

[*Check one box below and fill in all blanks under that checked box.*]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at
  _____ (location)
  describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at
  _____ (location)
  contains the list of names, titles, and organizations of all task force members;
- Annual grant application at
  _____ (location)
  contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

☑ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 6/1/24 (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

[*Check one box below and fill in all blanks under that checked box.*]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:

- Annual grant application at
  _____ (location)
  describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at
  _____ (location)
  contains the list of names, titles, and organizations of all task force members;
- Annual grant application at
  _____ (location)
  contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at
  _____ (location)
  addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at
  _____ (location)
  contains the projects, in detail, for spending grant funds;

- Annual grant application at
  _____ (location)
  describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at
_____ (location).

☐ PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

☐ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
    _____
  - Identify all alcohol-ignition interlock use exceptions.
    _____

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Identify all alcohol-ignition interlock use exceptions.

    _____

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

    _____

  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

    _____

- Identify list of alcohol-ignition interlock program use violations;

_____

- Identify all alcohol-ignition interlock use exceptions.

_____

☐ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____

[Check at least one of the boxes below and fill in all blanks under that checked box.]

☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____

☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

☐ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

☐ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.,* the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

☐ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at

_____ (location).

DISTRACTED DRIVING LAW GRANTS

☐ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on texting while driving;

    _____
  - Definition of covered wireless communication devices;

    _____
  - Fine for an offense;

    _____
  - Exemptions from texting ban.

    _____

☐ **Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on handheld phone use;

    _____
  - Definition of covered wireless communication devices;

    _____
  - Fine for an offense;

    _____
  - Exemptions from handheld phone use ban.

    _____

☐ **Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;

    _____
  - Definition of covered wireless communication devices;

    _____
  - Fine for an offense;

    _____
  - Exemptions from youth cell phone use ban

    _____

☐ **Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
  - Prohibition on viewing devices while driving;

    _____
  - Definition of covered wireless communication devices;

    _____

☐ **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

☐ **Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

  [*Check at least one of the following boxes below and fill in any blanks.*]

  ☐ Motorcycle Safety Foundation Basic Rider Course;
  ☐ TEAM OREGON Basic Rider Training;
  ☐ Idaho STAR Basic I;
  ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
  ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at _____ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☐ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☐ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*

    _____

☐ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[*Check one box only below and fill in all blanks under the checked box only.*]

☐ Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
  Legal citation(s):

  _____.

  AND

  The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
  Legal citation(s):

  _____.

☐ Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

☐ **PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at

_____ (location(s)).

☐ **PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at

_____ (location(s)).

☐ **PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

☐ **Driver Education and Driving Safety Courses**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*

_____.

☐ Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

_____ (location).

☐ **Peace Officer Training Programs**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____.

☐ Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

_____ (location).

☐ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

_____ (location).

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

_____ (location).

☐ **PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

☐ The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at

_____ (location).

☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).