

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

Fiscal Year	2019
NHTSA Grant Application	ALABAMA - Highway Safety Plan - FY 2019
State Office	Alabama Department of Economic and Community Affairs
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	ALABAMA - Highway Safety Plan - FY 2019
Application Version:	2.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	No
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Lynne Wilman
Submission On:	7/6/2018 5:45 PM

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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

1. Identification of Highway Safety Problems

The State of Alabama has a comprehensive, evidence-based enforcement plan that encompasses all traffic safety program areas. This section gives the steps of the planning and problem identification processes applied by the Alabama Office of Highway Safety (AOHS) in creating its Highway Safety Plan (HSP). The following outlines the procedures that are followed in developing the countermeasure programs that are included in the HSP:

- A general problem identification is initiated as soon as the close out of the previous year's state crash data is completed, usually in the April-May time frame.
- The most current year of data after the close out is combined with the previous two years of data in order to have three years of crash data to perform the problem identification. Research has shown that three years is an optimal time span for predicting future hotspots.
- Hotspot analyses are run for the major subjects of interest, in this case speed, impaired driving and lack of seatbelt use using the Critical Analysis Reporting System (CARE).
- From these analyses, it becomes quite clear as to where the critical locations are as well as the answer to the more general who, what, where, when, how old and why questions to address how these crashes can best be addressed.
- To assure that the Community Traffic Safety Project/Law Enforcement Liaison (CTSP/LEL) Coordinators are thoroughly involved in this process, they are required to submit their plans in the April-May time frame, at about the same time as the statewide problem identification is being performed. The submitted plans include feedback on previous years' efforts in their respective areas.
- These plans are then combined to produce the specific action items that are implemented.

The HSP is completely evidence-based, as demonstrated by the results of the problem identification steps documented. AOHS does recognize there are a large number of excellent countermeasure programs that are in need of funding. For example, it is recognized that fatalities are caused by many factors other than speed, impaired driving and lack of proper restraints. However, optimality demands that the limited resources available be applied to those areas that have the maximum fatality-reduction potential. According to the analysis of state crash data from 2017, these "top three" issues demonstrate the greatest crash elimination and severity-reduction potentials for fatal and severe injury crashes. However, even if all the goals for these various programs are met, there will still be an intolerably high death and injury toll, and the State embraces all of the principles of the national Toward Zero Deaths (TZD) effort.

AOHS uses the CARE system, to develop a complete listing and mapping of problem crash locations (or hotspots) throughout the state. In addition to a breakdown by CTSP/LEL regions and State Trooper posts, the results are also subdivided by crash type and roadway classification. This is because different agencies may deal with different roadway classifications, and different tactics may be applied to the different types of crashes. In addition, all agencies have access to the preliminary statewide plan. By providing both statewide and specific information to each area, the regional coordinators are able to identify the problems and locations in their region, and they can also determine how these locations relate to the statewide plan.

Once this information is provided to the CTSP/LEL Coordinators, they are instructed to focus their grant applications for the coming year on the hotspot locations given in the reports for their region.. Other issues presented in their applications are reviewed by AOHS staff to assure integrity and consistency among the regions. Once the grant are awarded, the enforcement programs are continuously evaluated, and any necessary adjustments are made throughout the fiscal year. The implementation of the Evidence-Based Enforcement Plan is demonstrated below in the following sections by major issue areas:

- Impaired driving and speed related crash hotspots – 402 funds
- Alcohol- and drug-related crashes hotspots – 405d funds
- Restraint-deficient hotspots – 405b funds

Media campaigns are also conducted alongside high visibility enforcement campaigns. The value of such integrated enforcement efforts is demonstrated by studies referenced in Page 1-24 of *NHTSA Countermeasures that Work*, the URL reference:

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015

<http://www.safehomealabama.gov/Portals/0/PDF/Countermeasures%20that%20Work%20811727.pdf>

2. Process for developing Highway Safety Performance Measures and Targets

Performance measures and targets development has been a process initiated by AOHS more than a decade ago and updated annually as the traffic safety picture has changed. The AOHS staff review provided data and develop and select evidence-based countermeasure strategies and specific projects to address problem areas and to achieve performance targets.

Grant funds are allocated to the regions based on an assessment of their needs in terms of reducing the problems identified in their respective regions. Specific projects involving the state CTSPs for FY 2019 will be largely focused on the problem locations discussed and defined in Hotspot Listings presented below. In addition, AOHS will continue participation in national programs, such as the “Click It or Ticket” and “Drive Sober or Get Pulled Over” campaigns. Generally, funding is allocated to each region based on the percentage of hotspots in the region. AOHS continues to pledge its support to these programs and will fund the participating regions and agencies accordingly.

There are several items of consideration that are essential to the understanding of the rationale for the performance measures and targets that are discussed in this as well as the following subsections. Many of the items below impact several of the performance measures. The following list presents considerations for the rationale for deriving the performance measures and targets for these various items:

- 1. Baselines for Analysis and Agreement.** Generally, the baselines for the estimates were calculated from the most recent five years of data. This can be seen from the data that demonstrate the metrics over the past five available calendar years (2013-2017). Items C-1, C-2 and C-3a used the identical methodology as was approved in the coordination meetings with ALDOT in order to keep these goals consistent with the safety goals required by FHWA. **Goals for C-1, C-2, and C-3a were mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan Steering Committee and the Highway Safety Improvement Plan Committee.**
- 2. Distinction between Data and Estimates.** The shaded areas in all graphs represent the projected estimated number *assuming that the established trend as given by a linear regression line over the previous known values continues*. The first projected year is not shaded as heavily as the “out” years in order to convey an idea for the reliability of the projection. Clearly, the further out that an estimate is projected, the less reliable will be the projection.
- 3. Accounting for Extrapolation Errors.** Extrapolating from a limited number of past values can lead to extreme errors, especially since the last FARS value that we have in most cases is 2016, requiring (for example) that the estimates of 2017, 2018 and 2019 all be based on an extrapolation of 2012 through 2016. (Unless otherwise noted, all references to years of data are calendar years.) Rarely, if ever, does such a linear trend establish an accurate prediction, especially in crash data where it is commonly accepted that *regression to the mean* follows most dramatic departures (positive or negative) from the established trend. Nevertheless, these estimates are presented since they provide the *best data* upon which to make and refine the estimates.
- 4. All fatality count metrics.** Item 3 above is particularly applicable for any metric that is dependent on fatality counts. Consistent with the national trend, Alabama experienced almost a 23% reduction in fatalities between 2007 and 2010 compared to the average of the previous four years. Because of several economic factors (price of fuel and alcoholic beverages, reduction in driving by high-risk groups, reduction in speeds for fuel conservation, and several other well-established factors), the typical regression to the mean did not occur in the 2011-2013 time frame. However, it was experienced in 2014, 2015 and especially in 2016 as the economy rebounded. Any trend line that includes fatality counts prior to 2008 will obviously produce a down trend that is clearly not feasible to maintain by traffic safety countermeasures alone. Thus, the data chosen for the five-year trend and the baseline will go back no further than 2010 for the current estimates. Even this generally produces a very optimistic projection, and since the state has been urged to be aggressive (but not unrealistic) in setting goals, they will generally be somewhere between the projected trend line point for 2019 and the baseline. In the past, notable exceptions to these general patterns were observed in motorcycle and pedestrian fatalities; motorcycle and pedestrian fatalities are discussed as separate items in this list below.
- 5. Severe injury count metrics.** The considerations above for fatality counts also apply to severe injuries, and so the rationale for the estimates for severe injury counts follow this same pattern. However, there is another very important factor at work for the state’s severe injury counts that is critical to note. In July 2009 the state generally (with the exception of only about 15% of the reports at that time) went to a different definition of severe injury (also called “A” injury). In the FY 2017 HSP, the C-2 graph showed a precipitous drop between 2008 and 2010 caused largely by this reporting anomaly. It was determined prior to setting any goals or performance metrics for FY2018 that no A injury statistics prior to 2011 would be used in the calculations. This should hold for FY2019 estimating process as well.

6. **Motorcycle fatalities.** The rationale regarding fatality trends in general (given above in Item 4) does not apply to motorcycle fatalities. There are two reasons for this: (1) the same economic forces that reduce fatalities in general work in just the opposite way when it comes to the use of motorcycles, i.e., they become a much more attractive mode of transportation because of the combined economic factors; and (2) because of this and the aging of the motorcycle-driving population in general, more and more motorcyclists are of a higher age and thus less able to survive a severe injury. For this reason, it should be expected that the sustainment of a goal slightly below the 85 baseline would be a realistic goal.
7. **Seat belt use.** The projection for 2019 is based upon the five-year rolling average that includes the new method for estimating seat belt used as prescribed by NHTSA.
8. **Five-year average goals.** Most of the crash related goals are set differently from years prior to 2014. Analysis concluded that since we were basing estimates on five-year averages, it would not be correct to predict a given one-year estimate. Thus, the goals given are generally for the five-year average that will be computed at the end of 2019. The graphs below display the five-year rolling averages: however, the numbers listed above the charts are the single year number for each year.
9. **Pedestrian fatalities.** Pedestrian fatalities have two contributing aspects: (1) the situation that brings the pedestrian into an inevitable crash by a motor vehicle, and (2) the ability of the pedestrian to take preventive action even when that collision cannot be avoided. To evaluate the effect of this second subtle (and usually ignored) factor, a comparison was made between those cases in which the pedestrian was killed and those in which the pedestrian was only injured. It was definitively shown that those who were killed were far more likely to be the subjects of impaired walking: on average they had 8 times the drug use indicators and twice the alcohol use indicators. Time of day also validated alcohol and drug use. There is no indicator on the form if the pedestrian was on a cell phone, texting or otherwise distracted. However, it seems clear that when such is the case, the pedestrian will be more apt to be caught by surprise and thus will not take last minute remedial action to protect themselves.
10. **Distracted Driving (DD) and walking.** While distracted driving has not been broken out as a separate subject for setting a target, it has become quite clear that it is playing a major part in causing crashes in conjunction with several other causal factors. NHTSA estimates on the percentage of fatality crashes caused by DD currently stand at 10%, but these estimates have been growing over the past five years. While Alabama's reported 90 fatal crashes are below this estimate, it seems clear that this is a reporting issue for this new attribute on the crash report form, and it is expected to grow as officers become more accustomed to recognizing and reporting it. It should be recognized that DD is embedded within many of the other crash types, and in particular: youth risk taking, speed, impaired driving and pedestrian fatalities (see above). For items 9 and 10, see AL Fatalities article on SHA:

<http://www.safehomealabama.gov/PlansAnalysis/FARSandALFatalities.aspx>

11. **DUI Drugs and Alcohol.** A recent study by GHSA has confirmed that drug use (including prescription drugs and illegal drugs, e.g., marijuana) have overcome alcohol as the major cause for impaired driving (nationally). This trend should be alarming to all traffic safety professionals in that the cultural acceptance of the use of marijuana is a reality even in states like Alabama, where its use is not legal. It also signals with it the reversal in any previous stigma with regard to other drugs. Further, this trend is just in its infancy with the recent legalization of the "recreational use" of marijuana in several other states. The problem is greatly exacerbated by the fact that there is no simple test equivalent to the alcohol portable BAC test units, nor are there any standards that are analogous to the 0.08 % BAC, and thus no practical way for law enforcement officers to determine technically if a driver is inebriated by marijuana. The combination of alcohol and additional combinations of drugs are highly problematic. With the difficulty in identifying drugs, there can be little doubt that the reported use/abuse of alcohol and drugs is significantly under-reported.

See: <http://www.safehomealabama.gov/SafetyTopics/DriverIssues/DistractedDriving.aspx>

12. **Assumption for all goals - excluding C-1: Number of Traffic Fatalities (FARS), C-2: Number of Severe Injuries in Traffic Crashes (State crash data files – most severe category: "A" Injuries), and C-3a: Total Fatality Rate/VMT (FARS/FHWA).** Alabama experienced a minor increase in fatalities in 2015 and then a major increase in fatalities in 2016, thus establishing an upward trend. The decision was made to project the 2016 performance measure levels into 2017 and 2018, and to base the targets on that data. The rationale for this is that if the state can maintain the 2016 levels rather than seeing any further increases, this progress will be significant. A similar rationale was used for severe injuries. Some preliminary State data indicates that we are still on the upward trend.
13. **Assumptions for goals C-1, C-2, and C-3a.** The reasoning behind the slight upward trend in fatalities from 2016 and 2017 has to do with the leveraging effect that slight economic changes have on drivers involved in the greater proportion of fatality crashes, namely, risk

takers (especially younger drivers), drivers of older vehicles, impaired drivers, and those who fail to use proper restraints. The reasoning behind this has to do with the continued growth in the Alabama economy that will result in a drop in the unemployment rate, currently estimated at 4.9%. We are assuming over the next five years that relatively full employment will be attained and result in a reduction of this rate to under 4.0%. Increases will also likely occur related to population increases and increases in disposable income. These trends will be reinforced by vehicle fleet improvements and other ancillary effects, and thus, the fatalities will likely be expected to increase as the economy continues to improve. The same approach used to project five-year rolling averages for the fatality number and rate was also applied to calculate the number of severe injuries, where the same proportionate increase was applied. This rationale for expected increases is supported by the following:

- IIHS Status Report Vol 52, No. 3, May 25, 2017.
- AL.Com news report “Alabama’s April Unemployment Rate Lowest since 2008” May 19, 2007.
- Montgomery Advertiser, “Alabama Unemployment Rate Falls to 4.9 Percent” June 16, 2017.

3. Evidence-Based Countermeasure Strategies/Projects

The state has developed an Evidence-Based Enforcement (E-BE) plan to determine enforcement activity locations based on high-risk hotspots. These hotspots are identified according to criteria based on injury severity and the particular type of crash for which enforcement is being directed. These hotspots are then communicated to the Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) coordinators for each of the state’s traffic safety regions. It is the responsibility of the CTSP/LELs to facilitate both regular and special enforcement programs within their respective regions. This response will continue with a discussion of the analyses performed, the deployment of resources, and the process for continuous follow-up and improvement.

The highest level of problem identification analysis is given by Table 1, which will be given a detailed explanation in the response to “State’s overall highway safety problems” response below. At that point it will be seen that Table 1 identifies the most critical issues to be the following three items: (1) Restraint Deficient; (2) Impaired Driving and (3) Speeding. The first of these is the primary cause of increased injury severity in crashes. The second and third are crash causes, although speed can be both a cause and a severity increase. Impaired Driving is often highly correlated with both restraint deficiency and higher impact speeds. Thus, there is ample justification for considering these three simultaneously.

The following was the procedure employed to generate the hotspots that provided the basis for implementing the data driven approach for E-BE:

- Crashes that were in either the Speed or Impaired Driving category were identified and locations with the highest numbers of these crashes (particularly the severe crashes) were included in a list;
- Locations were defined by specific criteria depending on roadway classification;
- CARE identified hotspots in four major categories: (1) Interstate, (2) Federal and State Routes, (3) non-mileposted intersections (for Impaired Driving Crashes only) and (4) non-mileposted segments;
- The list was prioritized by crash frequency severity;
- Those areas in which it was found that seat belt non-use was highest were also isolated for seat belt enforcement.

These hotspots that were defined, listed and mapped are presented below.

Each of the four regional coordinators use these specifications as the basis for their plans for the upcoming year. Their data were formatted in the same way as the statewide reports but only included information on hotspots specific to the given region. While Interstate hotspots are covered by ALEA, the CTSP Coordinators were provided copies of the Interstate hotspots for their information. The reports provided on a regional basis are as follows:

1. Regional Fatalities Bar Graph
2. Top Speeding Related Mileposted State/Federal Route Crashes Map for Region
3. Top Speeding Related Mileposted State/Federal Route Crashes Listing for Region
4. Top Impaired Driving Related Mileposted State/Federal Route Crashes Map for Region
5. Top Impaired Driving Related Mileposted State/Federal Route Crashes Listing for Region
6. Top Impaired Driving Related Non-Mileposted Intersection Crashes Listing for Region
7. Top Speeding Related Non-Mileposted Segment Crashes Listing for Region

8. Top Impaired Driving Related Non-Mileposted Segment Crashes Listing for Region

Generally, each ALEA region receives a package of information that is formatted just like the statewide results, but tailored to their particular region or roadway subset. All law enforcement agencies also have access to the statewide plan, and they are instructed to focus their E-BE details for the upcoming year on the hotspot locations. If any issues are raised at this point in the planning process, they are resolved by AOHS staff to assure integrity and consistency among the regions

The effective allocation of resources will lead to an increased reduction in the number of hotspots within the next year on both a statewide level and within each individual region. That is, given that the total number of crashes remains relatively stable, the concentration of efforts at the hotspots will reduce crashes at those locations so that they may no longer be defined as hotspots in the following year. Ideally, it would be the goal to eliminate hotspots defined by the previous year's criteria altogether. With this goal in mind, funding is determined for each region based on the percentage of hotspots in that region. There is also a consideration of the percentage of alcohol, restraint, and speed crash issues that are present within each region. Federal funds distributed by the AOHS are used to focus completely on the high crash areas within each region.

Law enforcement agencies use saturation patrols, line patrols, checkpoints, and regular patrol in order for the E-BE projects to be effective. The enforcement activities and techniques that are used include:

- Conduct four local hotspot Evidence-Based Enforcement (E-BE) projects, one within each of the CTSP regions.
- Conduct a statewide E-BE project in conjunction with the Alabama Law Enforcement Agency (ALEA).
- Continue to require the CTSP Coordinators to conduct selective enforcement efforts that focus their plans on hotspot locations identified by the data analyses provided for their respective regions.
- Participate in the national "Click It or Ticket" Campaign on the statewide level.
- Conduct a statewide "Drive Sober or Get Pulled Over" Campaign in conjunction with the national campaign.
- Conduct sustained E-BE for impaired driving, speeding, and seat belts throughout the year.

The enforcement efforts are accompanied by a PI&E campaigns that incorporate advertising, bonus spots, website links, and support of government agencies, local coalitions and school officials in an effort that will impact restraint usage. This part of the campaign consists of:

- Development of marketing approach based on Nielsen and Arbitron ratings and targeted primarily towards the 18-34 male age group.
- Placement of paid ads on broadcast television, cable television, digital ads, 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 campaign.
- In addition to the paid and free media, the AOHS 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.

AOHS monitors law enforcement agencies' activity reports to determine if adjustments are needed for their plans. When activity reports are received, they are assessed against the latest crash data to identify successful crash reductions in targeted locations, as well as new areas of risk that may be developing. This results in E-BE enforcement programs being continuously evaluated and the necessary adjustments being made. Follow-up is conducted with agencies to address any lack of performance issues or activities. Adjustments are made to the HSP annually based on the problem identification that include the enforcement plans.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

AOHS recognizes that traffic safety cannot be limited to one agency or even a few. It is a joint effort involving many key partnerships throughout the state. In addition to AOHS, these includes the following partners along with their general responsibilities:

- Community Traffic Safety Program/Law Enforcement Liaison (CTSP/LEL) Coordinators – employed in the field as an arm of the AOHS, these individuals live and have offices within their respective regions, and build ongoing relationships with local and state level law enforcement as well as all other traffic safety stakeholders in the local communities who serve that region.
- Alabama Law Enforcement Agency (ALEA) – this agency is now responsible for all state-level law enforcement activities. This includes most enforcement on the state and county route system as well as the support for the many computer systems that they have used in the past and currently, such as eCrash and eCite, the state’s electronic crash and citation systems.
- Alabama Department of Transportation (ALDOT) – strong coordination among the traffic safety efforts between ADECA and ALDOT is stimulated by the monthly sponsored Safety Outreach Meetings hosted by ALDOT. ADECA works quite closely with ALDOT in the development of common traffic safety performance measures and goals, which is a requirement of the Strategic Highway Safety Plan (SHSP).
- Strategic Highway Safety Plan (SHSP) Steering Committee – which also brings involvement and close concurrence with ALDOT and the following Federal agencies:
 - Federal Highway Administration (FHWA)
 - Federal Motor Carrier Safety Administration (FMCSA)
 - National Highway Traffic Safety Administration (NHTSA)
- Alabama Department of Public Health – providing data and information technology expertise for EMSIS and trauma data integration and use.
- Local law enforcement – including city police and county sheriffs, these partners are essential to all statewide and local enforcement programs.
- Media – providing continued support to inform the public of all selective enforcement and other initiatives.
- Traffic Records Coordinating Committee – a broad based committee that represents all developers and users of traffic safety information systems.
- State and local District Attorneys – involved to increase their level of readiness and proficiency for the effective prosecution of traffic related cases.
- The University of Alabama Center for Advanced Public Safety (UA-CAPS) – a sister state quasi-research agency that provides the information foundation from crash, citation, EMS runs and other databases. See: <http://www.caps.ua.edu>

Enter description and analysis of the State’s overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

1. 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 from, all other things are rarely equal, and optimal resource allocations must also take into account 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.

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 are 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 of the crashes for each of the particular categories for this evidence-based analysis.

There are no limitations on the various subjects that may be added for consideration in Table 1, and all SHSP participants are encouraged to add any categories that they feel are appropriate. Distracted Driving (DD) was the most recently added for the FY 2018 HSP. 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 percent of crashes by severity are listed for each category (see footnote for the exception of “restraint deficient”). 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 of the categories, these numbers serve to give the relative criticality of the particular categories that most often are the targets for funding or other resource allocations.

Crash Type (Causal Driver)	Fatal	Fatal %	Injuries	Injury %	PDO	PDO %	Total
1. Seat Belt Restraint Fault*	409	3.98%	4,112	40.06%	5,744	55.96%	10,265
2. Hit Obstacle on Roadside	214	3.26%	2,082	31.69%	4,274	65.05%	6,570
3. ID/DUI All Substances	178	3.22%	2,101	37.96%	3,256	58.83%	5,535
4. Speed Involved	122	4.78%	1,172	45.94%	1,257	49.27%	2,551
5. Ped., Bicycle, School Bus	119	7.06%	951	56.44%	615	36.50%	1,685
6. Pedestrian Involved	112	14.47%	628	81.14%	34	4.39%	774
7. Mature (65 or Older) Causal	97	0.66%	3,297	22.57%	11,212	76.76%	14,606
8. License Deficiency Causal	93	1.43%	2,129	32.71%	4,287	65.86%	6,509
9. Large Truck Involved	87	0.95%	1,862	20.40%	7,179	78.65%	9,128
10. Fail to Yield or Ran (All)	82	0.27%	7,670	25.25%	22,630	74.48%	30,382
11. Youth (16-20) Causal Driver	81	0.35%	5,080	21.84%	18,095	77.81%	23,256
12. Aggressive Operation	81	3.03%	829	30.97%	1,767	66.01%	2,677
13. Wrong Way Items	79	1.66%	1,081	22.66%	3,611	75.69%	4,771
14. Motorcycle Involved	72	4.62%	1,034	66.37%	452	29.01%	1,558
15. Distracted Driving	55	0.38%	3,243	22.28%	11,258	77.34%	14,556
16. Drowsy Driving	40	1.27%	1,234	39.27%	1,868	59.45%	3,142
17. Utility Pole	34	1.39%	836	34.16%	1,577	64.45%	2,447
18. Vehicle Defects – All	33	0.79%	983	23.50%	3,167	75.71%	4,183

19. Work Zone Related	25	0.80%	643	20.70%	2,439	78.50%	3,107
20. Vision Obscured	14	1.18%	340	28.57%	836	70.25%	1,190
21. Child Restraint Fault*	12	0.45%	362	13.69%	2,271	85.86%	2,645
22. Bicycle	6	2.25%	201	75.28%	60	22.47%	267
23. Railroad Trains	4	8.70%	17	36.96%	25	54.35%	46
24. School Bus Involved	1	0.16%	121	19.30%	505	80.54%	627
25. Roadway Defects – All	0	0.00%	20	16.26%	103	83.74%	123

* All categories list number of crashes except for the “Seat Belt Restraint Fault” and “Child Restraint Fault” categories. The restraint categories cannot accurately be measured by number of crashes so they list number of unrestrained persons for each severity classification.

The comparison of gross fatality and injury counts is merely a first step in the analytical process to find optimal allocations of resources among programs. Obtaining this first-cut perspective is essential for intelligent decision-making. Once the high-level decisions are made regarding which of the crash types will be addressed, further analyses must be performed to define countermeasures and improve their implementation. The severity classification in Table 1 also helps in this regard. For example, it might be noticed that the relative severity percentage of pedestrian, bicycle, motorcycle and railroad crashes are significantly higher than the other categories, as is true for the top three categories as well. This is an important aspect to be considered when the ultimate goal is reducing deaths.

2. Procedure for the 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 everyone in 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 with regard to 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 five 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 all of the child restraint programs is clear. The enforcement efforts for CRD is effectively the same as that for RD.

Table 1 shows clearly 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 seatbelts, but recognize how the same principles apply to all countermeasures under consideration. See references at end of this section.

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., the 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 very strong correlation between Restraint Deficiencies (RD) and other risky driving characteristics. In particular, DUI (alcohol and 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 seatbelt use rate for all occupants has been measured above 90%, for those involved in fatal crashes the use rate was approximately 45%.

(See AL Fatalities at <http://www.safehomealabama.gov/PlansAnalysis/FARSandALFatalities.aspx>)

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 as a whole. They were also provided 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 focuses on the hotspot locations.

3. Definitions for Table 1 – Description of Categories

The purpose of these narrative descriptions is to give the non-technical user of Table 1 a simple description of each of the items so that they can better be used to make comparisons that are essential to effective resource allocations among the various categories. It is expected that these simple descriptions will become part of that section of the HSP that contains Table 1. More formal definitions, including filter definitions, are given in a document entitled: *Specifications for Table 1 Upgrades for 2019 HSP*, which is available upon request.

Unless otherwise indicated, the counts presented by Table 1 are Crashes. Exceptions are crash categories 1 and 19, 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 (see Table 1 in Appendix B).

The descriptions below are given largely in terms of the Table 1 item numbers that were used in the FY2018 HSP, modified if needed by the new upgrades. 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 calculated for each category. This numbering will change in all future Table 1 versions due to the changes in the number of fatal crashes counted within each.

The following are brief descriptions of the various items within Table 1. For a more formal and definitive definition, see the appendices. There has been no attempt whatsoever to make these categories 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 crashes to estimate which of the multiple causes might be the primary cause for the fatalities indicated.

The following are the descriptions of the categories in 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 generally result in an increase 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 19, Child Restraint Fault.

2. 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 responsible agency would have some capability to either remove or otherwise mitigate the hazard.

3. ID/DUI All Substances

This item includes all crashes in which either alcohol or any other drug was indicated to be involved in the crash.

4. Speed Involved

This item includes all crashes in which speed was indicated to be a factor, which is generally indicated as “Over Speed Limit.”

5. Pedestrian, Bicycle and School Bus

This filter is obsolete and is in the table now as just a place holder. Its original intention was to be a metric of younger schoolchildren involvement, but each of its constituents now has its own category.

6. Pedestrian Involved

This item includes all crashes that involved pedestrians in any way, independent of whether or not the pedestrian was the cause of the crash. See comment under Motorcycle Involvement, Category 9.

7. Mature – Age > 65 Caused

This item includes all crashes in which the causal driver was of age greater than 65 (i.e., 66 or older).

8. 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.

9. 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 (some will be; others are not). For specific details, see the filter below. See comment under Motorcycle Involvement, Category 9.

10. Fail to Yield or “Ran” (All)

This is a new item that 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. Since this category has changed considerably from the past, we will give the total specification for it:

Ran Traffic Signal

Ran Stop Sign

Failed to Yield Right-of-Way from/to ...

Traffic Signal

Stop Sign

Yield Sign

Making Left or U-Turn

Making Right Turn

Making Right Turn on Red Signal

from Driveway

from Parked Position

at Uncontrolled Intersection

to Pedestrian in Crosswalk

Failed to Yield the Right-of-Way (stated unqualified)

Other Failed to Yield

11. Youth Age 16-20 Caused

This item includes all crashes caused by drivers of age 16-20 inclusive.

12. 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.

13. Wrong Way Items

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

14. Motorcycle Involved

This item is for those crashes in which a motorcycle was involved either as the causal or the second unit in the crash.

General comment on vehicle type involvement. 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, impact vehicles that are not of the category type. Thus, it was felt that all crashes in which they were involved should be included, and not just those caused by the specific vehicle type. This applies to all categories that are defined by a vehicle type, including pedestrians.

15. 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 in 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. See Category 16, which is a new category added for the most recent upgrade.

16. Drowsy Driving

This item includes any and all indications that the driver or drivers were drowsy or falling asleep.

17. Utility Pole

There are many roadside obstacles that are struck by vehicles that run off the road. These are broken out since utility poles are obstacles that are of special interest to utility companies.

18. 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, Tail Lights, Turn Signal, Suspension, Cruise Control, Body/Doors, and Other, Paper Report Archive that are no longer reported in eCrash include: Tires, Lights, Restraint System, and Cargo.

19. Workzone Related

There are about ten locations within a workzone in which a crash can be specified to have been located. This item includes any or all of them. The workzone does not need to be a cause of the crash in any way; the crash just needs to be located in or adjacent to the workzone.

20. Vision Obscured

This covers the following situations in which vision might be obscured by something in the roadway or its environment.

C408: CU Vision Obscured By

2 Trees/Crops

3 Buildings

- 4 Embankment
- 5 Sign/Billboard
- 6 E Lights/Glare (Roadside)
- 7 Hillcrest
- 8 Curve in Road

Rationale: the vision obstructions listed are those that can be addressed by engineering types of countermeasures and thus exclude items of a temporary nature, such as obstructions caused by weather conditions. Roadway related obstructions are also included.

21. Child Restraint Fault*

This includes the child passengers aged 5 or younger who were not properly restrained.

22. Bicycle (Pedalcycle) Involved

This is all crashes in which a pedalcycle (mostly bicycles) were involved independent of who caused the crashes. See comment under Motorcycle Involvement, Category 9.

23. Railroad Train Involved

This counts the number of crashes in which a railroad train was involved independent of who may have caused the crashes. See comment under Motorcycle Involvement, Category 9.

24. School Bus Involved

This is the number of crashes that involved a school bus independent of the causal unit. See comment under Motorcycle Involvement, Category 9.

25. Contributing Roadway Defects

Any crash where a roadway defect was noted as a Contributing Circumstance in any of the following: C015, C202 or C542 (PCC, CUCC and V2 Contributing Circumstance is equal to either:

- 1 E Roadway/Sign/Signal Defect; or
- 2 P Roadway Defect

4. References for Problem Identification Studies

The following is a list of CAPS Special Studies along with their URLs for reference on the <http://WWW.SafeHomeAlabama.gov> web site. They are listed alphabetically by topic. Each of these studies gives an idea of the amount of analysis that goes into any countermeasure topic area before it is implemented.

Distracted Driving: concentrates on electronic device distractions.

<http://www.safehomealabama.gov/Portals/0/Distracted%20Driving%202012-6%20Data-v04.pdf>

<http://www.safehomealabama.gov/Portals/0/PDF/Distracted%20Driving%20-%20Eufaula%202012-07.pdf>

FARS and AL Fatalities: CARE application to the Fatality Analysis Reporting System.

<http://www.safehomealabama.gov/Portals/0/AL%20Fatality%20PPT%20Comp%20CY2016%20w%202014%20-v05.pdf>

Impaired Driving: crash comparison of impaired drivers with non-impaired drivers.

<http://www.safehomealabama.gov/Portals/0/SS%20Impaired%20Driving%202014-2017-v05.pdf>

<http://www.safehomealabama.gov/Portals/0/Impaired%20Driving%202012-6%20Data-v04%20PDF.pdf>

Large Trucks and CMVs: analysis of large trucks and buses in Alabama.

[http://www.safehomealabama.gov/Portals/0/ALDOT%20Large%20Trucks%20CFB-v14%20\(1\).pdf](http://www.safehomealabama.gov/Portals/0/ALDOT%20Large%20Trucks%20CFB-v14%20(1).pdf)

Safety Belts: restraint issues problem identification in Alabama.

http://www.safehomealabama.gov/Portals/0/AL_FY19_HSP_SHA-RstProbID_v01.pdf

Speeding: analysis of speed-related crashes.

[http://www.safehomealabama.gov/Portals/0/Speed%20Study%20PPT%20CY2012-2016-v05%20\(2\).pdf](http://www.safehomealabama.gov/Portals/0/Speed%20Study%20PPT%20CY2012-2016-v05%20(2).pdf)

Traffic Safety Allocation: tools for optimal traffic safety allocation

<http://www.safehomealabama.gov/Portals/0/Traffic%20Safety%20Innov%202017-03.pdf>

Vehicle At-Fault Analyses: vehicle and driver at-fault comparisons.

[http://www.safehomealabama.gov/Portals/0/At-Fault%20Analyses%202017%20Update-v03%20\(1\).pdf](http://www.safehomealabama.gov/Portals/0/At-Fault%20Analyses%202017%20Update-v03%20(1).pdf)

Vehicle Defects/Recalls: vehicle defect IMPACT analysis

<http://www.safehomealabama.gov/Portals/0/Veh%20Defect%20IMPACT%20Analysis-v06.pdf>

Weather: analysis of weather in Alabama

http://www.safehomealabama.gov/Portals/0/PDF/CAPS/Weather%20IMPACTs%20TRCC_Feb%2011,%202014-v01.pdf

Young Driver Issues: analysis of young drivers in Alabama

<http://www.safehomealabama.gov/Portals/0/Young%20Driver%20IMPACT%202011-15%202016%20Update-v02.pdf>

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

The goal of Alabama project selection approach is 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. Its primary ideals are to save the most lives and reduce the most suffering possible. The approach to project selection is 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*. Over the years the primary focus has evolved to implementing an 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.

The approach toward implementing this approach involves a concentration on the necessity for a cooperative effort that involves teamwork and diversity, including all organizations and individuals within the state who have traffic safety interests, many of which were given above. The focus of crash reduction countermeasures is 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.

There are a number of approaches used in the *evidence-based* project selection, some of which are outlined as follows:

- Compare similar results from year to year from the data that is used to drive the countermeasure selections. For example, similar hot-spot analyses are performed from year to year to determine the changes in the crash statistics as well as the correlated demographics. This quantifies both improvements and setbacks.
- If the indications are that a program implemented in the previous fiscal year fell short of its intended target, analyses are performed to determine the various causes in terms of continual improvement in the future.
- If it is determined that a specific program was particularly successful, then its characteristics are studied to determine if they can be applied or even reinforced in future efforts.
- For new countermeasures, at the highest level, evaluate alternative overall countermeasure strategies and select the ones that will best solve the problem.

- Once new countermeasures are resolved, use further analytical techniques to fine-tune those that have been selected for implementation. For example, the highest level might resolve that selective enforcement and PI&E are the superior countermeasure types to employ, while the second level would establish the specific locations and media markets to implement these countermeasures.

Project selection involves refining the performance measure targets each year. At the same time, evidence-based countermeasure strategies and specific projects to address problem areas and to achieve performance targets are developed and selected.

Enter list of information and data sources consulted.

The following data sources are listed in order of the amount of use of each source:

- Crash data from the Alabama eCrash system.
- Citation data from the Alabama eCite system.
- FARS data for fatal crashes, from NHTSA.
- Traffic volume trends from FHWA Office of Highway Policy Information.
- Transportation Economic Trends 2017, Bureau of Transportation Statistics.
- AASHTO Traffic Volume Trends.

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

In addition to AOHS, the programs implemented receive extensive review and recommendations by those who developed the state's Strategic Highway Safety Plan (SHSP). 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), including Table 1, have been incorporated into the SHSP, which is mandated by FHWA and the FAST Act. This reflects the statewide agreement with the targets and approaches being taken by AOHS in the use of Table 1 as a planning tool at the highest levels. These targets were set by AOHS using FARS and CARE crash data. In those cases where the goals had to be consistent with the SHSP and the HSIP, the appropriate ALDOT officials were involved in assuring the concurrence among the three documents.

AOHS has worked collectively with ALDOT in performance measures development and target setting for the common goals of the HSP, SHSP and the Highway Safety Improvement Plan (HSIP). The common goals were mutually accepted by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee. 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.

3 Performance report

Open each performance measure listed below or click **Add New** to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	Met
C-3) Fatalities/VMT (FARS, FHWA)	Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Not Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Not Met
C-6) Number of speeding-related fatalities (FARS)	Not Met
C-7) Number of motorcyclist fatalities (FARS)	Met
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Met
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Not Met

C-10) Number of pedestrian fatalities (FARS)	Not Met
C-11) Number of bicyclists fatalities (FARS)	Not Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Met

C-1) Number of traffic fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Do not allow traffic fatalities to increase more than 17.99% percent from the five-year baseline average of 856 (2011-2015) to 1,010 by 2018*. **This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee.**The five-year average (2012 to 2016) number of traffic fatalities for 2017 is 885. The goal was achieved.

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

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Do not allow Total Fatality Rate to increase more than 14.62% percent from the five-year baseline average of 1.30 (2011-2015) to 1.49 by 2018*. **This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee.**The five year average (2011-2015) fatality rate for 2016 is 1.31. The goal was achieved.

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

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the unrestrained passenger vehicle occupant fatalities by 7.18 percent from the five-year baseline average of 362 (2011-2015) to 336 by 2018*.The five year average (2012 to 2016) number of unrestrained passenger vehicle occupant fatalities for 2017 is 368. The goal was not achieved.

An analysis of unrestrained passenger vehicle occupant fatalities was performed to compare the most recent year (2017) unrestrained passenger vehicle occupant fatalities with previous years (2013-2016). This study found the most over-represented, Person Age Range, 65 or Older (senior) accounted for 14.9% of all unrestrained passenger vehicle occupant fatalities. The survivability of 65 or Older (senior) aged adults is less than any other age range. This lower survivability rate resulted in a higher unrestrained passenger vehicle occupant fatalities in 2017 compared to 2013-2016. The average of unrestrained passenger vehicle occupant fatalities between 2013 and 2016 involving the 65 or Older (senior) age range increased by 25.7% in 2017

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

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the alcohol-impaired driving fatalities by 11.63 percent from the five-year baseline average of 258 (2011-2015) to 228 by 2018*.The five year average (2012-2016) number of driver or motorcycle operator with a BAC of .08 and above (FARS) for 2017 is 258. The goal was not achieved.

An analysis of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above was performed to compare the most recent year (2017) fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above fatalities with previous years (2013-2016). This

study found the most over-represented, most harmful event, involved a Collision with Non-motorist: Pedestrian. Collision with Non-motorist: Pedestrian associated with fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above accounted for 6.9% of all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above crashes. The vulnerability of pedestrians during vehicle collision resulted in a higher rate of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above in 2017 compared to 2013-2016. The average of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above fatalities between 2013 and 2016 associated with Collision with Non-motorist: Pedestrian increased by 67.4% in 2017.

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

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the speeding-related fatalities by .77 percent from the five-year baseline average of 259 (2011-2015) to 257 by 2018*.The five year average (2012 to 2016) number of speeding-related fatalities (FARS) for 2017 is 263. The goal was not achieved.

An analysis of speeding-related fatalities was performed to compare the most recent year (2017) speeding-related fatalities with previous years (2013-2016). This study found two most over-represented values, Most Harmful Event, Fire/Explosion and Primary Contributing Circumstance, Fatigued/Asleep accounted for a combined 9.5% of all speeding-related fatalities. Speeding-related crashes that result in a fire/explosion are more violent. Likewise, speeding-related fatalities contributed to driver fatigued or asleep are unable to avoid direct contact, by not braking or swerving, to decrease the force of impact. These extreme circumstance resulted in a higher speeding-related fatalities in 2017 compared to 2013-2016. The average speeding-related fatalities resulting in fire/explosion between 2013 and 2016 increased by 173.7% in 2017. The average speeding-related fatalities contributed to fatigued/asleep between 2013 and 2016 increased by 100% in 2017.

C-7) Number of motorcyclist fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Do not allow motorcyclist fatalities to increase more than 16.05% percent from the five-year baseline average of 81 (2011-2015) to 94 by 2018*.The five year average (2012 to 2016) number of motorcyclist fatalities (FARS) for 2017 is 82. The goal was achieved.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Maintain the un-helmeted motorcyclist fatalities at the five-year baseline average of 8 (2011-2015) by 2018*.The five year average (2012 to 2016) number of un-helmeted motorcyclist fatalities (FARS) for 2017 is 8. The goal was achieved.

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

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of drivers age 20 or younger involved in fatal crashes by 2.5 percent from the five-year baseline average of 118 (2011-2015) to 115 by 2018*.The five year average (2012 to 2016) number of drivers age 20 or younger involved in fatal crashes (FARS) for 2017 is 122. The goal was

not achieved.

An analysis of young drivers involved in fatal crashes was performed to compare the most recent year (2017) young drivers involved in fatal crashes with previous years (2013-2016). This study found several counties accounted for the increase in young driver fatalities. Morgan, Winston, Macon, Colbert, and Walker counties accounted for 5.1% of all younger driver fatalities between 2013 and 2016. Younger drivers in these counties increased to 16.2% of all younger driver fatalities in 2016.

C-10) Number of pedestrian fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Maintain the number of pedestrian fatalities at the five-year baseline average of 82 (2011-2015) by 2018*. The five year average (2012 to 2016) number of pedestrian fatalities (FARS) for 2016 is 88. The goal was not achieved.

An analysis of pedestrian fatalities was performed to compare the most recent year (2017) pedestrian fatalities with previous years (2013-2016). This study found improper crossing by the pedestrian to be the most over-represented contributing circumstance. Improper crossing accounted for 17.8% of all pedestrian fatalities between 2013 and 2016. Improper crossing pedestrian fatalities increased to 26.8% of all pedestrian fatalities in 2017.

C-11) Number of bicyclists fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce the number of bicycle fatalities by 25 percent from the five-year baseline average of 8 (2011-2015) to 6 by 2018*. The five year average (2012 to 2016) number of bicyclist fatalities (FARS) for 2017 is 7. The goal was not achieved.

An analysis of the bicyclist fatalities was performed. In the half of cases, the bicyclist was at fault. These at-fault bicyclist fatalities occurred during typical peak hours of traffic between 8am-9am and 5-6pm. These crashes were attributed to the bicyclists failing to yield the right-of-way or the bicyclist being distracted.

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

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Maintain the observed seat belt usage at the five-year baseline average (2012 -2016) of 93.6% in 2018*. The five year average (2013 to 2017) observed seat belt use for passenger vehicles, front seat outboard occupants (survey) for 2017 is 94.24%. The goal was achieved.

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

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Reduce serious injuries in traffic crashes by 4.76 percent from the five year baseline average of 8,787 (2011-2015) to 8,369 by 2018*. **This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee.** The five year average (2013 to 2017) number of serious injuries in traffic crashes for 2017 is 8,138. The goal was achieved.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	932.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	8,469.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.330
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	368.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	270.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	263.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	82.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	8.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	122.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	88.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	7.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	94.2

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

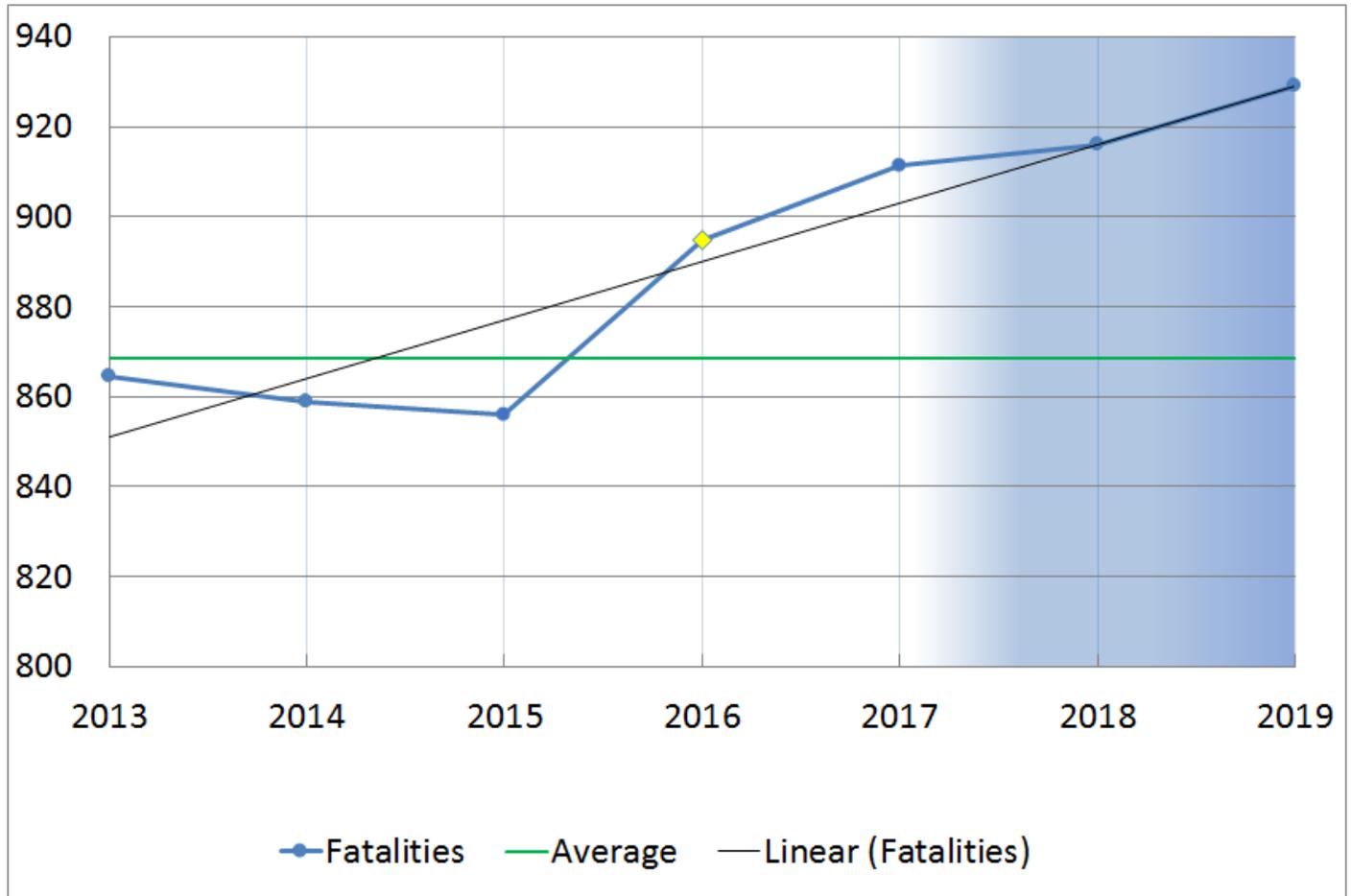
No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 932.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on analysis of previous 5-year averages and trends in more recent state crash data, AOHS has projected a realistic goal to not allow Number of Traffic Fatalities to increase more than 5.31% percent from the five-year baseline average of 885 (2012-2016) to 932 by 2019*. This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee.

5 Year Rolling Averages of Traffic Fatalities



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

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 8,469.0

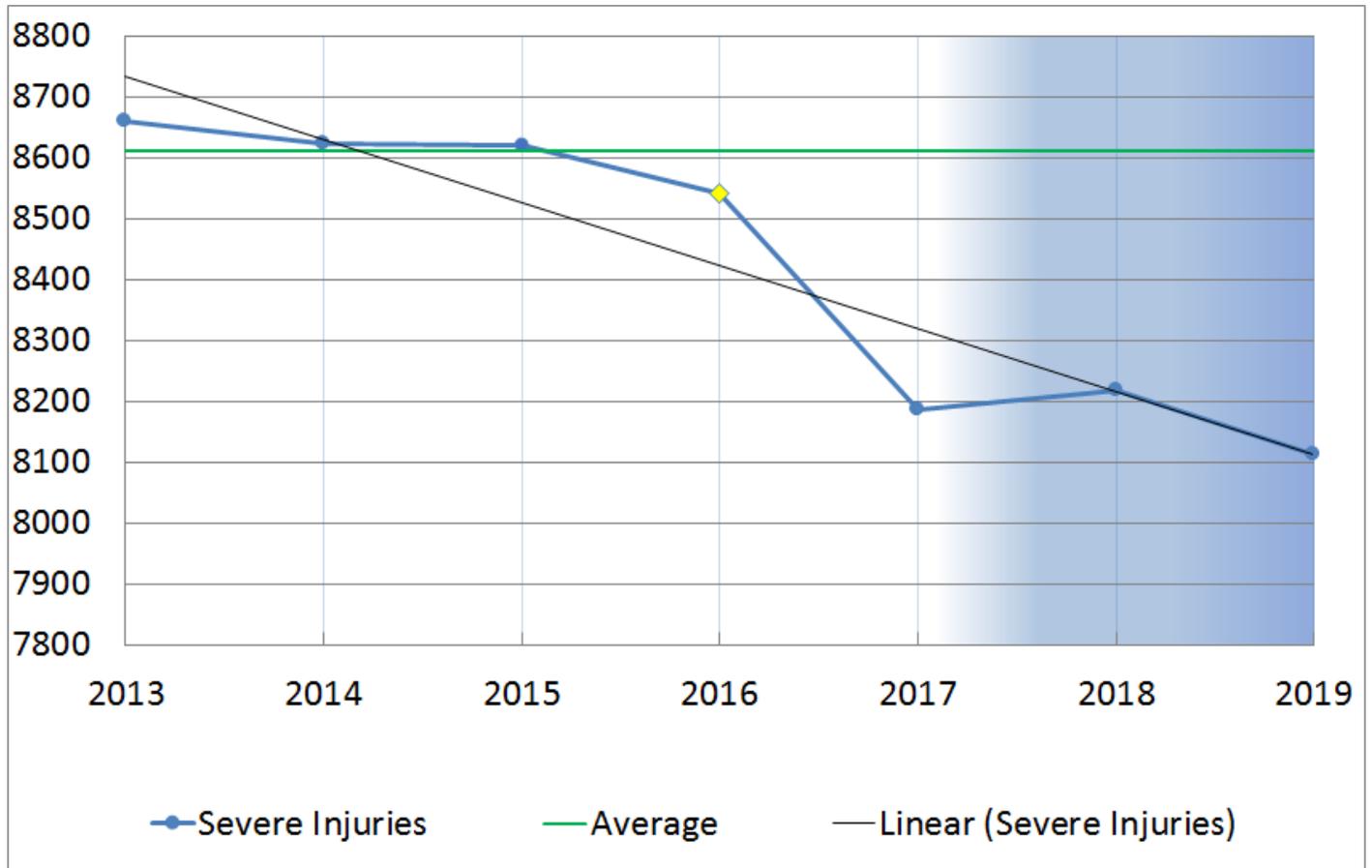
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on analysis of previous 5-year averages and trends in more recent state crash data, AOHS has projected a realistic goal to reduce Number of Severe injuries in Traffic Crashes by .85 percent from the five year baseline average of 8,542 (2012-2016) to 8,469 by 2019*. **This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee.**

5-Year Rolling Averages of Severe Injuries



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

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 1.330

Target Period: 5 Year

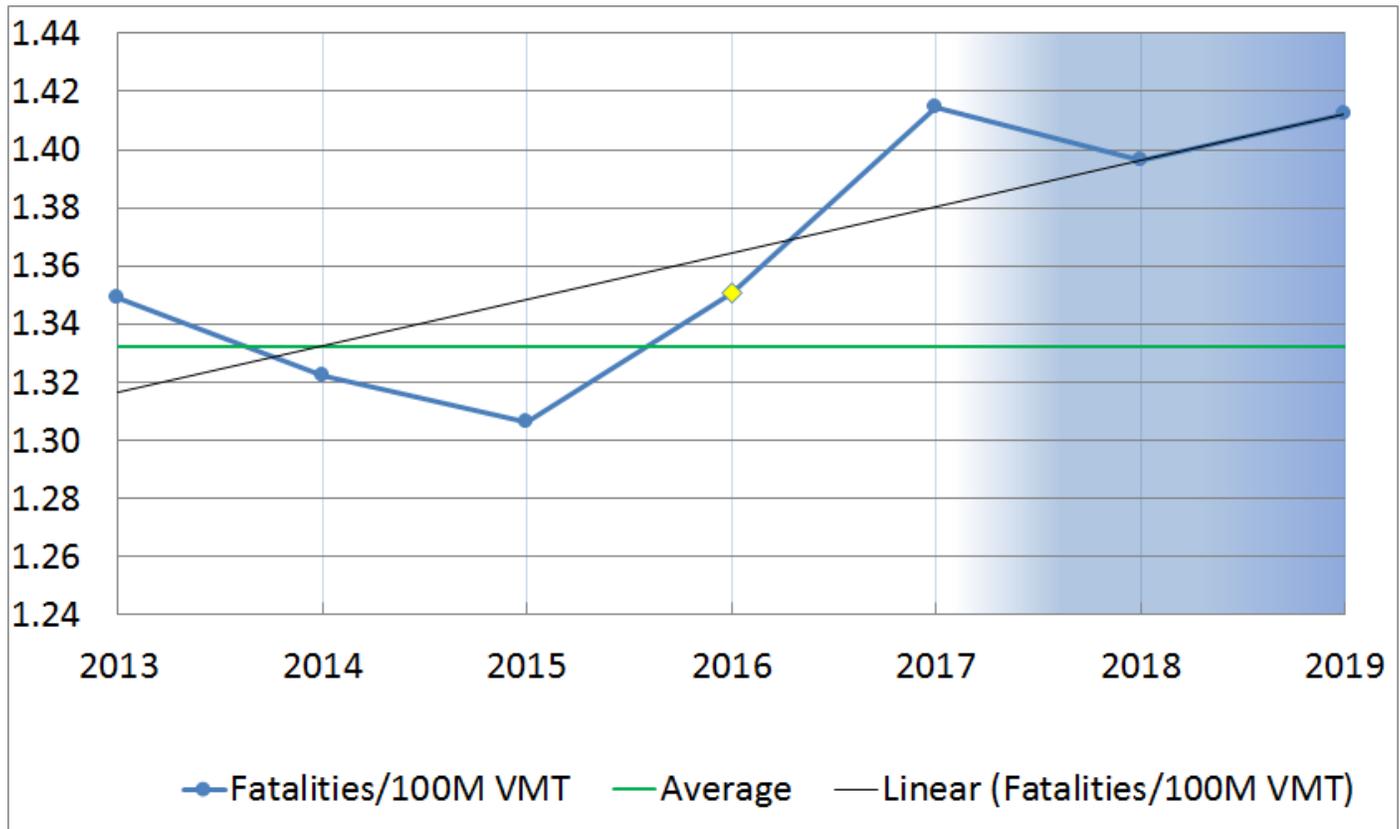
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on analysis of previous 5-year averages and trends in more recent state crash data, AOHS has projected a realistic goal to reduce Total Fatality Rate/VMT by 1.48 percent from the five-year baseline average of 1.35 (2012-2016) to 1.33 by 2019*. **This goal was mutually agreed upon by the Alabama Office of Highway Safety, the Strategic Highway Safety Plan steering committee and the Highway Safety Improvement Plan committee.** This goal reflects the realizations that fatal crashes in general

have increased from a recent low of 820 in 2014 to 849 in 2015, and 1,088 in 2016. It is based on an assumption that VMT will increase by 1% per year, which is consistent with recent years. The rate goal was based on projected data to stem the recent increases in fatal crashes, with a view of reversing it in the coming years.

5-Year Rolling Averages of Total Fatalities/100 MVMT



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

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 368.0

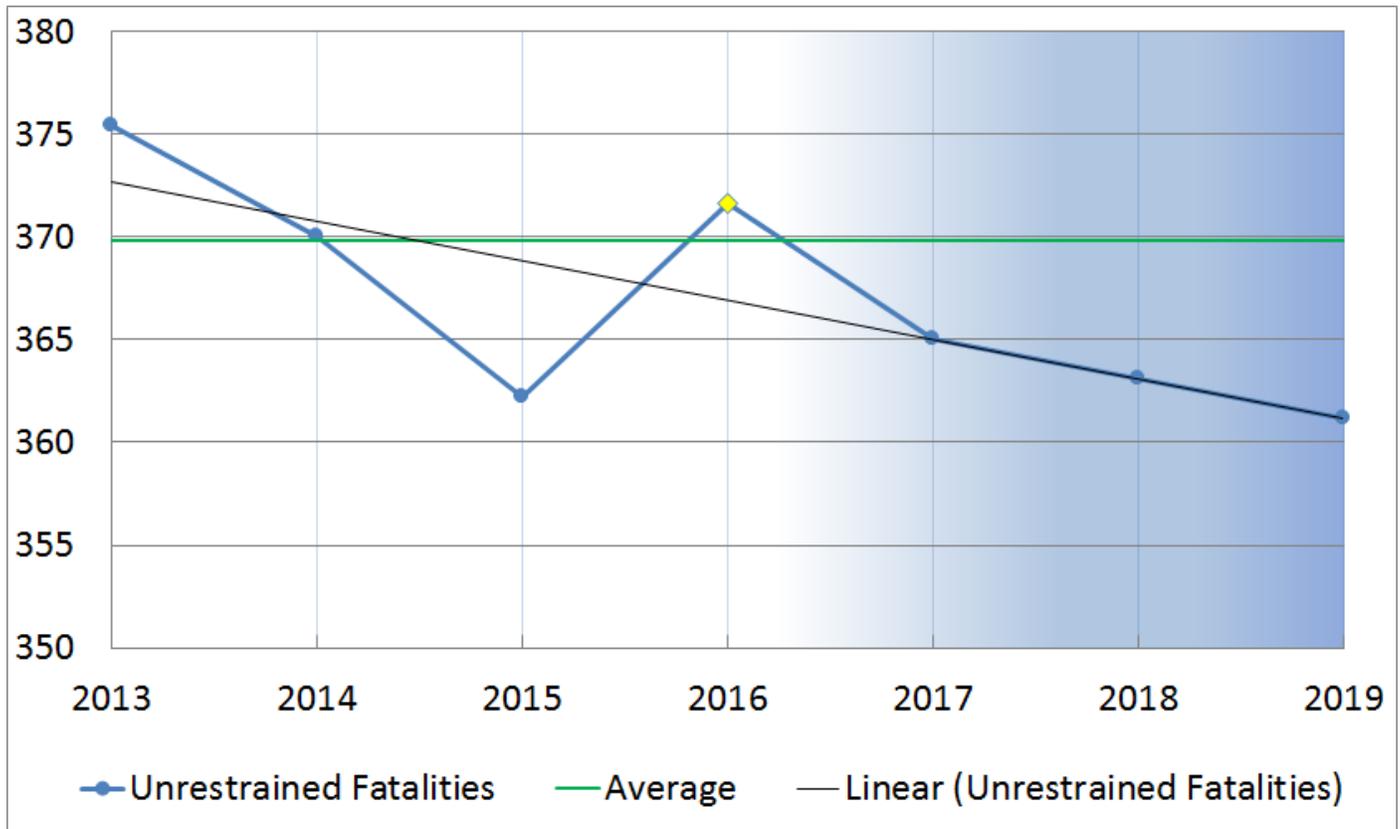
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

AOHS has projected a realistic goal to reduce Unrestrained Passenger Vehicle Occupant Fatalities by 1.07 percent from the five-year baseline average of 372 (2012-2016) to 368 by 2019. This goal was based on analysis of previous 5-year averages and trends in recent state crash data. Restraint deficient fatalities were quite stable over the 2011-2015 time frame, but increased along with the overall increase of about 15% in unrestrained fatalities in 2016. This goal has been set to reverse that sudden increase, and the anticipation is that the restraint programs will be successful in accomplishing this.

5-Year Rolling Averages of Unrestrained Vehicle Occupant Fatalities



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

Is this a traffic records system performance measure?

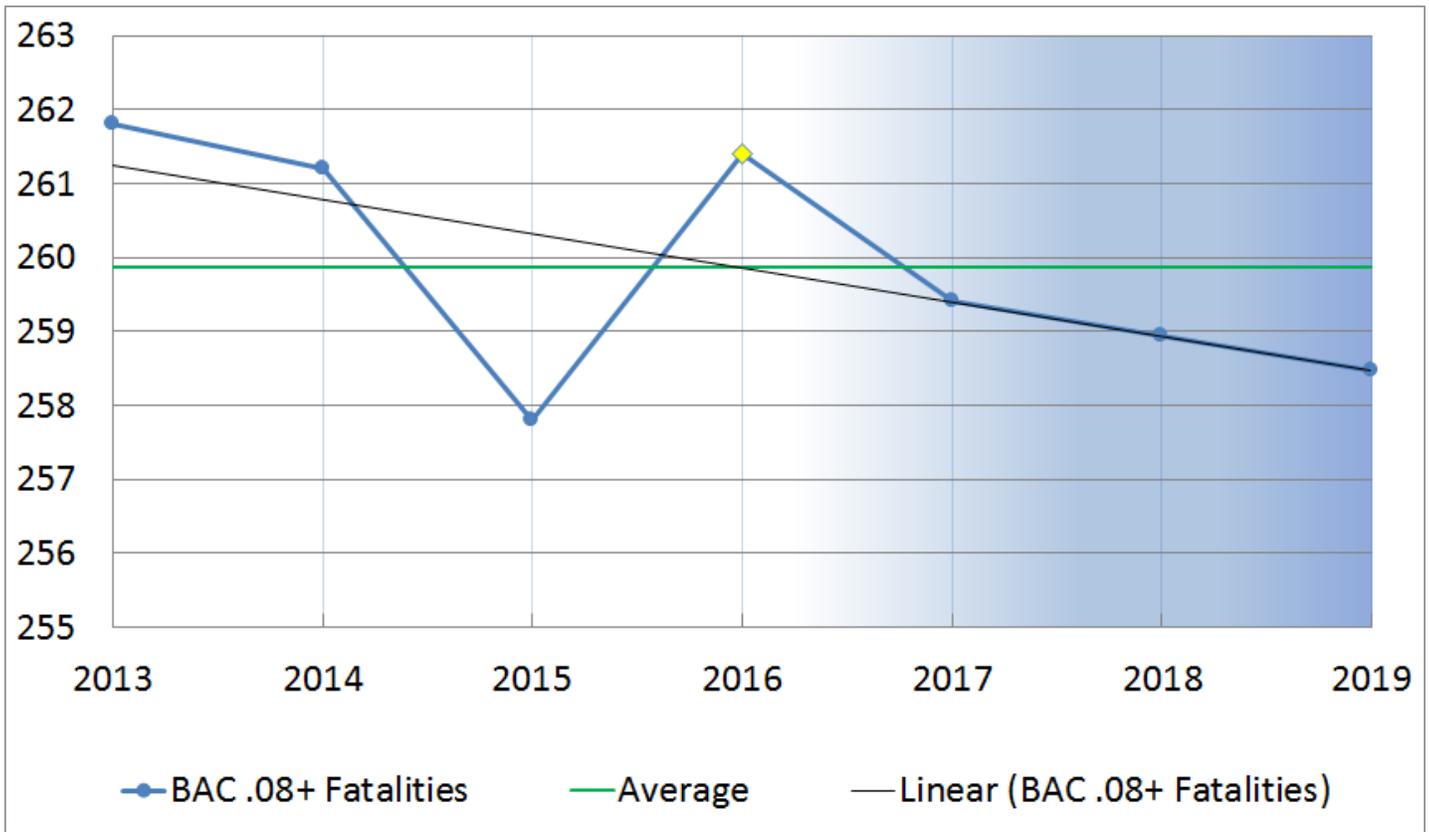
No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Numeric
Target Value: 270.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on analysis of previous 5-year averages and trends in recent state crash data, AOHS has projected a realistic goal to not allow the alcohol-impaired driving fatalities to increase by more than 3.44 percent from the five-year baseline average of 261 (2012-2016) to 270 by 2019. Alcohol impaired driver fatalities trended downward over the 2012-2015 time frame, but they increased with the overall increase in fatalities in 2016 .

5-Year Rolling Averages of Fatalities Involving a Driver with a BAC .08 and Above



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

Is this a traffic records system performance measure?

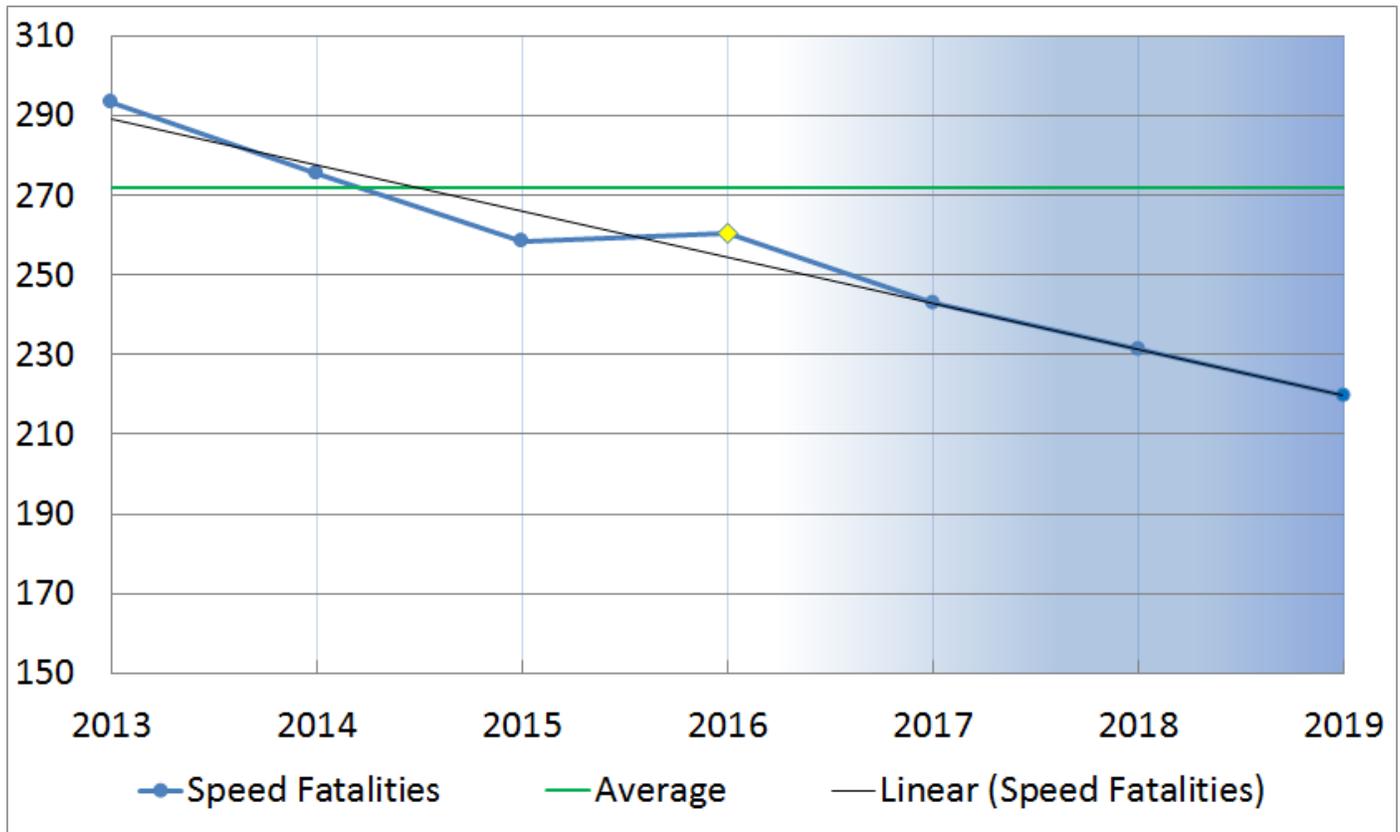
No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 263.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on analysis of previous 5-year averages and trends in recent state crash data, AOHS has projected a realistic goal to not allow Speeding-Related Fatalities to increase by more than 1.15 percent from the five-year baseline average of 260 (2012-2016) to 263 by 2019. Speeding related fatalities trended downward over the 2012-2015 time frame, but they increased with the overall increase in fatalities in 2016, with speed being the major cause for the increased severity of crashes in general that were experienced.

5-Year Rolling Averages of Speeding-Related Fatalities



C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

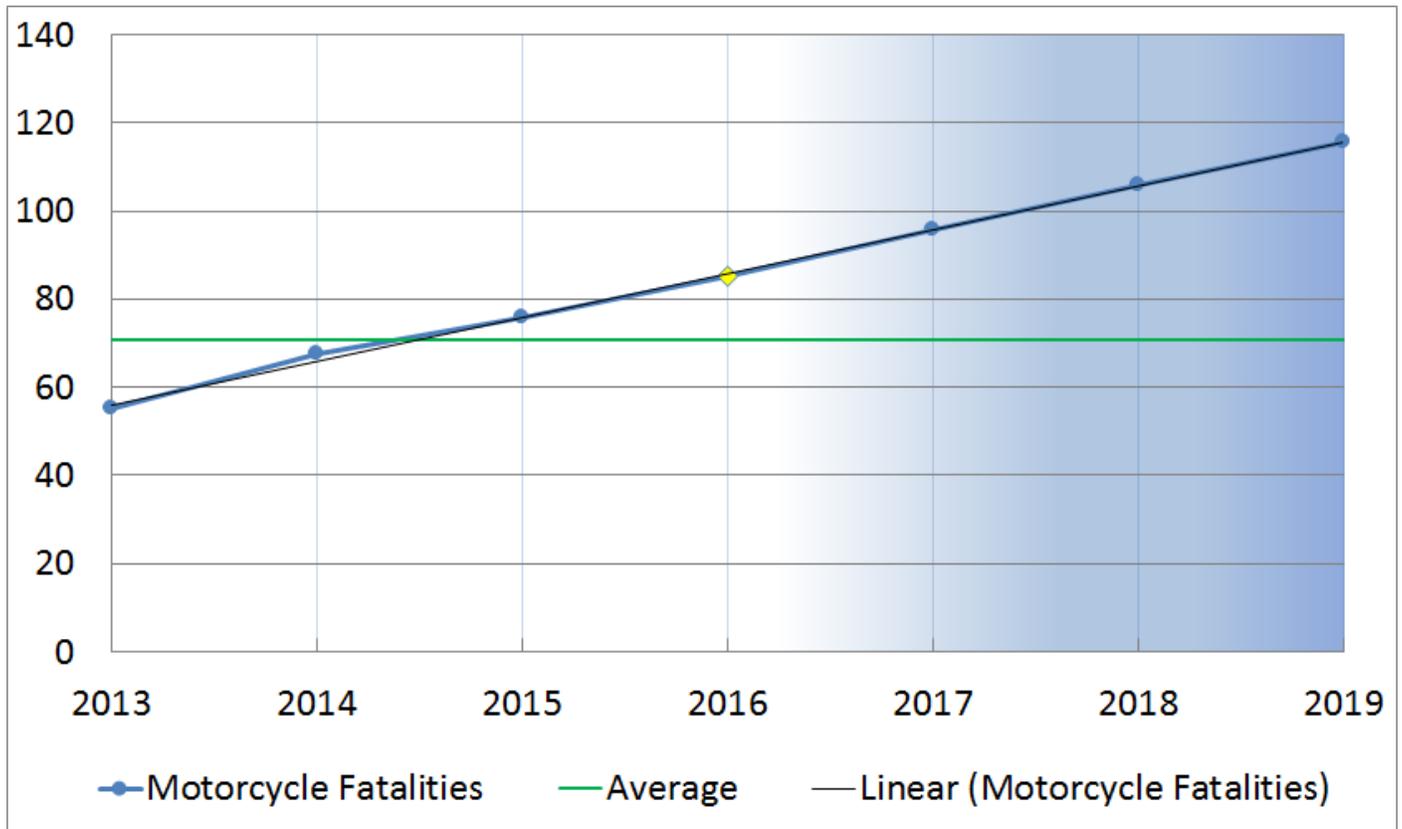
No

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 82.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on analysis of previous 5-year averages and trends in recent state crash data, AOHS has projected a realistic goal to maintain motorcyclist fatalities from the five-year baseline average of 82 (2012-2016) to 82 by 2019. Motorcycle fatalities trended downward over the 2011-2015 time frame, but they increased with the overall increase in fatalities in 2016. This goal has been set to stop that increase, and the anticipation is that the enforcement programs will be successful in accomplishing this.

5-Year Rolling Averages of Motorcyclist Fatalities



C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 8.0

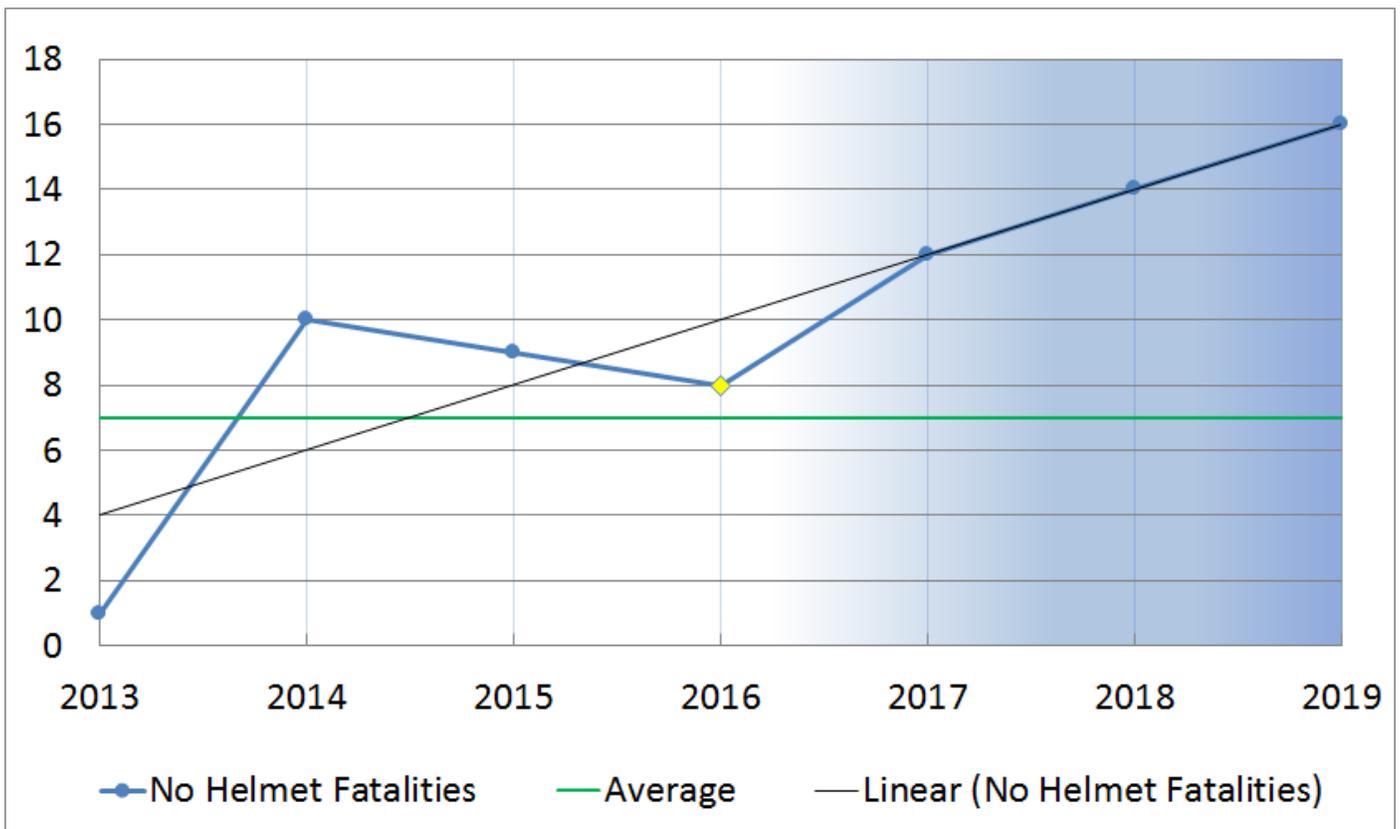
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on analysis of previous 5-year averages and trends in recent state crash data, AOHS has projected a realistic goal to maintain the un-helmeted motorcyclist fatalities at the five-year baseline average of 8 (2012-2016) by 2019. Unhelmeted motorcycle fatalities were stable averaging about 9 over the 2008-2012 time frame, and they decreased to an average closer to 7 in the 2013-2017 period. This goal has been set to maintain the post-2012, and the anticipation is that enforcement programs will be successful in accomplishing this.

5-Year Rolling Averages of Un-Helmeted Motorcyclist Fatalities



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

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019

Target Metric Type: Numeric

Target Value: 122.0

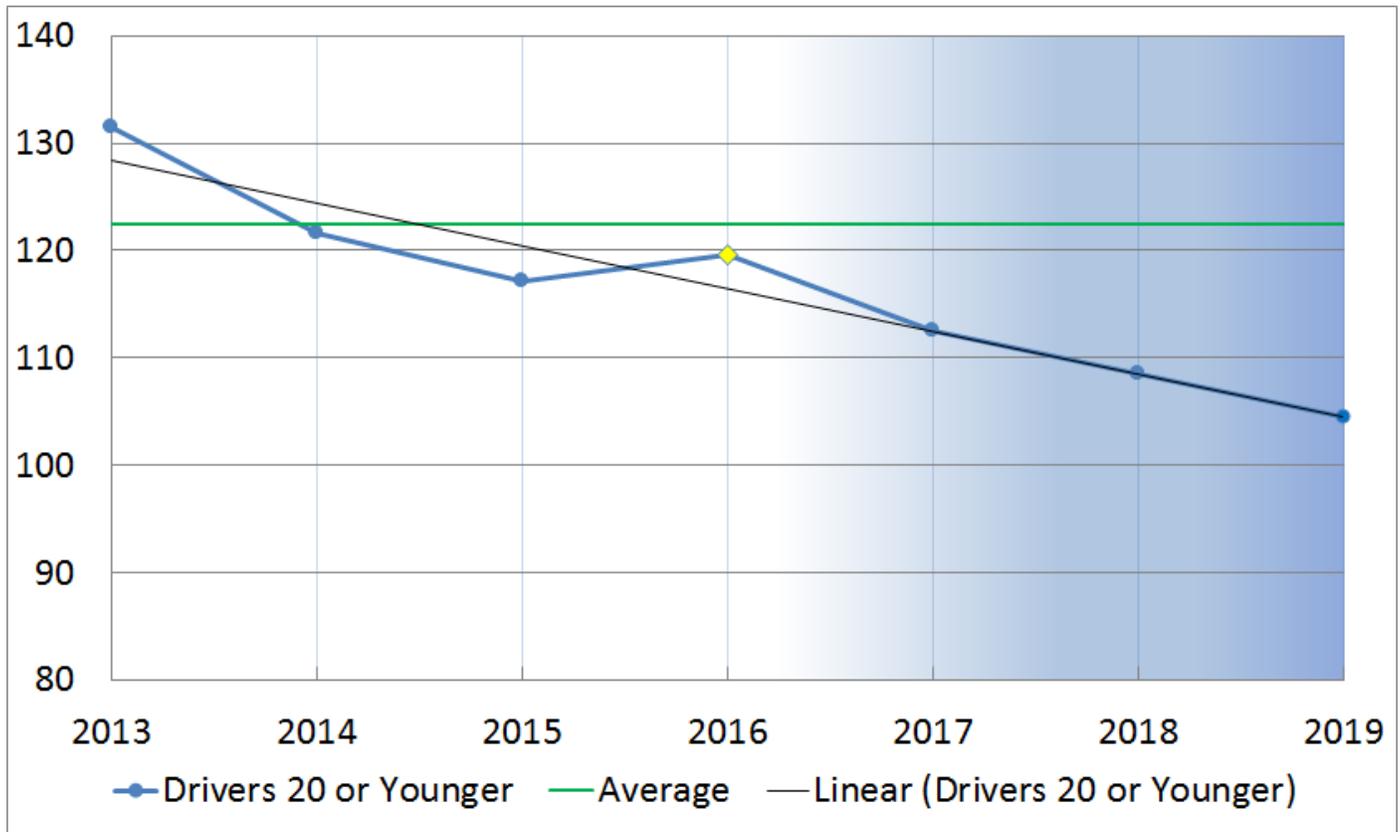
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on analysis of previous 5-year averages and trends in recent state crash data, AOHS has projected a realistic goal to reduce the drivers age 20 or younger involved in Fatal Crashes by .83 percent from the five-year baseline average of 120 (2012-2016) to 119 by 2019. A study of crashes caused by 16-20 year old drivers showed that the trend over 2011-2014 was quite favorable, and it was speculated that the recession affected younger drivers much more than older commuter and professional drivers. This appears to be correct in that with the end of the recession and the reduction in gas prices, these numbers rose back to their 2011-2012 levels. This goal has been set to reverse that sudden increase, and the anticipation is that the programs directed at drivers who assume higher risk will be successful in bringing the number back down.

5-Year Rolling Averages of Number of Drivers Age 20 or Younger involved in a Fatal Crash



C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 88.0

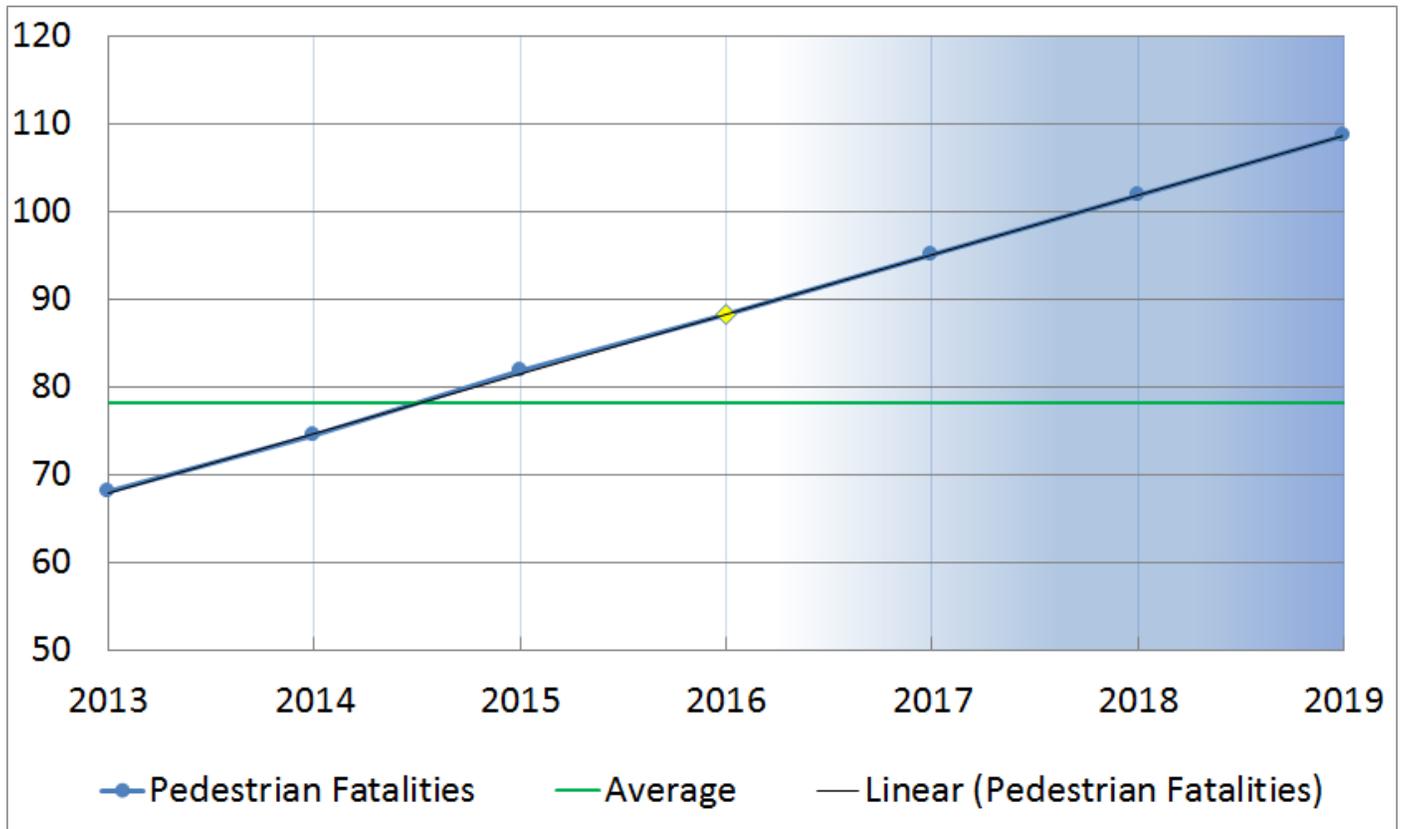
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on analysis of previous 5-year averages and trends in recent state crash data, AOHS has projected a realistic goal to maintain the number of pedestrian fatalities at the five-year baseline average of 88 (2012-2016) by 2019. A study of pedestrian crashes showed that the trend over 2010-2013 was stable with an average of about 69. The trend in the more recent years is up dramatically, and the underlying causes for this include the use of alcohol/drugs and distracted walking. This goal has been set to reverse that sudden increase, and the anticipation is that the pedestrian programs will be successful in bringing the number back down.

5-Year Rolling Averages of Pedestrian Fatalities



C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 7.0

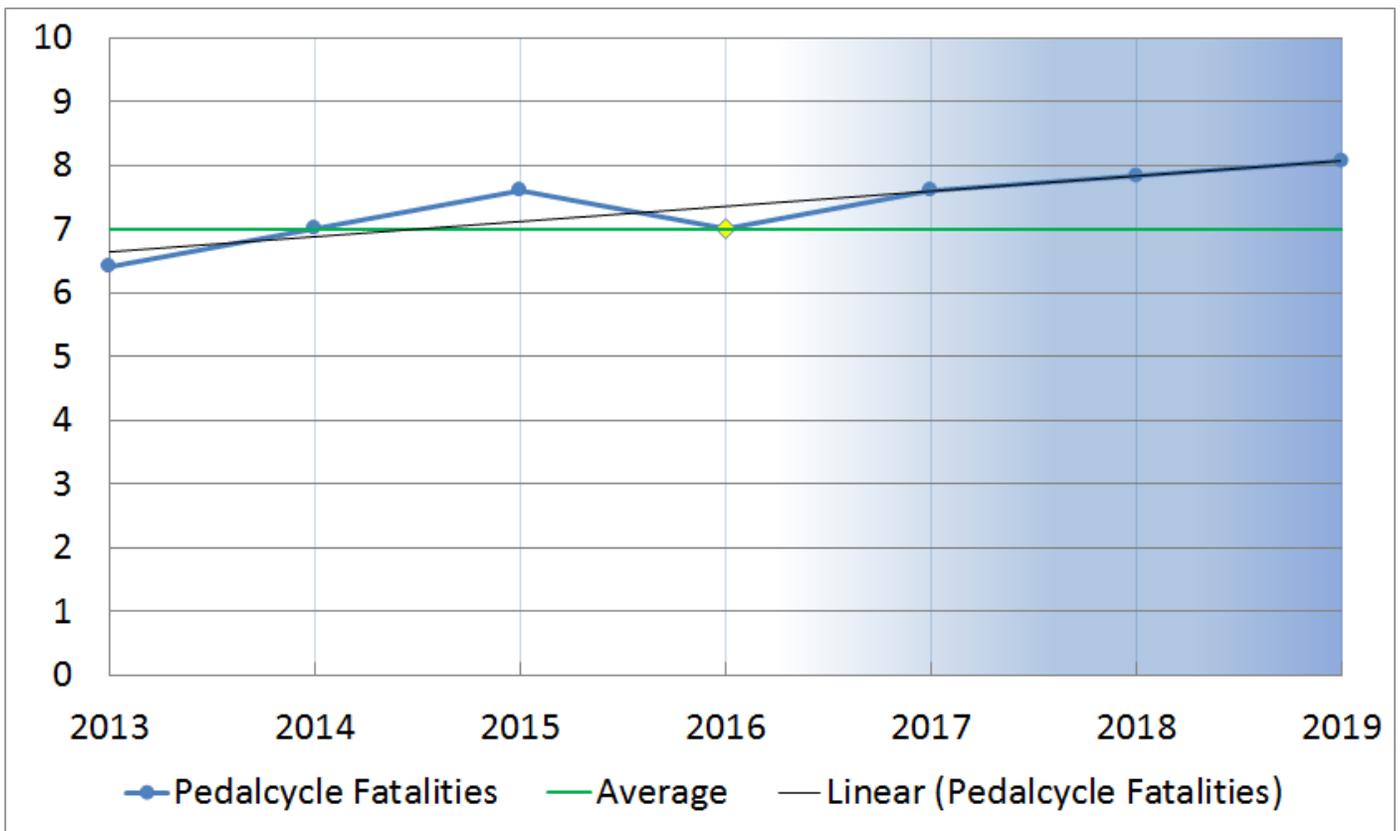
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on analysis of previous 5-year averages and trends in recent state crash data, AOHS has projected a realistic goal to maintain the number of bicycle fatalities to the five-year baseline average of 7 (2012-2016) in 2019. A recent study of bicycle crashes showed that while the overall trend line is down, there has been an increase in the 2014-2016 time frame. It is important to recognize that with low numbers such as these, no one year can serve as a reliable sample in predicting future bicycle fatality realities. This goal has been set to reverse the recent increase and ultimately to get below the 2011-2012 level. It is anticipated that bicycle programs will be successful in bringing the number back down.

5-Year Rolling Averages of Bicyclist Fatalities



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

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Percentage

Target Value: 94.2

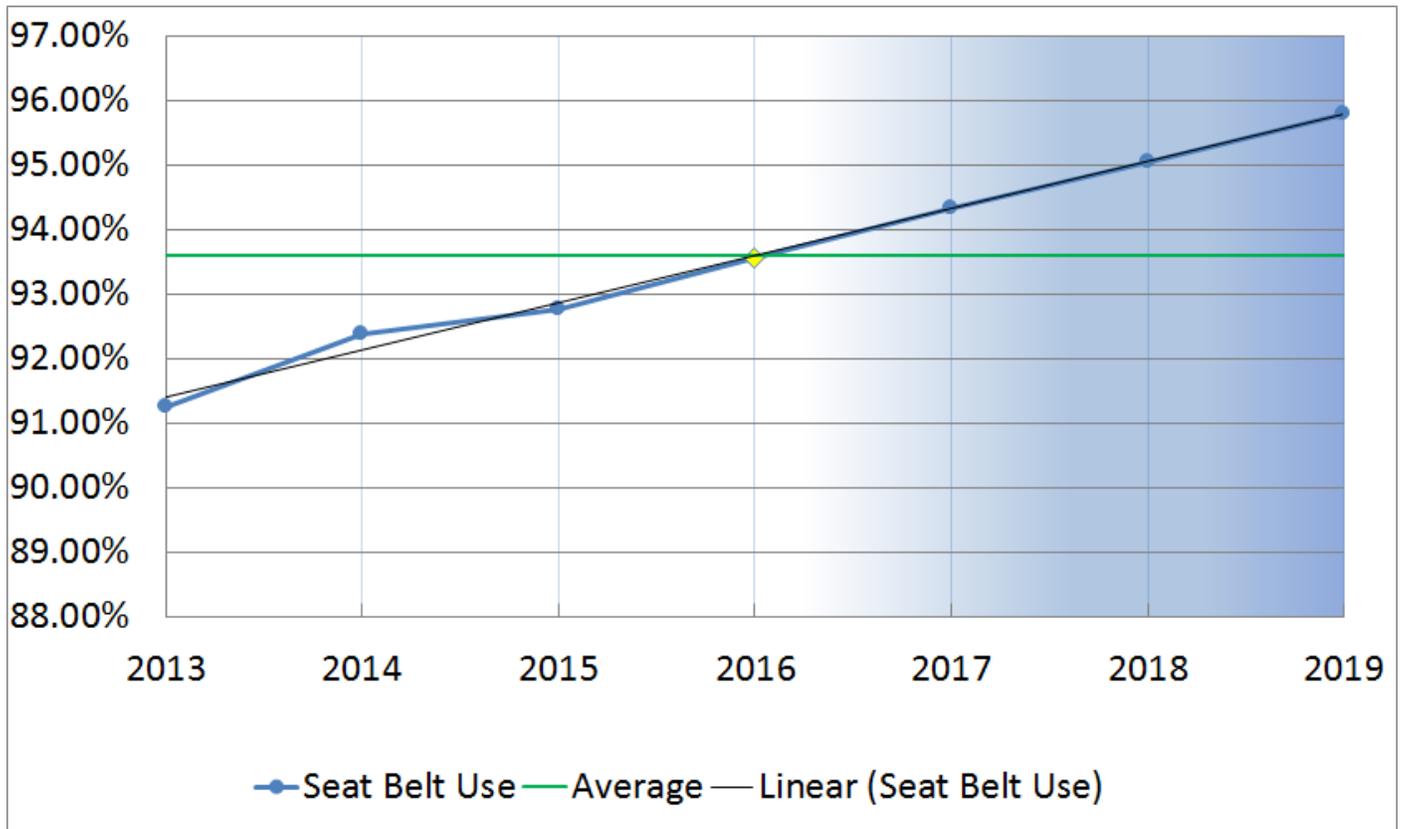
Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Based on analysis of previous observed seat belt usage rate observational surveys and trends in recent state crash data, AOHS has projected a realistic goal to maintain the observed seat belt usage at the five-year baseline average (2013 -2017) of 94.2% in 2019.

5-Year Rolling Averages of Observed Seat Belt Use



State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct. Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	12,002

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Fiscal year	2017
Impaired driving arrests	830

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Fiscal year	2017
Speeding citations	36027

5 Program areas

Program Area Hierarchy

1. Traffic Records

- Improves uniformity of a core highway safety database
- Improves timeliness of a core highway safety database
- Improves completeness of a core highway safety database
 - Traffic Safety Information Systems
 - Other
 - Traffic Safety Records Improvement Program
 - MAP 21 405c Data Program
 - FAST Act 405c Data Program
- Improves accuracy of a core highway safety database
- Improves accessibility of a core highway safety database

2. Police Traffic Services

- High Visibility Enforcement
 - Community Traffic Safety Program
 - FAST Act NHTSA 402
 - Evidence-Based Traffic Safety Enforcement Program
 - FAST Act NHTSA 402
 - NHTSA 402
 - Impaired Driving - High Visibility Enforcement Campaign
 - MAP 21 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Mid
 - Drive Sober or Get Pulled Over High Visibility Enforcement Campaign
 - FAST Act 405d Impaired Driving Mid
 - Drive Sober or Get Pulled Over Paid Media Campaign
 - FAST Act 405d Impaired Driving Mid
 - Impaired Driving- Paid Media Campaign
 - FAST Act 405d Impaired Driving Mid

3. Occupant Protection (Adult and Child Passenger Safety)

- Short-term, High Visibility Seat Belt Law Enforcement
 - Click It or Ticket Observational Survey
 - MAP 21 405b Occupant Protection High Belt Use
 - FAST Act 405b OP High
 - Click It or Ticket High Visibility Enforcement Campaign
 - FAST Act 405b OP High
 - Click It or Ticket Paid Media Campaign
 - FAST Act 405b OP High
 - MAP 21 405b Occupant Protection High Belt Use
- Child Restraint System Inspection Station(s)
 - Child Passenger Safety Training Program
 - FAST Act 405b OP High

4. Impaired Driving (Drug and Alcohol)

- Prosecutor Training
 - Traffic Safety Resource Prosecutor Program
 - FAST Act NHTSA 402
- High Visibility Enforcement
 - Community Traffic Safety Program
 - FAST Act NHTSA 402
 - Evidence-Based Traffic Safety Enforcement Program
 - FAST Act NHTSA 402
 - NHTSA 402
 - Impaired Driving - High Visibility Enforcement Campaign
 - MAP 21 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Mid

Drive Sober or Get Pulled Over High Visibility Enforcement Campaign
 FAST Act 405d Impaired Driving Mid
 Drive Sober or Get Pulled Over Paid Media Campaign
 FAST Act 405d Impaired Driving Mid
 Impaired Driving- Paid Media Campaign
 FAST Act 405d Impaired Driving Mid
 Drug Recognition Expert (DRE) Training
 Drug Recognition Expert Training Program
 FAST Act 405d Impaired Driving Mid
 Administrative License Revocation or Suspension
 Driver's License Suspension Appeals Program
 FAST Act NHTSA 402

5. Planning & Administration

(none)

ADECA Community Traffic Safety Program Manager
 NHTSA 402
 Planning and Administration
 FAST Act NHTSA 402

5.1 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The AOHS undergoes a Traffic Records Assessment (TRA) every five years in order to evaluate the performance and status on the requirements of the information systems within the state. The following gives a summary of the AOHS TSIS plan according to the seven operational components plus the administrative component into which they were organized by NHTSA after a TRA in 2016:

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 (such as the administration of Quality Control). 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. This anticipates a second version of eCrash to be developed based on 1) the most recent MMUCC specifications, 2) the availability of automated location systems, 3) feedback as to improvements needed to make the eCrash data entry system more effective, and 4) data quality improvements. Longer term plans call for a system to allow the public to report potential crash incidents (e.g., a voluntary crash reporting system for deer strikes), the development of a centralized (enterprise) CARE system, the completion of the advanced collision diagramming system, and the development of software that will enable the generation of hotspots based on GIS coordinates.

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. A number of projects are specified all of which have the commonality of transforming all of the current systems to a higher level of technology. Projects are anticipated in the future to address data needs regarding safety issues of autonomous vehicles.

Driver Component calls for more effective driver licensing information (including pictures) to be distributed to the field through the extremely successful Law Enforcement Tactical System (LETS) that was implemented well over a decade ago. 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. It will also entail PI&E projects that will address drivers transitioning to vehicles with advance crash prevention systems. Finally, a study is proposed to identify methods by which driver and other records can be protected against fraudulent uses. There will also be a major integration effort for the purpose of generating analytics from the integration of the driver history records with crash, eCite, and other databases. This component will also include upgrades to the NCIC incident/arrest system (ULTRA).

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). The 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. To effectively locate crashes on the roadway, the plan is for ALDOT to complete their various GIS projects so that the results can be integrated into eCrash and used by CARE to fully employ its GIS displays capabilities. Major advances in safety are anticipated with the implementation of the Roadway Improvement Safety Evaluation (RISE) system, which will leverage resources from routine maintenance projects into safety corridor projects along the segment being maintained.

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, a statewide Internet-based incident reporting network, and technological advances to make the traffic citation reporting and processing system totally paperless.

EMS-Medical Component includes continued support for the completion of the deployment of the Recording of Emergency Services Calls and Urgent-Care Environment (RESCUE) system, which will implement the National Emergency Medical Services Information System (NEMSIS) standards. Other planned projects include an ambulance stationing research project, the development of a spinal injury database, and a pilot project to reduce EMS delay time to the scene of crashes with a moving map display. This will be accomplished by the implementation of the Mobile Officers' Virtual Environment (MOVE) in EMS vehicles and the processing of trauma center and EMS run time data through CARE and ADVANCE. Finally, a project to develop the First Responder Solution Technique (FIRST) seeks to provide Law Enforcement agencies with quick, accurate, and location-aware inventory of available emergency medical assistance facilities.

Integration and Information Distribution Component considers results produced from all of the 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. A major effort is proposed to populate the current Safe Home Alabama web portal so that it will integrate all of the information generated by all agencies and present it in one unified source to the traffic safety community. An example of this is the Safety Portal that is a hub for all traffic safety and related data analytics. Considerations for maintaining and upgrading this Safety Portal are planned. General innovations of MOVE and the use of mobile platforms for MOVE and its applications are also included. Integration is also necessary for the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) that are now being recommended by various federal agencies. Finally, a number of ETLs (Extract-Transition-Load) 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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g.,

distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
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No records found.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves timeliness of a core highway safety database
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

5.1.1 Countermeasure Strategy: Improves uniformity of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves uniformity of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The countermeasure strategy is to improve uniformity of a core highway safety database. The projects this year will improve uniformity to more than one core highway safety database. The uniformity of the crash data will be improved as UA-CAPS works to develop the MMUCC 5 version of eCrash. The uniformity of the location data will be improved as MapClick becomes fully consistent with the ALDOT linear referencing system. This location data will effect both crash and citation database as MapClick is used to populate eCrash and eCite. The uniformity of EMS data will improve as more agencies start using the NEMSIS 3.4 compliant RESCUE, which is the electronic patient care report for EMS runs.

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 compliment other similar data attribute improvement countermeasures that will be targeted in these traffic records projects. All of the countermeasures relate to improvements in some aspect of the data.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The State's Traffic Safety Information System (TSIS) is driven by a five year Strategic Plan, which has the objective of allocating 405c funds to provide information to allocate traffic safety countermeasure resources in the best possible way. Both transactional and analytical data are generated from the various traffic records systems modules, which have been divided functionally by NHTSA into the following modules: (1) Management and Strategic Planning, (2) Crash, (3) Vehicle, (4) Driver, (5) Roadway, (6) Citation-Adjudication, (7) Injury Surveillance and (8) Data Use and Integration. Transactional data are obtained from day to day operations, e.g., crash case records, citation records, EMS run records – each of these records are originated by the occurrence of some event (e.g., crash, citation, injury). The basic purpose of transactional data is to keep a record of that particular occurrence. Analytical data, on the other hand, is usually more concerned with aggregating transactional data in order to draw conclusions (produce information) that is useful in strategic planning and the operational implementation of tactical factors that improve the effectiveness of the use of available traffic safety resources.

Alabama Office of Highway Safety has recognized for decades the role that Traffic Safety Information Systems (TSIS) plays in identifying optimal countermeasure implementation. This process starts with annual problem identification efforts that have been ongoing for decades. Our objective is to first identify the subset of countermeasures that have the highest potential for maximum gain, and then to select the optimal set of countermeasures out of all proposed alternatives. It is a two-phase process starting with determining the crash types that will be addressed, and then finding the most promising countermeasures that address these crashes.

AOHS has set the following high level goals regarding its traffic records efforts:

To ensure that all agencies with responsibility for traffic safety have timely access and complete information needed to identify problems, select optimal countermeasures, and evaluate implemented improvements.

To assure that effective data are available that pinpoint and target the exact locations of speed, impaired driving and restraint-deficient hotspots for each region in the state.

To administer the Section 405c funded projects so that the comprehensive traffic records plan developed to support those efforts is brought to fruition.

To provide support to innovations in moving toward better use of available technologies, e.g., data entry at the point of incidents, automated uploading, and paperless operations.

To support all efforts to move Toward Zero Deaths (TZD), including all roadway and vehicle technologies that will eventually lead to safer autonomous vehicle operations.

The planned activities for these projects will have users on a statewide basis therefore deserving the funding that is being allocated to these projects. Since these projects are so widespread, immense impact will result from these projects.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-19-HC-M3-002	Electronic Patient Care Reports Program	National Emergency Medical Services Information System
19-TF-TR-001	Traffic Safety Information Systems	Improves completeness of a core highway safety database

5.1.2 Countermeasure Strategy: Improves timeliness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves timeliness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 the user base through the RESCUE project this year, the timeliness of the state EMS database will improve.

Improving timeliness of the EMS data for Alabama is very helpful as it facilitates better analysis of the data. In addition, the data can be transferred to the federal database in a more timely manner.

This countermeasure will greatly compliment other similar data attribute improvement countermeasures that will be targeted in these traffic records projects. All of the countermeasures relate to improvements in some aspect of the data.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The State's Traffic Safety Information System (TSIS) is driven by a five year Strategic Plan, which has the objective of allocating 405c funds to provide information to allocate traffic safety countermeasure resources in the best possible way. Both transactional and analytical data are generated from the various traffic records systems modules, which have been divided functionally by NHTSA into the following modules: (1) Management and Strategic Planning, (2) Crash, (3) Vehicle, (4) Driver, (5) Roadway, (6) Citation-Adjudication, (7) Injury Surveillance and (8) Data Use and Integration. Transactional data are obtained from day to day operations, e.g., crash case records, citation records, EMS run records – each of these records are originated by the occurrence of some event (e.g., crash, citation, injury). The basic purpose of transactional data is to keep a record of that particular occurrence. Analytical data, on the other hand, is usually more concerned with aggregating transactional data in order to draw conclusions (produce information) that is useful in strategic planning and the operational implementation of tactical factors that improve the effectiveness of the use of available traffic safety resources.

Alabama Office of Highway Safety has recognized for decades the role that Traffic Safety Information Systems (TSIS) plays in identifying optimal countermeasure implementation. This process starts with annual problem identification efforts that have been ongoing for decades. Our objective is to first identify the subset of countermeasures that have the highest potential for maximum gain, and then to select the optimal set of countermeasures out of all proposed alternatives.

AOHS has set the following high level goals regarding its traffic records efforts:

To ensure that all agencies with responsibility for traffic safety have timely access and complete information needed to identify problems, select optimal countermeasures, and evaluate implemented improvements.

To assure that effective data are available that pinpoint and target the exact locations of speed, impaired driving and restraint-deficient hotspots for each region in the state.

To administer the Section 405c funded projects so that the comprehensive traffic records plan developed to support those efforts is brought to fruition.

To provide support to innovations in moving toward better use of available technologies, e.g., data entry at the point of incidents, automated uploading, and paperless operations.

To support all efforts to move Toward Zero Deaths (TZD), including all roadway and vehicle technologies that will eventually lead to safer autonomous vehicle operations.

The planned activities for this project will have users on a statewide basis therefore deserving the funding that is being allocated to this project. Not only will the state of Alabama benefit from this project but the federal reporting agency will benefit with the improved timeliness of the NEMSIS data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-19-HC-M3-002	Electronic Patient Care Reports Program	National Emergency Medical Services Information System
M3DA-19-TR-M3	Traffic Safety Records Improvement Program	Improves completeness of a core highway safety database

5.1.3 Countermeasure Strategy: Improves completeness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves completeness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required

under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The countermeasure strategy is to improve completeness of a core highway safety database. The projects this year will improve completeness to more than one core highway safety database. Of particular emphasis will be completeness in the crash and the EMS database. The completeness will be improved as the MMUCC 5 version of eCrash is developed and as more agencies start using the NEMSIS 3.4 compliant RESCUE, which is the electronic patient care report for EMS runs.

Improving completeness of the crash data and the EMS is extremely helpful and needful as UA-CAPS analyzes the data and provide this information to state agency partners and others so that the most accurate representation possible is provided.

This countermeasure will greatly compliment other similar data attribute improvement countermeasures that will be targeted in these traffic records projects. All of the countermeasures relate to improvements in some aspect of the data.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The State's Traffic Safety Information System (TSIS) is driven by a five year Strategic Plan, which has the objective of allocating 405c funds to provide information to allocate traffic safety countermeasure resources in the best possible way. Both transactional and analytical data are generated from the various traffic records systems modules, which have been divided functionally by NHTSA into the following modules: (1) Management and Strategic Planning, (2) Crash, (3) Vehicle, (4) Driver, (5) Roadway, (6) Citation-Adjudication, (7) Injury Surveillance and (8) Data Use and Integration. Transactional data are obtained from day to day operations, e.g., crash case records, citation records, EMS run records – each of these records are originated by the occurrence of some event (e.g., crash, citation, injury). The basic purpose of transactional data is to keep a record of that particular occurrence. Analytical data, on the other hand, is usually more concerned with aggregating transactional data in order to draw conclusions (produce information) that is useful in strategic planning and the operational implementation of tactical factors that improve the effectiveness of the use of available traffic safety resources.

Alabama Office of Highway Safety has recognized for decades the role that Traffic Safety Information Systems (TSIS) plays in identifying optimal countermeasure implementation. This process starts with annual problem identification efforts that have been ongoing for decades. Our objective is to first identify the subset of countermeasures that have the highest potential for crash reduction, and then to select the optimal set of countermeasures out of all proposed alternatives. It is a two-phase process starting with determining the crash types that will be addressed, and then finding the most promising countermeasures that address these crashes.

AOHS has set the following high level goals regarding its traffic records efforts:

To ensure that all agencies with responsibility for traffic safety have timely access and complete information needed to identify problems, select optimal countermeasures, and evaluate implemented improvements.

To assure that effective data are available that pinpoint and target the exact locations of speed, impaired driving and restraint-deficient hotspots for each region in the state.

To administer the Section 405c funded projects so that the comprehensive traffic records plan developed to support those efforts is brought to fruition.

To provide support to innovations in moving toward better use of available technologies, e.g., data entry at the point of incidents, automated uploading, and paperless operations.

To support all efforts to move Toward Zero Deaths (TZD), including all roadway and vehicle technologies that will eventually lead to safer autonomous vehicle operations.

The planned activities for this project will have users on a statewide basis therefore meriting the funding that is being allocated to these projects. Since the projects are this extensive, huge impact will result from these projects.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-TF-TR-001	Traffic Safety Information Systems	Improves completeness of a core highway safety database
M3DA-19-TR-M3	Traffic Safety Records Improvement Program	Improves completeness of a core highway safety database

5.1.3.1 Planned Activity: Traffic Safety Information Systems

Planned activity name	Traffic Safety Information Systems
Planned activity number	19-TF-TR-001
Primary countermeasure strategy	Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 information requests, assist in the development of the State's Highway Safety Plan, and continue to spread eCite to law enforcement agencies throughout the state, maintain software systems, coordinate phone surveys regarding the drunk driving campaign, and maintain the SafaHomeAlabama.gov website.

Enter intended subrecipients.

University of Alabama

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves uniformity of a core highway safety database
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	Other		\$945,187.51	\$0.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3.2 Planned Activity: Traffic Safety Records Improvement Program

Planned activity name Traffic Safety Records Improvement Program

Planned activity number M3DA-19-TR-M3

Primary countermeasure strategy Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The University of Alabama Center for Advanced Public Safety (CAPS) is seeking to continue to improve traffic safety through projects that include eCite and eCrash in the MOVE framework. The projects will include beginning development of a new version of eCrash, continuing deployment of a data entry system for EMS data for use in the field called RESCUE, continuing development work on analysis portals, beginning systems study to design a new version of eCite and upgrading MapClick to full eGIS compatibility. These systems improve data quality, timeliness, and completeness.

Enter intended subrecipients.

University of Alabama

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves timeliness of a core highway safety database
2019	Improves completeness of a core highway safety database
2019	Improves accuracy of a core highway safety database
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$78,801.33	\$19,700.33	\$0.00
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$564,832.83	\$141,208.20	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.4 Countermeasure Strategy: Improves accuracy of a core highway safety database

Program area	Traffic Records
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Countermeasure strategy	Improves accuracy of a core highway safety database
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Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The countermeasure strategy is to improve accuracy of a core highway safety database. One of the projects this year is MapClick software attaining full consistency with the ALDOT linear referencing system. This project will improve accuracy in the crash database.

MapClick dramatically increases the accuracy of location coding and saves officers' time on every crash report since the map can be clicked in the officer's vehicle averting the need to find the location on a paper map. Further innovation of MapClick is essential so that officers can obtain *all* required location data (coordinates, node numbers, link numbers, road names, road codes and milepoints for all public routes) by a single click. It is essential to transition away from the traditional link/node locational system to a statewide ALDOT maintained Linear Reference System (LRS) for all roadways (whether on the state system or not).

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 compliment other similar data attribute improvement countermeasures that will be targeted in these traffic records projects. All of the countermeasures relate to improvements in some aspect of the data.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The State's Traffic Safety Information System (TSIS) is driven by a five year Strategic Plan, which has the objective of allocating 405c funds to provide information to allocate traffic safety countermeasure resources in the best possible way. Both transactional and analytical data are generated from the various traffic records systems modules, which have been divided functionally by NHTSA into the following modules: (1) Management and Strategic Planning, (2) Crash, (3) Vehicle, (4) Driver, (5) Roadway, (6) Citation-Adjudication, (7) Injury Surveillance and (8) Data Use and Integration. Transactional data are obtained from day to day operations, e.g., crash case records, citation records, EMS run records – each of these records are originated by the occurrence of some event (e.g., crash, citation, injury). The basic purpose of transactional data is to keep a record of that particular occurrence. Analytical data, on the other hand, is usually more concerned with aggregating transactional data in order to draw conclusions (produce information) that is useful in strategic planning and the operational implementation of tactical factors that improve the effectiveness of the use of available traffic safety resources.

Alabama Office of Highway Safety has recognized for decades the role that Traffic Safety Information Systems (TSIS) plays in identifying optimal countermeasure implementation. This process starts with annual problem identification efforts that have been ongoing for decades. Our objective is to first identify the subset of countermeasures that have the highest potential for maximum gain, and then to select the optimal set of countermeasures out of all proposed alternatives. It is a two-phase process starting with determining the crash types that will be addressed, and then finding the most promising countermeasures that address these crashes.

AOHS has set the following high level goals regarding its traffic records efforts:

To ensure that all agencies with responsibility for traffic safety have timely access and complete information needed to identify problems, select optimal countermeasures, and evaluate implemented improvements.

To assure that effective data are available that pinpoint and target the exact locations of speed, impaired driving and restraint-deficient hotspots for each region in the state.

To administer the Section 405c funded projects so that the comprehensive traffic records plan developed to support those efforts is brought to fruition.

To provide support to innovations in moving toward better use of available technologies, e.g., data entry at the point of incidents, automated uploading, and paperless operations.

To support all efforts to move Toward Zero Deaths (TZD), including all roadway and vehicle technologies that will eventually lead to safer autonomous vehicle operations.

The planned activities for this project will have users on a statewide basis therefore justifying the funding that is being allocated to these projects. Not only will law enforcement users benefit from this project but all data users will benefit with the improved accuracy of the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-TF-TR-001	Traffic Safety Information Systems	Improves completeness of a core highway safety database
M3DA-19-TR-M3	Traffic Safety Records Improvement Program	Improves completeness of a core highway safety database

5.1.5 Countermeasure Strategy: Improves accessibility of a core highway safety database

Program area Traffic Records
Countermeasure strategy Improves accessibility of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail

required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The countermeasure strategy is to improve accessibility of a core highway safety database. The projects this year will improve accessibility to more than one core highway safety database. Of particular emphasis this year will be accessibility to the crash and the EMS database. The accessibility will be improved by providing this data to users on a statistical and analytics web-based portal.

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 compliment other similar data attribute improvement countermeasures that will be targeted in these traffic records projects. All of the countermeasures relate to improvements in some aspect of the data.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The State's Traffic Safety Information System (TSIS) is driven by a five year Strategic Plan, which has the objective of allocating 405c funds to provide information to allocate traffic safety countermeasure resources in the best possible way. Both transactional and analytical data are generated from the various traffic records systems modules, which have been divided functionally by NHTSA into the following modules: (1) Management and Strategic Planning, (2) Crash, (3) Vehicle, (4) Driver, (5) Roadway, (6) Citation-Adjudication, (7) Injury Surveillance and (8) Data Use and Integration. Transactional data are obtained from day to day operations, e.g., crash case records, citation records, EMS run records – each of these records are originated by the occurrence of some event (e.g., crash, citation, injury). The basic purpose of transactional data is to keep a record of that particular occurrence. Analytical data, on the other hand, is usually more concerned with aggregating transactional data in order to draw conclusions (produce information) that is useful in strategic planning and the operational implementation of tactical factors that improve the effectiveness of the use of available traffic safety resources.

Alabama Office of Highway Safety has recognized for decades the role that Traffic Safety Information Systems (TSIS) plays in identifying optimal countermeasure implementation. This process starts with annual problem identification efforts that have been ongoing for decades. Our objective is to first identify the subset of countermeasures that have the highest potential for crash reduction, and then to select the optimal set of countermeasures out of all proposed alternatives. It is a two-phase process starting with determining the crash types that will be addressed, and then finding the most promising countermeasures that address these crashes.

AOHS has set the following high level goals regarding its traffic records efforts:

To ensure that all agencies with responsibility for traffic safety have timely access and complete information needed to identify problems, select optimal countermeasures, and evaluate implemented improvements.

To assure that effective data are available that pinpoint and target the exact locations of speed, impaired driving and restraint-deficient hotspots for each region in the state.

To administer the Section 405c funded projects so that the comprehensive traffic records plan developed to support those efforts is brought to fruition.

To provide support to innovations in moving toward better use of available technologies, e.g., data entry at the point of incidents, automated uploading, and paperless operations.

To support all efforts to move Toward Zero Deaths (TZD), including all roadway and vehicle technologies that will eventually lead to safer autonomous vehicle operations.

The planned activities for this project will have users on a statewide basis therefore meriting the funding that is being allocated to these projects. An expansive and huge impact will result from these projects.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 performance attributes. Improved accessibility is therefore a worthy countermeasure.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19-TF-TR-001	Traffic Safety Information Systems	Improves completeness of a core highway safety database
M3DA-19-TR-M3	Traffic Safety Records Improvement Program	Improves completeness of a core highway safety database

5.2 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The HSP is completely evidence-based as demonstrated by the results of these problem identification steps that are documented in detail in the plan.

AOHS also works with the University of Alabama Center for Advanced Public Safety (UA-CAPS) to assist with the problem identification, and to work with the AOHS staff in assembling a tentative statewide planning document. Using the CARE system, a complete listing and mapping of problem crash locations (or hotspots) throughout the state is developed. In addition to a breakdown by CTSP/LEL region, the results are also subdivided by crash type and roadway classification. This is because different agencies may deal with different roadway classifications, and different tactics may be applied to different types of crashes.

A similar exercise involves the ALEA/State Troopers Division, which is given information on interstates and rural state routes that it is responsible to patrol. Generally, each ALEA region receives a package of information that is formatted just like the statewide results, but tailored to their particular region or roadway subset. In addition, all agencies have access to the preliminary statewide plan. By providing both statewide information and information specific to each area, the regional coordinators are able to identify the problems and locations in their region, and they can also determine how these locations relate to the statewide plan.

Once this information is provided to the CTSP/LEL Coordinators, they are instructed to focus their plans for the coming year on the hotspot locations given in the reports for their region. At this point it is a minor adjustment for them to revise the hotspot definition part of their plan. Other issues presented in their tentative plans are reviewed by AOHS staff to assure integrity and consistency among the regions. The enforcement program are continuously evaluated, and any necessary adjustments are made. The implementation of the Evidence-Based Enforcement Plan is demonstrated below in the following sections by major issue areas:

Impaired driving and speed related crash hotspots – 402 funds

Alcohol- and drug-related crashes hotspots – 405d funds

Restraint-deficient hotspots – 405b funds

These enforcement efforts are supported by media campaigns to the extent possible. The value of such integrated enforcement efforts is demonstrated by studies referenced in Page 1-24 of *NHTSA Countermeasures that Work*, the URL reference:

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015 <http://www.safehomealabama.gov/Portals/0/PDF/Countermeasures%20that%20Work%20811727.pdf>

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 from, all other things are rarely equal, and optimal resource allocations must also take into account 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.

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 are 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 of the crashes for each of the particular categories for this evidence-based analysis.

There are no limitations on the various subjects that may be added for consideration in Table 1, and all SHSP participants are encouraged to add any categories that they feel are appropriate. Distracted Driving (DD) was the most recently added for the FY 2018 HSP. 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 percent of crashes by severity are listed for each category (see footnote for the exception of “restraint deficient”). 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 of the categories, these numbers serve to give the relative criticality of the particular categories that most often are the targets for funding or other resource allocations.

Crash Type (Causal Driver)	Fatal	Fatal %	Injuries	Injury %	PDO	PDO %	Total
1. Seat Belt Restraint Fault*	409	3.98%	4,112	40.06%	5,744	55.96%	10,265
2. Hit Obstacle on Roadside	214	3.26%	2,082	31.69%	4,274	65.05%	6,570
3. ID/DUI All Substances	178	3.22%	2,101	37.96%	3,256	58.83%	5,535
4. Speed Involved	122	4.78%	1,172	45.94%	1,257	49.27%	2,551
5. Ped., Bicycle, School Bus	119	7.06%	951	56.44%	615	36.50%	1,685
6. Pedestrian Involved	112	14.47%	628	81.14%	34	4.39%	774
7. Mature (65 or Older) Causal	97	0.66%	3,297	22.57%	11,212	76.76%	14,606
8. License Deficiency Causal	93	1.43%	2,129	32.71%	4,287	65.86%	6,509
9. Large Truck Involved	87	0.95%	1,862	20.40%	7,179	78.65%	9,128
10. Fail to Yield or Ran (All)	82	0.27%	7,670	25.25%	22,630	74.48%	30,382

11. Youth (16-20) Causal Driver	81	0.35%	5,080	21.84%	18,095	77.81%	23,256
12. Aggressive Operation	81	3.03%	829	30.97%	1,767	66.01%	2,677
13. Wrong Way Items	79	1.66%	1,081	22.66%	3,611	75.69%	4,771
14. Motorcycle Involved	72	4.62%	1,034	66.37%	452	29.01%	1,558
15. Distracted Driving	55	0.38%	3,243	22.28%	11,258	77.34%	14,556
16. Drowsy Driving	40	1.27%	1234	39.27%	1,868	59.45%	3,142
17. Utility Pole	34	1.39%	836	34.16%	1,577	64.45%	2,447
18. Vehicle Defects – All	33	0.79%	983	23.50%	3,167	75.71%	4,183
19. Work Zone Related	25	0.80%	643	20.70%	2,439	78.50%	3,107
20. Vision Obscured	14	1.18%	340	28.57%	836	70.25%	1,190
21. Child Restraint Fault*	12	0.45%	362	13.69%	2,271	85.86%	2,645
22. Bicycle	6	2.25%	201	75.28%	60	22.47%	267
23. Railroad Trains	4	8.70%	17	36.96%	25	54.35%	46
24. School Bus Involved	1	0.16%	121	19.30%	505	80.54%	627
25. Roadway Defects – All	0	0.00%	20	16.26%	103	83.74%	123

* All categories list number of crashes except for the “Seat Belt Restraint Fault” and “Child Restraint Fault” categories. The restraint categories cannot accurately be measured by number of crashes so they list number of unrestrained persons for each severity classification.

The comparison of gross fatality and injury counts is merely a first step in the analytical process to find optimal allocations of resources among programs. Obtaining this first-cut perspective is essential for intelligent decision-making. Once the high-level decisions are made regarding which of the crash types will be addressed, further analyses must be performed to define countermeasures and improve their implementation. The severity classification in Table 1 also helps in this regard. For example, it might be noticed that the relative severity percentage of pedestrian, bicycle, motorcycle and railroad crashes are significantly higher than the other categories, as is true for the top three categories as well. This is an important aspect to be considered when the ultimate goal is reducing deaths.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g.,

distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	932.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	8,469.0
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	1.330
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	368.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	270.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	263.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	82.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	8.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	122.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	88.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	7.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	94.2

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

5.2.1 Countermeasure Strategy: High Visibility Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

There will also 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 in conjunction with 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. 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, Cinco de Mayo and the Fourth of July. For the fourth 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. *NHTSA Countermeasures that Work* (Page 1-21) reviewed intensive alcohol selective enforcement efforts such as publicized saturation patrol programs. These patrols aim to deter driving after drinking by increasing the perceived risk of arrest.

The value of such integrated enforcement efforts is demonstrated by studies referenced in Page 1-24 of *NHTSA Countermeasures that Work*. In one study a three-site evaluation of integrated impaired driving, speed, and seat belt use enforcement indicated that "sites that combined high publicity with increased enforcement reduced crashes likely to involve alcohol (such as single-vehicle nighttime crashes) by 10% to 35%. Another study of comprehensive programs in six communities used integrated enforcement methods where it was reported that these programs reduced fatal crashes involving alcohol by 42%. About half the speeding drivers detected through these enforcement activities had been drinking and about half the impaired drivers were speeding. It is well established that the same risk-taking motivations that seem to compel some drivers to be impaired and speed also leads them to avoid using proper restraints.

They recommend saturation patrols that are publicized extensively and conducted regularly, as well as roving patrols in which individual patrol officers concentrate on detecting and arresting impaired drivers in an area where impaired driving is common or where alcohol-involved crashes have occurred. A demonstration program in Michigan, where sobriety checkpoints are prohibited by State law, revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by intensive publicity.

It is projected that High Visibility Enforcement projects in each of the CTSP/LEL and State Trooper Regions conducted year round and during targeted holiday periods, when tied with a multimedia PI&E 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As part of the Alabama Office of Highway Safety (AOHS) traffic safety planning effort, special problem identification studies are performed for the various program areas chosen. When any new issues arise, or for all countermeasures for which discretionary funds are expended, special analytical procedures are employed. The process is as follows:

Analyze results of problem identification to set performance measure targets for the program year

Evaluate the potential overall countermeasure strategies at a very high level in the light of evidence-based information that is generated primarily from crash records with some supplements provided by citation records.

Select the overall programs that will be implemented from a strategic point of view.

Use further analytics to fine-tune the particular countermeasures that will be implemented, e.g., the specific locations for selective enforcement and determine allocation of funds.

This analytical review includes all of the countermeasures that are presented in this plan as well as the particular tactics to be applied in their implementations

After reviewing performance goals, the AOHS then examines and selects countermeasures to help achieve the state's targets. The following outlines the strategies of countermeasures to be applied during FY 2019:

Community Traffic Safety Programs/Law Enforcement Liaison (CTSP/LEL) – will provide coordination for the local implementations of the statewide occupant protection program, and the CTSP/LEL Coordinators and the administrative support for their offices will be maintained.

The University of Alabama Center for Advanced Public Safety (UA-CAPS) will provide the information required for allocating traffic safety resources in an optimal way, and they will continue to be supported in providing AOHS with Alabama crash and traffic safety data throughout the year.

Conduct four local Hotspot Evidence-Based Enforcement Program (E-BEP) projects, one within each of the CTSP/LEL regions focusing on hotspot locations.

Perform a statewide E-BE project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA), also focusing on hotspot locations.

Continue the Law Enforcement Liaison (LEL) programs statewide. Beginning in FY 2007, this program was absorbed by the regional CTSP/LEL offices and was funded through the Community Traffic Safety Projects. This funding arrangement will continue in FY 2019.

Participate in national and regional High Visibility Enforcement campaign on the statewide level, paired with a corresponding mass media campaign.

Funding allocation is determined by evaluating the threshold of resources that are required to carry out each planned activity for the duration of the project in a calculated and realistic manner.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

AOHS's problem identification process analyzes the data for crashes and determines all of the demographics related to them (e.g., the 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 very strong correlation between Restraint Deficiencies (RD) and other risky driving characteristics. In particular, DUI (alcohol and 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 due to the fact that the part of their brain that properly assesses risk is not fully developed until age 25. While the average seatbelt use rate for all occupants has been measured above 90%, for those involved in fatal crashes the use rate was approximately 45%.

(See AL Fatalities at <http://www.safehomealabama.gov/PlansAnalysis/FARSandALFatalities.aspx>)

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 as a whole. They were also provided 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 focuses on the hotspot locations.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CP-19-FP-CP	Community Traffic Safety Program	High Visibility Enforcement
PT-19-FP-PT	Evidence-Based Traffic Safety Enforcement Program	High Visibility Enforcement
M5HVE-19-HD-M5	Impaired Driving - High Visibility Enforcement Campaign	High Visibility Enforcement
M5HVE-19-ID-M5	Drive Sober or Get Pulled Over High Visibility Enforcement Campaign	High Visibility Enforcement
M5PEM-19-ID-M5-011	Drive Sober or Get Pulled Over Paid Media Campaign	High Visibility Enforcement
M5PEM-19-ID-M5-012	Impaired Driving- Paid Media Campaign	High Visibility Enforcement

5.2.1.1 Planned Activity: Community Traffic Safety Program

Planned activity name	Community Traffic Safety Program
Planned activity number	CP-19-FP-CP
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 the NHTSA Countermeasures that Work document (Page 1-4) 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

Enter intended subrecipients.

Regional CTSP/LEL offices

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$712,813.13	\$237,604.38	\$712,813.13

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.1.2 Planned Activity: Evidence-Based Traffic Safety Enforcement Program

Planned activity name Evidence-Based Traffic Safety Enforcement Program

Planned activity number PT-19-FP-PT

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

The Alabama Law Enforcement Agency and Regional CTSP/LEL offices

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,740,000.00	\$348,000.00	\$940,000.00
	2016	NHTSA 402	Police Traffic Services	\$1,000,000.00	\$200,000.00	\$1,000,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.1.3 Planned Activity: Impaired Driving - High Visibility Enforcement Campaign

Planned activity name	Impaired Driving - High Visibility Enforcement Campaign
Planned activity number	M5HVE-19-HD-M5
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 in conjunction with 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. 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, Cinco de Mayo and the Fourth of July. For the fifth 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.

Enter intended subrecipients.

The Alabama Law Enforcement Agency and Regional CTSP/LEL offices

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405d Impaired Driving Mid	405d Impaired Driving Mid (MAP-21)	\$3,811.57	\$952.89	\$3,811.57
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$700,000.00	\$140,000.00	\$300,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.2.1.4 Planned Activity: Drive Sober or Get Pulled Over High Visibility Enforcement Campaign

Planned activity name Drive Sober or Get Pulled Over High Visibility Enforcement Campaign

Planned activity number M5HVE-19-ID-M5

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting,

training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In addition to the paid media, we will have a High Visibility Enforcement program for a two week period. The enforcement program will consist of members from the Municipal Law Enforcement Agencies, County Sheriffs and Alabama Law Enforcement Agency. This campaign will begin in August and conclude on Labor Day.

Enter intended subrecipients.

Regional CTSP/LEL offices

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$200,000.00	\$50,000.00	\$200,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2.1.5 Planned Activity: Drive Sober or Get Pulled Over Paid Media Campaign

Planned activity name Drive Sober or Get Pulled Over Paid Media Campaign
Planned activity number M5PEM-19-ID-M5-011
Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d),

demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

As a part of the nationwide impaired driving campaign to reduce impaired driving-related fatalities, Alabama will participate in “Drive Sober or Get Pulled Over” campaign starting in August and conclude on Labor Day. 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 theaters, as well as participate in an increased online presence via web ads and newer mediums such as iHeart Radio, Spotify and Pandora.

Enter intended subrecipients.

Auburn University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$360,000.00	\$72,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.2.1.6 Planned Activity: Impaired Driving- Paid Media Campaign

Planned activity name Impaired Driving- Paid Media Campaign

Planned activity number M5PEM-19-ID-M5-012

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

As a part of the nationwide impaired driving campaign to reduce impaired driving-related fatalities, Alabama will participate in High Visibility Impaired Driving Enforcement Paid Media Campaigns for the fourth year since 2015. 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.

Enter intended subrecipients.

Auburn University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$360,000.00	\$72,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and

planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

As part of the Alabama Office of Highway Safety (AOHS) traffic safety planning effort, a strategic Occupant Protection Plan was developed for the state in FY2012, and it has been updated each year in the May-June time frame. This plan is evidence-based to reflect the particular occupant protection issues within the State. The major goal of the plan is to assure that resources dedicate to occupant protection are allocated in an optimal manner to bring about the maximum traffic safety benefits to the roadway users of the State. The plan considers all restraint programs to be conducted in Alabama over a five year planning horizon with special emphasis on those that are proposed to be funded under the 405b Occupant Protection Grants and 402 Grants section for FY 2019. The purpose of the 405b program is to “encourage States to adopt and implement occupant protection laws and programs to reduce highway deaths and injuries from individuals riding unrestrained in motor vehicles.”

Having a front seat occupant seatbelt usage rate measured in FY2017 at 92.9% qualifies Alabama as a high seat belt use state. This means that the State qualifies for special restraint funding by (1) submitting an occupant protection plan, (2) participating in the Click It or Ticket campaign, (3) maintaining child restraint inspection stations, and (4) having an adequate number of child passenger safety technicians. Alabama meets all of these requirements.

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 serves very effectively in giving everyone in the traffic safety community a high level view of the source of fatalities as well as how these fatalities are also reflected in the lower severity crashes.

Table 1: Top Fatality Causes - Alabama CY2016 Data

Crash Type (Causal Driver)	Fatal	Fatal %	Injuries	Injury %	PDO	PDO %	Total
1. Restraint Deficient*	464	4.38%	4,304	40.66%	5,818	54.96%	10,586
2. Impaired Driving	232	3.91%	2,342	39.51%	3,353	56.57%	5,927
3. Speeding	207	5.47%	1,720	45.48%	1,855	49.05%	3,782
4. Obstacle Removal	169	2.69%	2,136	34.05%	3,969	63.26%	6,274
5. Ped., Bicycle, School Bus	124	7.44%	957	57.44%	585	35.11%	1,666
6. Pedestrian	120	14.69%	658	80.54%	39	4.77%	817
7. License Status Deficiency	115	1.69%	2,216	32.54%	4,479	65.77%	6,810
8. Mature – Age > 64	115	0.81%	3,126	22.12%	10,893	77.07%	14,134

9. Motorcycle	108	6.41%	1,109	65.82%	468	27.77%	1,685
10. Youth – Age 16-20	107	0.45%	5,405	22.78%	18,219	76.77%	23,731
11. Distracted Driving	92	0.51%	4,742	26.43%	13,109	73.06%	17,943
12. Non-pickup Truck Involved	56	1.09%	865	16.80%	4,228	82.11%	5,149
13. Utility Pole	46	1.82%	937	37.15%	1,539	61.02%	2,522
14. Fail to Conform to S/Y Sign	32	0.42%	2,187	28.88%	5,355	70.70%	7,574
15. Vehicle Defects – All	21	0.54%	884	22.77%	2,978	76.69%	3,883
16. Construction Zone	18	0.61%	653	22.26%	2,263	77.13%	2,934
17. Vision Obscured – Env.	14	0.89%	428	27.14%	1,135	71.97%	1,577
18. Fail to Conform to Signal	10	0.21%	1,455	31.18%	3,202	68.61%	4,667
19. Child Restraint Deficient*	5	0.18%	348	12.26%	2,485	87.56%	2,838
20. Railroad Trains	5	7.81%	33	51.56%	26	40.63%	64
21. Bicycle	4	0.84%	207	43.49%	265	55.67%	476
22. School Bus	0	0.00%	96	16.33%	492	83.67%	588
23. Roadway Defects – All	0	0.00%	28	24.14%	88	75.86%	116

* All categories list number of crashes except for the “Restraint Deficient” and “Child Restraint Deficient” categories. The restraint categories cannot accurately be measured by number of crashes so they list number of unrestrained persons for each severity classification.

Two entries in Table 1 are important with regard to 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. It should be understood that the categories given in Table 1 are not mutually exclusive (e.g., you could have unrestrained passengers in an alcohol/drug crash that involved speeding). However, they still tend to demonstrate the relative criticality of each of the particular categories. Because RD is of the highest level, the State puts considerable emphasis on occupant protection, and extensive analyses have been performed in an effort to determine the best approach to increasing restraint use.

Child Restraint Deficiencies (CRD) are near the bottom of Table 1 with only five 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 all of the child restraint programs will be discussed in detail. The enforcement efforts for CRD is effectively the same as that for RD.

Table 1 shows clearly that one of the most effective ways of reducing fatalities is to increase restraint use. The next step in the problem identification process is to analyze the data for these crashes and determine all of the demographics related to them (e.g., the who, what, where, when, how old, and 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 very strong correlation between RD and other risky driving characteristics. In particular, DUI (alcohol and 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 due to the fact that the part of their brain that properly assesses risk is not fully developed until age 25. While the average seatbelt use rate for all occupants has been measured above 90%, for those involved in fatal crashes the use rate was approximately 45%.

(See AL Fatalities at <http://www.safehomealabama.gov/PlansAnalysis/FARSandALFatalities.aspx>.)

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 as a whole. They were also provided 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 focuses on the hotspot locations. The goals set on a regional basis are in line with the goals and strategies laid out in this plan

Restraint Issues Problem Identification

This section contains the result of a problem identification study that was conducted based on data from Fiscal Years (FY) FY2014-FY2017. This was the latest data that were available at the time of the study, and it is quite representative of the restraint picture going forward into FY2019.

The goal of this problem identification is to assure that the restraint enforcement program considered by the state throughout FY2019 is completely evidence-based, the evidence being derived from past data obtained from crash records. Changes from what appeared in the previous year HSP will only be noted in cases where they are considered to be of significance for decision-making.

The following summarizes the findings of the analysis:

Geographical Factors

Counties with the greatest overrepresentation factors for unrestrained driver crashes include Walker, Talladega, Jackson, DeKalb, Monroe and Cullman,

The number of crashes involving drivers who use no restraints is greatly overrepresented in rural areas in comparison to the urban areas. The odds ratio for rural areas is about 2.5 times that of what would be expected if rural and urban restraint use were the same.

The most overrepresented (worst) areas are the rural county areas in Walker, Talladega, Mobile, Tuscaloosa and Cullman Counties.

The most underrepresented (best) cities are Birmingham, Mobile, Montgomery, and Huntsville.

Crash incidents with no driver restraints being used are greatly overrepresented on county highways, with 2.75 times the expected number of crashes. County and State were the only roadway classification that were overrepresented. Federal, Interstate and Municipal roads were significantly under-represented.

In the analysis of locale, crashes involving no restraints are most commonly overrepresented in Open Country areas, and Shopping or Business locales are the most significantly under-represented.

Time Factors

The weekend days are the most overrepresented days of the week for crashes in which drivers did not use restraints. This correlates highly with impaired driving crashes.

In the evaluation of time of day, overrepresentations peak during the 7 PM to 6 AM time periods and then taper off, falling back below crashes involving causal drivers who use restraints in the 7 AM to 7 PM time periods. Additional cross-tabulations were performed for crashes involving injury.

Analysis of Time of Day by Day of Week.

Crosstab analyses of time of day by day of the week of crashes in which restraints were not used enables officers to determine target times and days to enforce restraint laws so that severe crashes may be prevented. Two analyses were performed and compared for all crashes with restraint deficiencies and injury crashes for restraint deficiencies. The late night and early morning over-representations were largely on the weekend days starting on Friday night and ending on Sunday morning.

The cross-tabulation of time of day by day of the week that was restricted to injury crashes showed a very high resemblance to the same analysis for impaired driving (alcohol and other drugs involvement).

Crash Causal Factors

The overrepresentation factors indicate that certain risk-taking behaviors are often associated with crashes in which restraints are not used, including DUI, over the speed limit, aggressive operation, running off the road, and fatigue/sleep. Crashes attributed to drivers who used no restraints are greatly overrepresented in vehicles with model years 1960-2004, which could be attributed to the lack of standard safety restraints in some of these older model vehicles, or perhaps the removal of these safety devices over time.

The speed at impact for crashes for restraint-deficient crashes is significantly overrepresented in all of the categories above 45 MPH, indicating that these crashes consistently occur at higher speeds than crashes in which restraints were used by the causal driver. This is highly correlated with rural driving and risk taking.

Severity Factors

Fatal, incapacitating, and non-incapacitating injuries are all overrepresented in crashes where drivers were not restrained; this analysis quantified the benefits of the restraint use.

Fatal injuries in crashes where no restraints are used are highly overrepresented on interstate, federal and state roadways. "Possible Injuries and Property Damage Only were highly overrepresented on municipal highways.

Analysis of number injured shows that the proportion of injuries (including fatalities) in unrestrained driver crashes is overrepresented from 1 to 6 injuries per crash. Crashes without restraints are clearly causing much more severe injuries and a greater number of injuries and fatalities per crash.

The proportion of fatalities in general as well as the proportion of multiple fatality crashes is dramatically overrepresented in crashes where the causal driver is unrestrained.

As expected, ejection of the unrestrained driver is overrepresented, indicating one major cause for many fatalities in which safety equipment is not properly utilized.

All types of injuries, including fatalities, are consistently overrepresented in crashes where no restraints were used.

Driver Demographics

Analysis of individual driver ages indicates that crashes involving no restraints are overrepresented in drivers in and immediately above the teen driver classification (age range 19-39).

Male drivers account for a majority of crashes in which restraints are not used, and they are overrepresented by a factor of 1.296.

With Child Restraint crashes, the age range of the drivers were between 25 and 33. Hispanic was the most over-represented followed by Black/African American and American Indian. Income is not part of our dataset but minority groups are represented as high-risk groups in crash data.

Ejection and Back Seat Analysis

The non-restrained person is over 300 times more likely to be totally ejected than those who are properly restrained.

Being ejected results in a probability of death about 50 times that of those not ejected.

If all back-seat occupants were properly restrained it would result in an estimated saving of 62 lives per year.

Proposed Legislation

There are many opportunities to strengthen the current restraint laws in Alabama. Despite the revisions to the Primary Seat Belt Law in 1999, the law still fails to address the use of restraints for any adult passengers in the back seat. Alabama law addresses this requirement in child restraint laws, but there is no requirement for adults.

A number of proposed safety legislation bills were endorsed by the State's Strategic Highway Safety Plan Committee (SHSP, Page 41). The SHSP proposes a "primary seat belt law for all passengers" that would address this issue for adult passengers in the back seat. Furthermore, the SHSP goes on to address the issue of passengers in the rear of pickups. This provision would require that passengers would only be allowed to ride in areas equipped with safety belts.

The State's child restraint law is rather comprehensive; however, legislation has been proposed to adjust the booster seat requirement for children so as to require each occupant who is eight years of age and under, weighs less than 80 pounds and is less than four feet, nine inches in height to be secured in an age-appropriate child restraint. This measure would address discrepancies concerning the proper age and weight for eliminating the use of a booster seat. Furthermore, the State's SHSP intends to address the Child Restraint Law to ensure that there are no gaps in restraint laws to ensure that all occupants of a motor vehicle under the age of sixteen are covered by specific laws. These suggested provisions do not include a provision regarding an age requirement for riding as a passenger in the front seat. Many states include such stipulations that make this a primary offense if a child under the age requirement is sitting in the front seat, with or without safety restraints. Still to be proposed is the law that all occupants riding in passenger motor vehicles must be secured in a seat belt or appropriate child restraint so that there will be no gaps in coverage in the State occupant protection laws.

In summary, proposed legislation included the following items:

People sitting in all seat positions wear seat belts.

Minimum fine of \$25.00.

Adjust the booster seat requirement for children so as to require each occupant who is eight years of age and under, weighs less than 80 pounds and is less than four feet, nine inches in height to be secured in an age-appropriate child restraint.

Provide incentives for motor vehicle insurance companies to offer economic incentives for policy holders who agree to use appropriate restraints; with the stipulation that there will be penalties to them if they are in a crash and injured without being restrained.

Provide stiff penalties as part of the State GDL (perhaps up to the short suspension of license) for any driver who is caught without everyone in the vehicle being restrained. The only exception might be if there were never restraints installed. While the current law addresses the maximum number of occupants and restricted driving schedule, it does not specify seat belt use for drivers or passengers. For example, the GDL law in Delaware includes a seat belt provision that requires teen drivers and passengers under age 18 to wear a seat belt at all times. If this provision is violated, the teen driver faces suspension of a license or permit for two months.

Provide some legal basis for making the degree of injury sustained not covered by insurance when there is contributory negligence on the part of passengers who fail to be properly restrained.

The list of bills that is being promoted and supported are given at:

<http://www.safehomealabama.gov/GovernmentAgencies/StateAgencies/ALLegislature.aspx>

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
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2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	932.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	8,469.0
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	368.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	94.2

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement
2019	Child Restraint System Inspection Station(s)

5.3.1 Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Short-term, High Visibility Seat Belt Law Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and

that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The value of Short-term, High Visibility Seat Belt Enforcement, such as Click it or Ticket (CIOT) projects is well documented (see *NHTSA Countermeasures that Work* Page 2-13) High-visibility, short-duration seat belt law enforcement programs were demonstrated in individual communities in the late 1980s. North Carolina's CIOT program took this model statewide beginning in 1993 and raised the use rate above 80%. The CIOT model expanded nationwide in 2003 and seat belt use increased nationwide in almost all states from 2000-2006, in part due to CIOT seat belt enforcement programs. The national seat belt use rate reached 90.1% in 2016. For example, Hedlund et al. (2008) compared 16 States with high seat belt rates and 15 States with low seat belt rates. The single most important difference between the two groups was the level of enforcement, rather than demographic characteristics or the amount spent on media. High-belt-use States issued twice as many citations per capita during their Click It or Ticket campaigns as low-belt-use States. Similarly, Hinch et al. (2014) found that law enforcement in primary belt use law States issued more seat belt citations in the 2012 campaign than did law enforcement in secondary belt use law States.

It is projected Short-Term, High Visibility Seat Belt Enforcement projects in each of the 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As part of the Alabama Office of Highway Safety (AOHS) traffic safety planning effort, special problem identification studies are performed for the various program areas chosen. When any new issues arise, or for all countermeasures for which discretionary funds are expended, special analytical procedures are employed. The process is as follows:

- Analyze results of problem identification to set performance measure targets for the program year
- Evaluate the potential overall countermeasure strategies at a very high level in the light of evidence-based information that is generated primarily from crash records with some supplements provided by citation records.
- Select the overall programs that will be implemented from a strategic point of view.
- Use further analytics to fine-tune the particular countermeasures that will be implemented, e.g., the specific locations for selective enforcement and determine allocation of funds.

This analytical review includes all of the countermeasures that are presented in this plan as well as the particular tactics to be applied in their implementations

After reviewing performance goals, the AOHS then examines and selects countermeasures to help achieve the state's targets. The following outlines the strategies of countermeasures to be applied during FY 2019:

Planning and Administration – The Alabama Office of Highway Safety (AOHS) will continue to perform the overall administrative functions for the planned programs and projects.

Community Traffic Safety Programs/Law Enforcement Liaison (CTSP/LEL) – will provide coordination for the local implementations of the statewide occupant protection program, and the CTSP/LEL Coordinators and the administrative support for their offices will be maintained.

The University of Alabama Center for Advanced Public Safety (UA-CAPS) will provide the information required for allocating traffic safety resources in an optimal way, and they will continue to be supported in providing AOHS with Alabama crash and traffic safety data throughout the year.

Conduct four local Hotspot Evidence-Based Enforcement Program (E-BEP) projects, one within each of the CTSP/LEL regions focusing on hotspot locations.

Perform a statewide E-BE project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA), also focusing on hotspot locations.

Continue the Law Enforcement Liaison (LEL) programs statewide. Beginning in FY 2007, this program was absorbed by the regional CTSP/LEL offices and was funded through the Community Traffic Safety Projects. This funding arrangement will continue in FY 2019.

Participate in national and regional High Visibility Enforcement campaign on the statewide level, paired with a corresponding mass media campaign.

Continue the Child Passenger Safety Program to maintain the network of restraint inspection stations in Alabama, as well as certify technicians.

Funding allocation is determined by evaluating the threshold of resources that are required to carry out each planned activity for the duration of the project in a calculated and realistic manner.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Alabama continues to steadily improve its seat belt and child restraint use rates that experienced a major improvement upon passing its Primary Seat belt Law in 1999. As part of the cooperative process with NHTSA, an Evidence-Based Enforcement Program (E-BEP) called "Click It or Ticket" (CIOT) is run on an annual basis in April, May and June of each year. Alabama's program will consist of a coordinated effort among law enforcement agencies from the municipal to the state level.

Data availability and its analysis is also essential to the effective management of the overall restraint program and its improvement. Data collected is used for problem identification and evaluation that is organized according to the following categories:

Observational survey of occupant protection and child restraint use. Pre and post surveys for seat belt programs will be conducted using the NHTSA-compliant seat belt survey design. A telephone survey will be used to evaluate the effectiveness of the paid media related to the CIOT campaign.

Occupant protection and child restraint crash analysis. These are performed to assure that the locations and other demographics are the most advantageous by the problem identification efforts.

Continued problem identification and evaluation. The efforts exemplified in the Problem Identification and presented in Sections 8.8 and 8.9 will be repeated, extended and updated as needed to assure the most effective distribution of resources that can be obtained from evidence-based decisions. In addition, several evaluation studies are described to determine program success and to improve the program in future years.

Specific countermeasures within each of these data categories were checked for their effectiveness estimates from the NHTSA-recommended document: *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, Eighth Edition, 2015*; which can be viewed at:

<http://www.safehomealabama.gov/Portals/0/PDF/Countemeasures%20that%20Work%20811727.pdf>

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1OP-19-HB-M1	Click It or Ticket Observational Survey	Short-term, High Visibility Seat Belt Law Enforcement
M1HVE-19-OP-M1	Click It or Ticket High Visibility Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement
M1PEM-19-OP-M1	Click It or Ticket Paid Media Campaign	Short-term, High Visibility Seat Belt Law Enforcement

5.3.1.1 Planned Activity: Click It or Ticket Observational Survey

Planned activity name	Click It or Ticket Observational Survey
Planned activity number	M1OP-19-HB-M1
Primary countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Pre- and post- program surveys will be conducted by the University of Alabama Center for Advanced Public Safety (UA-CAPS) as part of the "Click It or Ticket" campaign and extending to all of the various restraint projects, including the determination of child restraint usage rates. The total restraint use program will consist of waves of surveys, enforcement and media blitzes, carefully scheduled to maximize public understanding of restraint use.

Enter intended subrecipients.

University of Alabama

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405b Occupant Protection High Belt Use	405b High OP Information System (MAP-21)	\$66,984.36	\$16,746.09	\$0.00
2018	FAST Act 405b OP High	405b High OP Information System (FAST)	\$77,692.80	\$19,423.20	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.2 Planned Activity: Click It or Ticket High Visibility Enforcement Campaign

Planned activity name	Click It or Ticket High Visibility Enforcement Campaign
Planned activity number	M1HVE-19-OP-M1
Primary countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Alabama Highway Safety Office will conduct a High Visibility Enforcement program for a two week period. The enforcement program will consist of members from the Municipal Law Enforcement Agencies, County Sheriffs and Alabama Law Enforcement Agency

Enter intended subrecipients.

Regional CTSP/LEL offices

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405b OP High	405b High HVE (FAST)	\$200,000.00	\$50,000.00	\$200,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3.1.3 Planned Activity: Click It or Ticket Paid Media Campaign

Planned activity name	Click It or Ticket Paid Media Campaign
Planned activity number	M1PEM-19-OP-M1
Primary countermeasure strategy	Short-term, High Visibility Seat Belt Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

As a part of the nationwide initiative to increase seat belt usage, Alabama will participate in the "Click It or Ticket" High Visibility Paid Media campaign. This campaign will be scheduled in May and conclude on the Memorial Day Holiday. This has been a highly successful program in the past several years. Alabama will continue to lend its full support to the program in the coming year.

The value of Click it or Ticket (CIOT) projects is well documented (see *NHTSA Countermeasures that Work* Page 2-4). High-visibility, short-duration belt law enforcement programs were demonstrated in individual communities in the late 1980s. North Carolina's CIOT program took this model statewide beginning in 1993 and raised the seat belt use rate above 80%. The CIOT model expanded nationwide in 2003 and seat belt use increased nationwide in almost all states from 2000-2006, in part due to CIOT seat belt enforcement programs.

Enter intended subrecipients.

Auburn University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Paid Advertising (FAST)	\$210,000.00	\$52,500.00	\$0.00
2016	MAP 21 405b Occupant Protection High Belt Use	405b High Paid Advertising (MAP-21)	\$160,000.00	\$40,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.3.2 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach

motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Child Restraint Deficiencies (CRD) are near the bottom of an analysis of top fatality causes in Alabama with only five 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 all of the 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 a majority of the state. The program will also organize training and recertification classes for technicians.

A general outline of this program follows:

- Training of "first time" technicians;
- Recertification of previously trained technicians;
- Inspection stations will continue to be made available to the public;
- Technicians ensuring that child passenger restraints are installed correctly and that 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 over the state 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 4 below shows the location of the anticipated three-day classes for FY 2019 as well as an estimation of the number of attendees.

Table 4. Class Location and Attendee Estimate

Class Location	Estimated Number of Students
Northern District	20
Northeastern District	20
Southeastern District	20

Inspection Stations

In FY 2019, ADPH plans to maintain current inspection stations, as well as establish at least one sanctioned station in every 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 5 illustrates the proportion of Alabama's population that is covered by inspection stations. The table demonstrates that 76.2% of the population of Alabama is covered.

The list below identifies the location of inspection stations and/or inspection events as well as the populations they serve. The table also affirms that each station and/or event will be staffed by a certified technician.

Table 5. Proportion of Alabama's Population Covered by Inspection Stations

Location	Population served	% of total population
Fort Rucker	26,289	.6%
Alabaster	43,974	.9%
Birmingham area	853,551	17.9%
Mobile area	595,257	12.5%
Tuscaloosa area	194,656	4.1%
Enterprise	49,948	1.0%
Montgomery area	229,363	4.8%
Dothan area	169,100	3.5%
Trussville	83,593	1.7%
Troy	32,899	.8%
Huntsville area	334,811	7.0%
Athens	82,782	1.7%
Selma	43,820	.9%
Eufaula	52,947	1.1%
Bessemer	22,915	.5%

Daleville	26,790	.6%
Demopolis	10,591	.2%
Auburn	140,247	2.9%
Gadsden	104,430	2.2%
Grove Hill	24,805	.5%
Albertville	93,019	1.9%
Sylacauga	93,830	2.0%
Florence area	147,137	3.0%
Cullman	80,406	1.7%
Troy	10,914	.2%
Jasper	67,023	1.4%
Eufaula	27,457	.6%
All the sites	3,642,554	76.2%

*2010 Census Data, Alabama's total population in the 2010 Federal Census was 4,779,736.

Table 6. Station and/or Events and Population Served

Station/Events	Rural	Urban	At-Risk	Certified Tech Present
Alabaster Fire Department		Urban		YES
Albertville Police Department		Urban		YES
Athens Police Department		Urban		YES
Andalusia Alabama	Rural			YES

Auburn Police Department		Urban		YES
Bessemer Police Department		Urban	Low income,Minority	YES
Calhoun County Sheriff's Office	Rural			YES
Children's Hospital Birmingham		Urban		YES
Clarke County Health Department	Rural		Low Income, Minority	YES
Cullman County		Urban		YES
Daleville Police Department	Rural		Low Income	YES
Demopolis Police Department	Rural		Low Income, Minority	YES
Dothan Police & Fire Department		Urban		YES
Elba Police Department	Rural			YES
Enterprise Police & Fire Departments	Rural		Low Income	YES
Eufaula Police & Fire Department				YES
	Rural		Low Income	
Florence Police & Fire Department		Urban		YES
Foley Police Department		Urban		YES
Ft. Mitchell	Rural			YES
Ft. Rucker Fire & Police Department	Rural		Low Income	YES
Gadsden Fire Department		Urban		YES
Gadsden Regional Medical Center		Urban		YES
Hartselle		Urban	Low Income	YES
Hueytown Police Department	Rural		Low Income	YES
Huntsville Hospital, Huntsville Police Department & Huntsville		Urban		YES

Pediatrics				
Jacksonville Fire Department		Urban		YES
Jasper Alabama		Urban		YES
Madison County Sheriff's Office		Urban		YES
Millbrook Alabama		Urban		YES
Montgomery SAFE Kids & Baptist East		Urban		YES
Mountainbrook Fire Department		Urban		YES
Northport Fire & Police		Urban		YES
North Shelby Fire Department		Urban		YES
Ozark Police Department	Rural		Low Income	YES
Saraland Police Department		Urban		YES
Selma Fire Department		Urban	Low Income, Minority	YES
Sylacauga Fire Department	Rural		Low Income	YES
Troy Fire & Police Department		Urban		YES
Trussville Fire Department		Urban		YES
Tuscaloosa Police Department		Urban		YES
Tuscaloosa SAFE Kids		Urban		YES
USA Women's and Children's Hospital Mobile		Urban		YES

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As part of the Alabama Office of Highway Safety (AOHS) traffic safety planning effort, special problem identification studies are performed for the various program areas chosen. When any new issues arise, or for all countermeasures for which discretionary funds are expended, special analytical procedures are employed. The process is as follows:

Analyze results of problem identification to set performance measure targets for the program year

Evaluate the potential overall countermeasure strategies at a very high level in the light of evidence-based information that is generated primarily from crash records with some supplements provided by citation records.

Select the overall programs that will be implemented from a strategic point of view.

Use further analytics to fine-tune the particular countermeasures that will be implemented, e.g., the specific locations for selective enforcement and determine allocation of funds.

This analytical review includes all of the countermeasures that are presented in this plan as well as the particular tactics to be applied in their implementations

After reviewing performance goals, the AOHS then examines and selects countermeasures to help achieve the state's targets. The following outlines the strategies of countermeasures to be applied during FY 2019:

Planning and Administration – The Alabama Office of Highway Safety (AOHS) will continue to perform the overall administrative functions for the planned programs and projects.

Community Traffic Safety Programs/Law Enforcement Liaison (CTSP/LEL) – will provide coordination for the local implementations of the statewide occupant protection program, and the CTSP/LEL Coordinators and the administrative support for their offices will be maintained.

The University of Alabama Center for Advanced Public Safety (UA-CAPS) will provide the information required for allocating traffic safety resources in an optimal way, and they will continue to be supported in providing AOHS with Alabama crash and traffic safety data throughout the year.

Conduct four local Hotspot Evidence-Based Enforcement Program (E-BEP) projects, one within each of the CTSP/LEL regions focusing on hotspot locations.

Perform a statewide E-BE project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA), also focusing on hotspot locations.

Continue the Law Enforcement Liaison (LEL) programs statewide. Beginning in FY 2007, this program was absorbed by the regional CTSP/LEL offices and was funded through the Community Traffic Safety Projects. This funding arrangement will continue in FY 2019.

Participate in national and regional High Visibility Enforcement campaign on the statewide level, paired with a corresponding mass media campaign.

Continue the Child Passenger Safety Program to maintain the network of restraint inspection stations in Alabama, as well as certify technicians.

Funding allocation is determined by evaluating the threshold of resources that are required to carry out each planned activity for the duration of the project in a calculated and realistic manner.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

According to *NHTSA Countermeasures that Work* (Page 2-1), NHTSA estimates that correctly used child restraints are even more effective than seat belts in reducing fatalities. Child restraints reduce fatalities by 71% for infants younger than 1 year old and by 54% for children 1 to 4 years old in passenger cars. In light trucks, the fatality reductions are 58% for infants and 59% for children 1 to 4 years old. In addition, research conducted by the Partners for Child Passenger Safety Program at the Children's Hospital of Philadelphia found that belt-positioning booster seats reduce the risk of injury to children 4 to 8 in crashes by 45% when compared to the effectiveness of seat belts alone. The proper use of child restraints is not trivial, and most parents are not intuitively aware of all of the complexities involved. Improper application of even the correct devices can lead to increased injury or even death. It is quite clear that this training project is a key component of the overall child restraint effort.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1PE-19-OP-M1	Child Passenger Safety Training Program	Child Restraint System Inspection Station(s)

5.3.2.1 Planned Activity: Child Passenger Safety Training Program

Planned activity name	Child Passenger Safety Training Program
Planned activity number	M1PE-19-OP-M1
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will

undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Starting in FY 2019, AOHS will have a new partner in the Alabama Department of Public Health (ADPH) to implement the state's Child Passenger Safety (CPS) Program. The CPS program will be staffed with a Program Coordinator and a Health Educator located at the ADPH central office, and six district coordinators: ADPH employees are located in six of public health districts (Northern, Northeastern, West Central, East Central, Southeastern, Southwestern). The Program Coordinator will be responsible for the overall project, including: Organizing CPS certification and recertification trainings, developing program materials, coordinating efforts with other agencies and the public health districts, and maintaining the CPS website. The Program Coordinator will become a certified Car Seat Technician, and work to become a Lead Instructor during the first year of the program. The Health Educator is currently a certified car seat technician who will help implement the program during the first year, also working to become a Lead Instructor. Each district coordinators will spend ten percent of their time devoted to coordinating trainings and seat checks in their districts. They will be responsible for assisting the Program Coordinator with scheduling Child Passenger Safety Trainings in their districts, securing a location for the training, and assisting the instructors with the training. They will also be responsible for organizing and conducting car seat clinics and seat check events in their district for the public.

Currently, ADPH does not have any staff members who are certified CPS Instructors or Lead Instructors, therefore the Program Coordinator, Health Educator, and District Coordinators will participate in the Safe Kids CPS mentoring program to become instructors during Year 1. Staff who are not already certified CPS Technicians will attend a CPS training to become certified technicians first before they are eligible to participate in CPS seat check events. Until ADPH staff members are certified as instructors, ADPH will contract with current CPS Instructors and Lead Instructors listed on the Safe Kids website to conduct trainings in the state to certify ADPH staff, as well as any members of the public who are interested in becoming technicians. The Program Coordinator will be responsible for coordinating with current CPS Instructors and Lead Instructors to schedule trainings.

In order to become CPS Instructors, CPS Technicians must participate in CPS Trainings as Course Assistants with CPS Mentors (current instructors), and participate in CPS events for at least six months. At the end of the six-month period, potential instructors submit an Instructor Candidacy application. Upon approval from Safe Kids, the CPS Technician officially becomes an Instructor Candidate. The Instructor Candidates will then work with their CPS Mentor to schedule a training that they will instruct along with their mentor. CPS Instructors who wish to become Lead Instructors can elect to take the Lead Instructor Quiz once they feel comfortable with their technical and teaching skills. The goal is that by the end of Year 1, the ADPH CPS Program will consist of at least two lead instructors and at least six certified instructors who will be able to conduct trainings across the state in Year 2.

To obtain training and mentors for ADPH program staff, the Program Coordinator will contact Lead Instructors listed on the Safe Kids website to schedule trainings and recruit current Lead Instructors to become mentors for ADPH staff. Once CPS mentors have been identified, the Program Coordinator will work with the CPS Lead Instructors and each District Coordinator to schedule CPS Trainings in three of the ADPH public health districts. If there is interest and staff is available, additional trainings will be conducted. Each training will consist of a 3-day CPS technician certification class and a 1-day CPS recertification class for any interested participants. Information about upcoming trainings will be posted on the ADPH Child Passenger Safety website.

The Program Coordinator will also ensure that the Safe Kids online listing of technicians is up-to-date, and work directly with Safe Kids to correct any issues. This will be accomplished by contacting each CPS Technician listed on the Safe Kids website, and verifying their status as a certified technician, and inquiring about the use of their certification. The Program Coordinator will create a database with an updated list of CPS Technicians, and indicate technicians that are willing to participate in CPS Seat Check Events around the state. Any discrepancies with the CPS Technician List on the Safe Kids website will be resolved with the help of Safe Kids staff.

The Program Coordinator will work with the District Coordinators and the Program Consultant to identify additional permanent fitting stations across the state with at least one ADPH-sanctioned fitting station in each public health district. The current list of statewide fitting stations on the Safe Kids website will be vetted to ensure that each station does in fact have a certified CPS Technician who can conduct car seat checks and install car seats. The Program Coordinator will also inquire about fitting stations when contacting technicians about their certification status, and connect technicians who are interested in participating in seat check events with fitting stations in their area.

Information about upcoming CPS Technician trainings and recertification, as well as information about car seat fitting stations and seat check events will be added to the ADPH CPS website. The revamped site will also include educational materials information that will be available for download that covers car seat installation tips, Alabama laws regarding car seats, and general seat belt safety information. Brochures and flyers will be created in-

house by the Program Coordinator and the ADPH Health Marketing Division. The ADPH CPS website will be maintained by the Program Coordinator and Health Educator.

Table 4 below shows the location of the anticipated three-day classes for FY 2019 as well as an estimation of the number of attendees.

Table 4. Class Location and Attendee Estimate

Class Location	Estimated Number of Students
Northern District	20
Northeastern District	20
Southeastern District	20

Inspection Stations

In FY 2019, ADPH plans to maintain current inspection stations, as well as establish at least one sanctioned station in every district. All these inspection 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 5 illustrates the proportion of Alabama's population that is covered by inspection stations. The table demonstrates that 76.2% of the population of Alabama is covered.

The list below identifies the location of inspection stations and/or inspection events as well as the populations they serve. The table also affirms that each station and/or event will be staffed by a certified technician.

Table 5. Proportion of Alabama's Population Covered by Inspection Stations

Location	Population served	% of total population
Fort Rucker	26,289	.6%
Alabaster	43,974	.9%
Birmingham area	853,551	17.9%
Mobile area	595,257	12.5%
Tuscaloosa area	194,656	4.1%
Enterprise	49,948	1.0%
Montgomery area	229,363	4.8%
Dothan area	169,100	3.5%

Trussville	83,593	1.7%
Troy	32,899	.8%
Huntsville area	334,811	7.0%
Athens	82,782	1.7%
Selma	43,820	.9%
Eufaula	52,947	1.1%
Bessemer	22,915	.5%
Daleville	26,790	.6%
Demopolis	10,591	.2%
Auburn	140,247	2.9%
Gadsden	104,430	2.2%
Grove Hill	24,805	.5%
Albertville	93,019	1.9%
Sylacauga	93,830	2.0%
Florence area	147,137	3.0%
Cullman	80,406	1.7%
Troy	10,914	.2%
Jasper	67,023	1.4%
Eufaula	27,457	.6%
All the sites	3,642,554	76.2%

*2010 Census Data, Alabama's total population in the 2010 Federal Census was 4,779,736.

Table 6. Station and/or Events and Population Served

Station/Events	Rural	Urban	At-Risk	Certified Tech Present
Alabaster Fire Department		Urban		YES
Albertville Police Department		Urban		YES
Athens Police Department		Urban		YES
Andalusia Alabama	Rural			YES
Auburn Police Department		Urban		YES
Bessemer Police Department		Urban	Low income,Minority	YES
Calhoun County Sheriff's Office	Rural			YES
Children's Hospital Birmingham		Urban		YES
Clarke County Health Department	Rural		Low Income, Minority	YES
Cullman County		Urban		YES
Daleville Police Department	Rural		Low Income	YES
Demopolis Police Department	Rural		Low Income, Minority	YES
Dothan Police & Fire Department		Urban		YES
Elba Police Department	Rural			YES
Enterprise Police & Fire Departments	Rural		Low Income	YES
Eufaula Police & Fire Department				YES
	Rural		Low Income	
Florence Police & Fire Department		Urban		YES
Foley Police Department		Urban		YES
Ft. Mitchell	Rural			YES
Ft. Rucker Fire & Police Department	Rural		Low Income	YES

Gadsden Fire Department	Urban		YES
Gadsden Regional Medical Center	Urban		YES
Hartselle	Urban	Low Income	YES
Hueytown Police Department	Rural	Low Income	YES
Huntsville Hospital, Huntsville Police Department & Huntsville Pediatrics	Urban		YES
Jacksonville Fire Department	Urban		YES
Jasper Alabama	Urban		YES
Madison County Sheriff's Office	Urban		YES
Millbrook Alabama	Urban		YES
Montgomery SAFE Kids & Baptist East	Urban		YES
Mountainbrook Fire Department	Urban		YES
Northport Fire & Police	Urban		YES
North Shelby Fire Department	Urban		YES
Ozark Police Department	Rural	Low Income	YES
Saraland Police Department	Urban		YES
Selma Fire Department	Urban	Low Income, Minority	YES
Sylacauga Fire Department	Rural	Low Income	YES
Troy Fire & Police Department	Urban		YES
Trussville Fire Department	Urban		YES
Tuscaloosa Police Department	Urban		YES
Tuscaloosa SAFE Kids	Urban		YES
USA Women's and Children's Hospital Mobile	Urban		YES

Enter intended subrecipients.

Alabama Department of Public Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP High	405b High Public Education (FAST)	\$150,000.00	\$37,500.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The AOHS conducted a problem identification analysis for Impaired Driving in the State of Alabama in order to pinpoint common factors and assess strategies that could be used to combat the growing issue. UA- CAPS compared FY2017 ID crashes against FY2015-2016 ID crashes to determine any significant changes that have occurred in FY2017 from the previous two fiscal years. Also, a review was conducted of the current legislation in Alabama regarding ID laws and penalties. The findings were then taken into consideration when planning enforcement campaigns, as well as training programs to fund in the upcoming fiscal year. This section presents the results of a comparison of ID crashes compared to non-ID crashes over a recent three year period (FY2015-2017). An over-represented value of an attribute is a situation found where that attribute has a greater share of ID crashes than would be expected if it were the same as that same attribute in non-ID crashes. That is, the non-ID crashes are serving as a control to which the ID crashes are being compared. In this way anything different about ID crashes surfaces and can be subjected to further analyses.

[Fiscal years (FY) are defined to be the last three months of the previous calendar year coupled with the first 9 months of the nominal calendar year; for example, FY2017 consists of October-December of 2016 plus January-September of 2017.]

The analytical technique employed to generate most of the displays below is called Information Mining Performance Analysis Control Technique (IMPACT). For a detailed description of the meaning of each element of the IMPACT outputs, see:

<http://www.caps.ua.edu/software/care/>

Impaired Driving (ID) Update for FY2017

This section will compare ID crashes that occurred in FY2017 with those that occurred in the previous two fiscal years (FY2015-2016). The goal of this comparison is to surface factors that have undergone a significant change in the FY2017 time frame. A comparison by severity gives the highest level overview.

Overall Crashes by Year

Before getting into the ID subset, it is good to get a feel for the overall difference in the crash frequencies over the past fiscal years. The following table gives a monthly comparison of total crashes over the three fiscal years. Please realize that the October, November and December months are from the previous calendar years despite their being shown in the normal monthly sequence.

We conclude from considering the percentage numbers at the bottom of the table that FY2017 was not significantly different in total crashes from FY2016, there being only a 0.31% difference. However, it is clear from looking at the low percent in FY2015, as well as the numbers themselves, that there was a significant increase from FY2015 to FY2016. This reflects the general findings with regard to dramatic increase in CY2016, and it does not appear that there has been a large regression to the mean in the first 9 months of CY2017 to overcome this increase. With regard to interpreting the remainder of the findings, we should view FY2017 as quite comparable in number to FY2016, and thus, retaining the increase over FY2015. However, we shall see that the frequency of fatal crashes was significantly lower in FY2017, and that a major factor in this reduction was the reduction in the ID fatal crashes.

Crashes by Month for Fiscal Years 2015-2017

	FY2015	FY2016	FY2017	TOTAL
January	11362	12135	12251	35748
February	10939	12557	11878	35374
March	12295	13764	13497	39556
April	12836	13327	13115	39278

May	12525	12822	13857	39204
June	11201	12204	13522	36927
July	11963	12498	12096	36557
August	12698	13861	13275	39834
September	12333	12916	12540	37789
October	12403	14034	13647	40084
November	11755	13228	12938	37921
December	12554	14455	13625	40634
TOTAL	144864	157801	156241	458906
Percent	31.57%	34.39%	34.05%	100.00%

Location Analysis

Below is an example of the location analysis conducted in the state.

FY 2019 Top Impaired Driving Statewide Locations

FY2019 - Impaired Driving	Hotspots
Mileposted Interstate Locations	11
State and Federal Routes	18
Intersections	291
Segments	30
TOTAL	350

FY2019 Top 11 Mileposted Interstate Locations (5 miles in length) in Alabama with 8 or More Impaired Driving Related Crashes Resulting in Injury or Fatality

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Fatal Crashes	Injury Crashes	S/CRS	C/MVM	MVM	ADT	Agency ORI
1	Madison	Huntsville	I-565	11	16	8	1	7	20	0.01	669.93	73417	Huntsville PD

2	Mobile	Mobile	I-65	5.5	10.5	12	1	11	19.17	0.02	649.65	71194	Mobile PD
3	Jefferson	Birmingham	I-59	116.3	121.3	9	0	9	17.78	0.01	698.84	76585	Birmingham PD
4	Jefferson	Birmingham	I-59	126.5	131.5	11	0	11	16.36	0.01	1161.98	127340	Birmingham PD
5	Jefferson	Homewood	I-65	252	257	10	0	10	16	0.01	1090.61	119519	Homewood PD
6	Mobile	Mobile	I-65	0.2	5.2	19	0	19	15.79	0.02	804.08	88118	Mobile PD
7	Jefferson	Birmingham	I-59	121.5	126.5	21	1	20	15.24	0.02	1194.59	130914	Birmingham PD
8	Shelby	Alabaster	I-65	237	242	8	0	8	13.75	0.01	650.87	71328	Alabaster PD
9	Montgomery	Montgomery	I-85	1.2	6.2	14	0	14	12.86	0.01	933.61	102313	Montgomery PD
10	Madison	Huntsville	I-565	16	21	8	0	8	12.5	0.01	598.44	65582	Huntsville PD
11	Jefferson	Birmingham	I-65	258	263	14	0	14	12.14	0.01	1104.58	121050	Birmingham PD

FY2019 Top 18 Mileposted State and Federal Route Locations (5 Miles in Length) in Alabama with 8 or More Impaired Driving Related Crashes Resulting in Injury or Fatality

Rank	County	City	Route	Beg MP	End MP	Total Crashes	Injury			S/CRS	C/MVM	MVM	ADT	Agency ORI
							Fatal Crashes	Crashes						
1	Russell	Rural Russell	S-8	210.6	215.6	8	0	8	21.25	0.04	209.67	22978	Phenix City PD	
2	Russell	Phenix City	S-1	114.2	119.2	8	0	8	20	0.03	238.97	26189	Phenix City PD	
3	Shelby	Rural Shelby	S-38	9.4	14.4	8	0	8	20	0.02	370.09	40558	ALEA - Birmingham Post	
4	Russell	Phenix City	S-1	109.2	114.2	10	0	10	19	0.04	279.57	30638	Phenix City PD	
5	Marshall	Boaz	S-1	278	283	8	0	8	18.75	0.04	210.29	23045	Boaz PD	
6	Morgan	Decatur	S-67	38	43	8	0	8	17.5	0.03	267.44	29308	Decatur PD	
7	Tuscaloosa	Tuscaloosa	S-13	194.4	199.4	8	0	8	17.5	0.02	421.96	46242	Tuscaloosa PD	
8	Tuscaloosa	Northport	S-6	43.9	48.9	15	0	15	16.67	0.05	316.16	34648	Northport PD	
9	Houston	Dothan	S-210	7	12	12	0	12	16.67	0.05	226.68	24842	Dothan PD	

10	Morgan	Decatur	S-3	354.2	359.2	8	0	8	16.25	0.03	276.2	30268	Decatur PD
11	Houston	Dothan	S-12	206.8	211.8	8	0	8	15	0.03	230.63	25275	Dothan PD
12	Shelby	Rural Shelby	S-38	3.2	8.2	8	0	8	13.75	0.01	642.6	70422	Mountain Brook PD
13	Elmore	Wetumpka	S-9	119.7	124.7	12	0	12	13.33	0.06	213.46	23393	Wetumpka PD
14	Houston	Dothan	S-1	12.7	17.7	11	0	11	12.73	0.08	144.4	15825	Dothan PD
15	Tuscaloosa	Tuscaloosa	S-6	50.1	55.1	15	0	15	12.67	0.05	327.95	35940	Tuscaloosa PD
16	Tuscaloosa	Tuscaloosa	S-7	80.3	85.3	9	0	9	12.22	0.05	186.41	20429	Tuscaloosa PD
17	Houston	Dothan	S-210	0	5	18	0	18	11.67	0.06	304.53	33373	Dothan PD
18	Tuscaloosa	Rural Tuscaloosa	S-69	140.1	145.1	8	0	8	10	0.02	335.67	36786	ALEA - Tuscaloosa Post

A summary of findings is given after these analyses are presented.

General Comparison of FY2017 against FY2015-2016

Overall crash frequencies got FY2017 were about 5000 crashes higher than the average of FY2015-2016. Total crashes in FT2017 were only about 1560 fewer than in FY2016. Thus, there is nothing in the overall crash picture that would suggest that FY2017 should not be comparable to FY2015-2016, or even to FY2016 alone.

In a comparison of the fiscal years, overall fatal crashes were up by 22.8% in FY2016 over FY2015, and this only came down by 2.1% in FY2017.

A similar a comparison of the fiscal years of ID fatal crashes showed an increase of 9.2% in FY2016 over FY2015, and this only came down by 1.7% in FY2017.

On the other hand, there was a remarkable decrease in the proportion of fatal crashes caused by ID to the overall number of fatal crashes for each year. Over the three fiscal year periods (FY2015-2017), the proportions were 27.0%, 24.0% and 20.4%, a significant overall reduction of reported ID fatal crashes of 6.6%. The reason for this was given intensive analysis in the Factors Affecting Severity Section.

Geographical Factors

County - Generally, the over-represented counties are those with combined large population centers and large rural areas, as opposed to the highly urbanized counties or the extremely rural counties. One reason that the highly urbanized counties are under-represented is the large number of low severity crashes that occur there separate and apart from ID crashes. See the rural-urban comparison below.

Rural Areas with the Greatest Increases in FY2017 – several virtual cities (rural areas of counties) were found to have over twice the proportion of ID crashes compared to their proportions in FY2015-2016. Place in Max Gain order, the ones with the highest potential for reduction were (all rural areas of the following counties): Cullman, Blount, Houston, Coffee, Colbert, and Pike.

City Comparisons of ID crashes by Total ID Crash Frequency. There is little surprise in this output, which tracks the areas by population. Traffic safety professionals should look for any locations that fall counter to this trend.

City (and area) Comparisons within Crash Frequency Ranges – analyses were performed for those areas that had 100-200 ID crashes as well as those that had 60-100 ID crashes. There are presented separately to present fair comparisons among the various areas.

Overall Area Comparisons Conclusions –Generally those rural areas that are adjacent to (or contain) significant urbanized areas are over-represented, since their urban areas generate more traffic even in the rural areas. Possible factors for relatively fewer severe ID crashes within urban areas include:

- Less need for motor vehicle travel and shorter distances to the drinking establishments;
- Larger police presence in the metropolitan areas; and
- Lower speeds in rural areas.

The city, county, and area comparisons are, of necessity, a selection of the total outputs that could be generated. They are given to illustrate the capabilities as much as to present the numerical results. Anyone wishing additional studies or outputs, please contact CAPS – see e-mail address above.

Severity of Crash by Rural-Urban – While only about 42% of crashes occur in rural areas, nearly 67% of the fatal crashes occur there. Similar results are found for the highest severity non-fatal crashes. This is obviously the result of higher impact speeds in the rural areas. Note that additional causes of increased severity are given in the Factors Affecting Severity Section.

Rural or Urban ID Crash Frequency – Not only are impaired driving crashes more severe in rural areas, but their frequency is about the same as in the urban area, despite the much lower population and traffic volumes (about 42% rural as compared to about 58% urban). While only 22.44% of the crashes are expected in the rural areas, the proportion of crashes in the rural areas is over 42.14%, or very close to double its expected value (Odds Ratio = 1.965).

Highway Classifications – County roads had well over twice their expected proportion of crashes, while all other roadway classifications were under-represented. County road characteristics no doubt contribute to the crash frequency. County roads are also known to be less “crashworthy” (i.e., they result in more severe crashes at comparable impact speeds).

Locale – Reflecting the rural over-representation, open country and residential roadways show a high level of over-representation as compared with the more urbanized area types, especially Shopping or Business, which only has about half of its expected proportion.

Time Factors

Year – a discussion of the overall crash, fatal crash and ID fatal crash frequencies by year were given in the section above entitled IS Update for FY2017 that appears right after the Introduction. The display in the Year attribute section presents and discusses the three fiscal years according to their calendar year occurrences.

Month – There only significant over-representations by month was in February and March, indicating that the number of ID crashes correlated well with the other crashes during the rest of the months. None of the months were significantly under-represented.

Day of the Week – This analysis is not only useful for the typical work week, but it also reflects the typical “holiday weekend” patterns. The days can be classified as follows:

Typical work weekday (Monday through Thursday) – these days are under-represented in ID crashes due to the need for many to go to work the following day.

Friday – this pattern is also reflected in the day before a weekend (or holiday), i.e., before a day off. The high ID frequency on this day is due to those who are getting an early start to the weekend, recognizing that they have no work responsibilities the following day.

Saturday – the “Saturday” pattern is the worse for ID crashes in that it has both an early morning component (like Sunday) and a late night component (like Friday). So, it could be viewed as a combination of the typical Friday and Sunday.

Sunday – since this is the last day of a holiday sequence or weekend, its over-representation comes strictly from those who start on Saturday night and do not complete their use of alcohol/drugs until after midnight.

“Holiday Weekends” – these can be viewed as a sequence of the weekend-pattern sequence. For example, the Wednesday before Thanksgiving would follow the Friday pattern assuming that most are at work on Wednesday. The Thursday, Friday and Saturday would follow the Saturday pattern, and the Sunday at the end of the weekend would follow the typical Sunday pattern. This is the reason that long holiday events (i.e., several days off) can be much more prone to ID crashes than the typical weekend. Three-day weekends typically give Monday off, so that Monday would behave like the typical Sunday, and both the Saturday and Sunday would follow the Saturday pattern.

Time of Day – The extent to which night-time hours are over-represented is quite striking. Optimal times for ID enforcement would start immediately following any rush hour details, and would continue through at least 3 AM.

Time of Day by Day of the Week – This quantifies the extent of the crash concentrations on Friday nights, Saturday mornings and Saturday nights and early Sunday mornings. This is a very useful summary for deploying selective enforcement details.

Factors Affecting Severity

ID Crash Severity -- The rate of injuries and fatalities are consistently higher in ID crashes than that of non-ID crashes. Fatality crashes are over seven times their expected proportion, while the two highest non-fatal injury classifications have over twice their expected values when compared with non-impaired driving crashes. The odds ratio is over three (3.204) for the highest non-fatal classification, Incapacitation Injury. The other variables analyzed in this section give the reasons for this disparity.

Speed at Impact – All impact speeds above 45 MPH are dramatically over-represented. See the next attribute.

Severity by Impact Speed – Past analyses have found the general rule of thumb that for every 10 MPH increase in speeds, the probability of the crash being fatal doubles. This was validated in the discussion of the cross-tabulation.

Severity Comparison FY2017 vs FY2016 – There was a reduction from 226 in FY2016 to 188 in FY2017, which was a 16.8% reduction in ID fatal crashes. Both the overall crashes and the fatality crashes were reduced, but the reduction in the fatality crashes were obviously much greater than that of the overall crashes.

Restraint Use by Impaired Drivers – The impaired drivers are close to 9 times more likely to be unrestrained than the non-ID causal drivers. Clearly ID drivers lose a good part of their concept of risk when they are willing to drive while being impaired.

Fatality Crashes by Restraint Use for Impaired Drivers – A comparison of the probability of a fatal crash indicates that a fatality is almost six (5.82) times more likely if the impaired driver is not using proper restraints. With restraints, one in 61 ID crashes are fatal; but without restraints, the fatal crash ratio is 1 in about 11. So the combined effect of lower restraint use and higher speed is a devastating combination that accounts for much of the high lethality of ID crashes.

Number Injured (Including Fatalities) – Not only are ID crashes generally more severe to the driver, but the number of multiple injuries in these ID crashes is over-represented as well. This might have something to do with the preference of those going out to socialize to take some of their friends with them.

Police Arrival Delay – ID crashes generally had longer police arrival delays; in this case all arrival delays over 31 minutes were over-represented. There can be little doubt that this has to do with the rural nature of these crashes and the potential that the late night occurrence might not be discovered for some time.

EMS Arrival Delay – Higher EMS delays were over-represented for impaired driving injury crashes in all categories above ten minutes, and dramatically for the very longer times of 46 to 60 minutes and above. This obviously contributes to the severity of crashes and the chances that the crash results in one or more fatalities. As for the very long times, these might be due to the delay in discovering the crash as much as their generally over-represented rural locations.

Driver and Vehicle Demographics

Driver Age – Younger (16-20 year old) drivers have a very serious problem in crash causation even in the absence of impairment. However, these crashes are not generally caused by ID up until ages 19 and 20, and even at these ages they are under-represented. At 23, the first age over-representation takes place and continues on to age 55. There is a bi-modal distribution in the 21-54 year olds; 21 through about 35, and a second group from 36 to 55. Generally, the first of these might be classified as largely social drinkers; while it is inescapable that the middle aged caused ID crashes would be largely problem drinkers.

Impaired Driver Gender – Males are a far greater issue in ID crashes, and if there are countermeasures that can be directed toward them, doing so would be much more cost-effective than those that are not gender based, all other things being equal.

Causal Vehicle Type – Pick-ups, which up had a significant over-representation and came out at the top of the Max Gain order because of their large number of ID involvements. Motorcycles were also highly over-represented. Also of interest is the proportion of pedestrians that involve ID, which is close to three times their expected number. ATVs had the highest over-representation (Odds Ratio = 4.580), perhaps because drivers do not believe that the ID laws apply to them as long as they are not on the public highways.

Driver License Status – ID crashes are very highly over-represented in causal drivers without legitimate licenses challenging the effectiveness of license suspension and revocations as a traffic safety countermeasure, at least after the

fact. There is no way to estimate its deterrent value.

Driver Employment Status –ID driver unemployment rate at 37.38% is about 90% higher than expected. This factor will be watched carefully going forward.

Judicial Analysis

The State has enacted many laws that have proven to be sound, rigorous, and easy to enforce and administer. However, it is clear that efforts must continue, both in strengthening existing laws and in passing new laws that address issues that are developing within our society. Every attempt is being made to assure that these laws clearly define offenses, contain provisions that facilitate effective enforcement, and establish effective punitive measures for deterrence. Legislative efforts have been, and will continue to have goals of defining illegal activities and remedies, which include:

Driving while impaired by alcohol or other drugs (whether illegal, prescription or over-the-counter) and treating both offenses in a comparable matter with similar punitive and remedial programs;

Driving with a blood alcohol concentration (BAC) limit of .08 grams per deciliter, making it illegal “per se” to operate a vehicle at or above this level without having to prove impairment;

Driving with a high BAC (i.e., .15 BAC or greater) with enhanced sanctions above the standard impaired driving offense;

Zero Tolerance for underage drivers, making it illegal “per se” for people under age 21 to drive with any measurable amount of alcohol in their system (i.e., .02 BAC or greater);

Repeat offender increasing sanctions for each subsequent offense;

BAC test refusal with sanctions at least as strict, or stricter, than a high BAC offense;

Driving with a license suspended or revoked for impaired driving, with vehicular homicide or causing personal injury while driving impaired as separate offenses with additional sanctions;

Open container laws, prohibiting possession or consumption of any open alcoholic beverage in the passenger area of a motor vehicle located on a public highway or right-of-way;

Authorization of law enforcement agencies to conduct sobriety checkpoints, (i.e., stop vehicles on a nondiscriminatory basis to determine whether operators are driving while impaired by alcohol or other drugs);

Authorization of law enforcement to use passive alcohol sensors to improve the detection of alcohol in drivers;

Authorization of law enforcement to obtain more than one chemical test from an operator suspected of impaired driving, including preliminary breath tests, evidential breath tests, and screening and confirmatory tests for alcohol or other impairing drugs; and

Requiring law enforcement to conduct mandatory BAC testing of drivers involved in fatal crashes.

While most of the above provisions have been implemented in the State, they continue to be listed above since many of them require either strengthening or clarification.

In addition to the above general structure for the laws themselves, the following structure is part of the plan for establishing effective penalties:

Administrative license suspension or revocation for failing or refusing to submit to a BAC or other drug test;

Prompt and certain administrative license suspension of at least 90 days for first-time offenders determined by chemical test(s) to have a BAC at or above the State’s “per se” level or of at least 15 days followed immediately by a restricted, provisional or conditional license for at least 75 days, if such license restricts the offender to operating only vehicles equipped with an ignition interlock;

Enhanced penalties for BAC test refusals, high BAC, repeat offenders, driving with a suspended or revoked license, driving impaired with a minor in the vehicle, vehicular homicide, or causing personal injury while driving impaired, including longer license suspension or revocation; installation of ignition interlock devices; license plate confiscation; vehicle impoundment, immobilization or forfeiture; intensive supervision and electronic monitoring; and threat of imprisonment;

Assessment for alcohol or other drug abuse problems for all impaired driving offenders and, as appropriate, treatment, abstention from use of alcohol and other drugs, and frequent monitoring; and

Driver license suspension for people under age 21 for any violation of law involving the use or possession of alcohol or illicit drugs.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	932.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	8,469.0
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	1.330
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	270.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Prosecutor Training
2019	High Visibility Enforcement
2019	Drug Recognition Expert (DRE) Training
2019	Administrative License Revocation or Suspension

5.4.1 Countermeasure Strategy: Prosecutor Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Prosecutor Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

According to *NHTSA Countermeasures that Work* (Page 1-30), “DWI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors”. In one survey, about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases (Robertson & Simpson, 2002a). Traffic Safety Resource Prosecutors (TSRPs) are current (or former) prosecutors who specialize in the prosecution of traffic crimes, and DWI cases in particular. They provide training, education, and technical support to other prosecutors and law enforcement agencies within their State. Judicial Outreach Liaisons (JOLs) are current (or former) judges who are experienced in handling DWI cases. Many JOLs have presided over DWI or Drug courts. They share information and provide education to judges and other court personnel about DWI cases. ”

A multidisciplinary approach and close coordination among all components of the criminal justice system was sought in developing the strategies to combat the issue of Impaired Driving. This set of countermeasure approaches includes the entire criminal justice system, including laws, enforcement, prosecution, adjudication, criminal and administrative sanctions and related communications. As detailed in the Alabama Impaired Driving Strategic Plan, the 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.

By offering educational opportunities and technical support throughout the state, courts are better prepared to prosecute DWI offenders. AOHS will allocate sufficient funds to allow for a full time Traffic Safety Resource Prosecutor to provide training requirements to all District Attorneys, ADA’s and their staff in order to increase the level of readiness and proficiency for the effective prosecution of traffic impaired driving cases. Additionally the goals of this program will emphasize:

- Practical Impaired Driving Course: Nuts & Bolts
- Handling the DUI Experts
- Impaired Driving Legal Updates
- Search & Seizure
- Jury Selection

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As part of the Alabama Office of Highway Safety (AOHS) traffic safety planning effort, special problem identification studies are performed for the various program areas chosen. When any new issues arise, or for all countermeasures for which discretionary funds are expended, special analytical procedures are employed. The process is as follows:

- Analyze results of problem identification to set performance measure targets for the program year
- Evaluate the potential overall countermeasure strategies at a very high level in the light of evidence-based information that is generated primarily from crash records with some supplements provided by citation records.
- Select the overall programs that will be implemented from a strategic point of view.
- Use further analytics to fine-tune the particular countermeasures that will be implemented, e.g., the specific locations for selective enforcement and determine allocation of funds.

After reviewing performance goals, the AOHS then examines and selects countermeasures to help achieve the state's targets. The following outlines the strategies of countermeasures to be applied during FY 2019:

Planning and Administration – The Alabama Office of Highway Safety (AOHS) will continue to perform the overall administrative functions for the planned programs and projects.

Community Traffic Safety Programs/Law Enforcement Liaison (CTSP/LEL) – will provide coordination for the local implementations of the statewide occupant protection program, and the CTSP/LEL Coordinators and the administrative support for their offices will be maintained.

The University of Alabama Center for Advanced Public Safety (UA-CAPS) will provide the information required for allocating traffic safety resources in an optimal way, and they will continue to be supported in providing AOHS with Alabama crash and traffic safety data throughout the year.

Conduct four local Hotspot Evidence-Based Enforcement Program (E-BEP) projects, one within each of the CTSP/LEL regions focusing on hotspot locations.

Perform a statewide E-BE project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA), also focusing on hotspot locations.

Continue the Law Enforcement Liaison (LEL) programs statewide. Beginning in FY 2007, this program was absorbed by the regional CTSP/LEL offices and was funded through the Community Traffic Safety Projects. This funding arrangement will continue in FY 2019.

Participate in national and regional High Visibility Enforcement campaign on the statewide level, paired with a corresponding mass media campaign.

Fund and support the Drug Recognition Expert Training Program

Continue to fund Traffic Safety Resource Prosecutor Program

Funding allocation is determined by evaluating the threshold of resources that are required to carry out each planned activity for the duration of the project in a calculated and realistic manner.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

While Alabama has not been as permissive as many states in their marijuana laws, it has seen a general increase in ID caused by drugs as opposed to alcohol. The proportion of ID drug crashes has increased from its low of 14.0% in 2006 to the most recent high of close to 40%. This is an alarming trend that is indicative of the National increased social acceptance of drug use. The under-reporting of drug cases must be much higher than alcohol cases since there is a general inability of most law enforcement officers to identify many of the drug-related ID cases. Alabama has taken this problem identification and continues to recognize the importance of offering educational training to judges, prosecutors, and law enforcement officers to better identify and litigate impaired driving cases.

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

Funding for the TSRP program was determined by identifying the costs necessary for any planned activity associated with the countermeasure.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-FP-AL-002	Traffic Safety Resource Prosecutor Program	Prosecutor Training

5.4.1.1 Planned Activity: Traffic Safety Resource Prosecutor Program

Planned activity name	Traffic Safety Resource Prosecutor Program
Planned activity number	AL-19-FP-AL-002

Primary countermeasure strategy Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Goals for the TSRP program are to provide training requirements to all District Attorneys, ADA's and their staff in order to increase the level of readiness and proficiency for the effective prosecution of traffic impaired driving cases.

Enter intended subrecipients.

Office of Prosecution Services

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Prosecutor Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Alcohol (FAST)	\$171,074.91	\$34,214.98	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2 Countermeasure Strategy: High Visibility Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

There will also 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 in conjunction with 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. 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, Cinco de Mayo and the Fourth of July. For the fourth 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. *NHTSA Countermeasures that Work* (Page 1-21) reviewed intensive alcohol selective enforcement efforts such as publicized saturation patrol programs. These patrols aim to deter driving after drinking by increasing the perceived risk of arrest.

The value of such integrated enforcement efforts is demonstrated by studies referenced in Page 1-24 of *NHTSA Countermeasures that Work*. In one study a three-site evaluation of integrated impaired driving, speed, and seat belt use enforcement indicated that "sites that combined high publicity with increased enforcement reduced crashes likely to involve alcohol (such as single-vehicle nighttime crashes) by 10% to 35%. Another study of comprehensive programs in six communities used integrated enforcement methods where it was reported that these programs reduced fatal crashes involving alcohol by 42%. About half the speeding drivers detected through these enforcement activities had been drinking and about half the impaired drivers were speeding. It is well established that the same risk-taking motivations that seem to compel some drivers to be impaired and speed also leads them to avoid using proper restraints.

They recommend saturation patrols that are publicized extensively and conducted regularly, as well as roving patrols in which individual patrol officers concentrate on detecting and arresting impaired drivers in an area where impaired driving is common or where alcohol-involved crashes have occurred. A demonstration program in Michigan, where sobriety checkpoints are prohibited by State law, revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by intensive publicity.

It is projected that High Visibility Enforcement projects in each of the CTSP/LEL and State Trooper Regions conducted year round and during targeted holiday periods, when tied with a multimedia PI&E 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As part of the Alabama Office of Highway Safety (AOHS) traffic safety planning effort, special problem identification studies are performed for the various program areas chosen. When any new issues arise, or for all countermeasures for which discretionary funds are expended, special analytical procedures are employed. The process is as follows:

- Analyze results of problem identification to set performance measure targets for the program year
- Evaluate the potential overall countermeasure strategies at a very high level in the light of evidence-based information that is generated primarily from crash records with some supplements provided by citation records.
- Select the overall programs that will be implemented from a strategic point of view.
- Use further analytics to fine-tune the particular countermeasures that will be implemented, e.g., the specific locations for selective enforcement and determine allocation of funds.

This analytical review includes all of the countermeasures that are presented in this plan as well as the particular tactics to be applied in their implementations

After reviewing performance goals, the AOHS then examines and selects countermeasures to help achieve the state's targets. The following outlines the strategies of countermeasures to be applied during FY 2019:

Community Traffic Safety Programs/Law Enforcement Liaison (CTSP/LEL) – will provide coordination for the local implementations of the statewide occupant protection program, and the CTSP/LEL Coordinators and the administrative support for their offices will be maintained.

The University of Alabama Center for Advanced Public Safety (UA-CAPS) will provide the information required for allocating traffic safety resources in an optimal way, and they will continue to be supported in providing AOHS with Alabama crash and traffic safety data throughout the year.

Conduct four local Hotspot Evidence-Based Enforcement Program (E-BEP) projects, one within each of the CTSP/LEL regions focusing on hotspot locations.

Perform a statewide E-BE project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA), also focusing on hotspot locations.

Continue the Law Enforcement Liaison (LEL) programs statewide. Beginning in FY 2007, this program was absorbed by the regional CTSP/LEL offices and was funded through the Community Traffic Safety Projects. This funding arrangement will continue in FY 2019.

Participate in national and regional High Visibility Enforcement campaign on the statewide level, paired with a corresponding mass media campaign.

Funding allocation is determined by evaluating the threshold of resources that are required to carry out each planned activity for the duration of the project in a calculated and realistic manner.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

AOHS's problem identification process analyzes the data for crashes and determines all of the demographics related to them (e.g., the 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 very strong correlation between Restraint Deficiencies (RD) and other risky driving characteristics. In particular, DUI (alcohol and 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 due to the fact that the part of their brain that properly assesses risk is not fully developed until age 25. While the average seatbelt use rate for all occupants has been measured above 90%, for those involved in fatal crashes the use rate was approximately 45%.

(See AL Fatalities at <http://www.safehomealabama.gov/PlansAnalysis/FARSandALFatalities.aspx>)

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 as a whole. They were also provided 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 focuses on the hotspot locations.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CP-19-FP-CP	Community Traffic Safety Program	High Visibility Enforcement

PT-19-FP-PT	Evidence-Based Traffic Safety Enforcement Program	High Visibility Enforcement
M5HVE-19-HD-M5	Impaired Driving - High Visibility Enforcement Campaign	High Visibility Enforcement
M5HVE-19-ID-M5	Drive Sober or Get Pulled Over High Visibility Enforcement Campaign	High Visibility Enforcement
M5PEM-19-ID-M5-011	Drive Sober or Get Pulled Over Paid Media Campaign	High Visibility Enforcement
M5PEM-19-ID-M5-012	Impaired Driving- Paid Media Campaign	High Visibility Enforcement

5.4.2.1 Planned Activity: Community Traffic Safety Program

Planned activity name	Community Traffic Safety Program
Planned activity number	CP-19-FP-CP
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 the NHTSA Countermeasures that Work document (Page 1-4) 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

Enter intended subrecipients.

Regional CTSP/LEL offices

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$712,813.13	\$237,604.38	\$712,813.13

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.4.2.2 Planned Activity: Evidence-Based Traffic Safety Enforcement Program

Planned activity name Evidence-Based Traffic Safety Enforcement Program

Planned activity number PT-19-FP-PT

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

The Alabama Law Enforcement Agency and Regional CTSP/LEL offices

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,740,000.00	\$348,000.00	\$940,000.00
2016	NHTSA 402	Police Traffic Services	\$1,000,000.00	\$200,000.00	\$1,000,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.4.2.3 Planned Activity: Impaired Driving - High Visibility Enforcement Campaign

Planned activity name Impaired Driving - High Visibility Enforcement Campaign

Planned activity number M5HVE-19-HD-M5

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 in conjunction with 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. 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, Cinco de Mayo and the Fourth of July. For the fifth 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.

Enter intended subrecipients.

The Alabama Law Enforcement Agency and Regional CTSP/LEL offices

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2016	MAP 21 405d Impaired Driving Mid	405d Impaired Driving Mid (MAP-21)	\$3,811.57	\$952.89	\$3,811.57
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$700,000.00	\$140,000.00	\$300,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.2.4 Planned Activity: Drive Sober or Get Pulled Over High Visibility Enforcement Campaign

Planned activity name Drive Sober or Get Pulled Over High Visibility Enforcement Campaign

Planned activity number M5HVE-19-ID-M5

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In addition to the paid media, we will have a High Visibility Enforcement program for a two week period. The enforcement program will consist of members from the Municipal Law Enforcement Agencies, County Sheriffs and Alabama Law Enforcement Agency. This campaign will begin in August and conclude on Labor Day.

Enter intended subrecipients.

Regional CTSP/LEL offices

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid HVE (FAST)	\$200,000.00	\$50,000.00	\$200,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.2.5 Planned Activity: Drive Sober or Get Pulled Over Paid Media Campaign

Planned activity name Drive Sober or Get Pulled Over Paid Media Campaign

Planned activity number M5PEM-19-ID-M5-011

Primary countermeasure strategy High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will

undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

As a part of the nationwide impaired driving campaign to reduce impaired driving-related fatalities, Alabama will participate in “Drive Sober or Get Pulled Over” campaign starting in August and conclude on Labor Day. 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 theaters, as well as participate in an increased online presence via web ads and newer mediums such as iHeart Radio, Spotify and Pandora.

Enter intended subrecipients.

Auburn University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$360,000.00	\$72,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2.6 Planned Activity: Impaired Driving- Paid Media Campaign

Planned activity name	Impaired Driving- Paid Media Campaign
Planned activity number	M5PEM-19-ID-M5-012
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

As a part of the nationwide impaired driving campaign to reduce impaired driving-related fatalities, Alabama will participate in High Visibility Impaired Driving Enforcement Paid Media Campaigns for the fourth year since 2015. 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.

Enter intended subrecipients.

Auburn University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Paid/Earned Media (FAST)	\$360,000.00	\$72,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.3 Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Drug Recognition Expert (DRE) Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required

under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Without proper training and adequate resources, the average law enforcement officer will find that convicting the drug impaired driver is almost infinitely more difficult than convicting the alcohol impaired driver. The presence of DREs in Alabama will impact both the highway and the courtroom. A Drug Recognition Expert Program (DRE) will be funded in order 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. The training staff of certified DRE instructors will evaluate the achievement and field certifications. The state's DRE Coordinator will conduct continuous evaluations of certified DREs based on their level of activity, number of evaluations and toxicological confirmation rates. The DRE Coordinator will also assure the DREs fulfill their two-year recertification requirement.

A multidisciplinary approach and close coordination among all components of the criminal justice system was sought in developing the strategies to combat the issue of Impaired Driving. This set of countermeasure approaches includes the entire criminal justice system, including laws, enforcement, prosecution, adjudication, criminal and administrative sanctions and related communications. As detailed in the Alabama Impaired Driving Strategic Plan, the 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.

Projected traffic safety impacts of the DRE program include increased number of DWI citations.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As part of the Alabama Office of Highway Safety (AOHS) traffic safety planning effort, special problem identification studies are performed for the various program areas chosen. When any new issues arise, or for all countermeasures for which discretionary funds are expended, special analytical procedures are employed. The process is as follows:

- Analyze results of problem identification to set performance measure targets for the program year
- Evaluate the potential overall countermeasure strategies at a very high level in the light of evidence-based information that is generated primarily from crash records with some supplements provided by citation records.
- Select the overall programs that will be implemented from a strategic point of view.
- Use further analytics to fine-tune the particular countermeasures that will be implemented, e.g., the specific locations for selective enforcement and determine allocation of funds.

This analytical review includes all of the countermeasures that are presented in this plan as well as the particular tactics to be applied in their implementations

After reviewing performance goals, the AOHS then examines and selects countermeasures to help achieve the state's targets. The following outlines the strategies of countermeasures to be applied during FY 2019:

Planning and Administration – The Alabama Office of Highway Safety (AOHS) will continue to perform the overall administrative functions for the planned programs and projects.

Community Traffic Safety Programs/Law Enforcement Liaison (CTSP/LEL) – will provide coordination for the local implementations of the statewide occupant protection program, and the CTSP/LEL Coordinators and the administrative support for their offices will be maintained.

The University of Alabama Center for Advanced Public Safety (UA-CAPS) will provide the information required for allocating traffic safety resources in an optimal way, and they will continue to be supported in providing AOHS with Alabama crash and traffic safety data throughout the year.

Conduct four local Hotspot Evidence-Based Enforcement Program (E-BEP) projects, one within each of the CTSP/LEL regions focusing on hotspot locations.

Perform a statewide E-BE project will be conducted in conjunction with the Alabama Law Enforcement Agency (ALEA), also focusing on hotspot locations.

Continue the Law Enforcement Liaison (LEL) programs statewide. Beginning in FY 2007, this program was absorbed by the regional CTSP/LEL offices and was funded through the Community Traffic Safety Projects. This funding arrangement will continue in FY

2019.

Participate in national and regional High Visibility Enforcement campaign on the statewide level, paired with a corresponding mass media campaign.

Fund and support the Drug Recognition Expert Training Program

Funding allocation is determined by evaluating the threshold of resources that are required to carry out each planned activity for the duration of the project in a calculated and realistic manner.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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. The Los Angeles Police Department originated the program in the early 1970s when officers noticed that many of the individuals arrested for driving under the influence had very low or zero alcohol concentrations. The officers reasonably suspected that the arrestees were under the influence of drugs, but lacked the knowledge and skills to support their suspicions. Working with medical doctors, research psychologists, and other medical professionals they developed a simple, standardized procedure for recognizing drug influence and impairment, which led to the first DRE program. In the early 1980s, the National Highway Traffic Safety Administration (NHTSA) took notice of the LAPD's DRE program. The two agencies collaborated to develop a standardized DRE protocol which led to the DEC program. During the ensuing years, NHTSA and various other agencies and research groups examined the DEC program. Their studies demonstrated that a properly trained DRE can successfully identify drug impairment and accurately determine the category of drugs causing such impairment. Recent studies conducted by NHTSA have established the value of DRE programs.

A 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). In order to implement the program successfully in Alabama, AOHS will fund a State DRE coordinator to facilitate and plan training courses, reimburse allowable travel expenses for trainees, as well as associated costs with hosting training courses.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M5CS-19-ID-M5	Drug Recognition Expert Training Program	Drug Recognition Expert (DRE) Training

5.4.3.1 Planned Activity: Drug Recognition Expert Training Program

Planned activity name	Drug Recognition Expert Training Program
Planned activity number	M5CS-19-ID-M5
Primary countermeasure strategy	Drug Recognition Expert (DRE) Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Enter intended subrecipients.

Alabama Law Enforcement Agency

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year **Countermeasure Strategy Name**
 2019 Drug Recognition Expert (DRE) Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid	405d Mid Drug and Alcohol Training (FAST)	\$367,567.72	\$73,513.54	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.4 Countermeasure Strategy: Administrative License Revocation or Suspension

Program area Impaired Driving (Alcohol)

Countermeasure strategy Administrative License Revocation or Suspension

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

The Alabama Law Enforcement Agency (ALEA) Driver License Suspension Appeals (DLSA) Program will handle the additional workload created by legislation requiring suspensions. Through this project, backlogged cases have been reduced by more than 25 percent. ALEA proposes to further decrease the number of pending cases, reduce handling time, and prevent buildup of pending cases.

A multidisciplinary approach and close coordination among all components of the criminal justice system was sought in developing the strategies to combat the issue of Impaired Driving. This set of countermeasure approaches includes the entire criminal justice system, including laws, enforcement, prosecution, adjudication, criminal and administrative sanctions and related communications. As detailed in the Alabama Impaired Driving Strategic Plan, the 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

As part of the Alabama Office of Highway Safety (AOHS) traffic safety planning effort, special problem identification studies are performed for the various program areas chosen. When any new issues arise, or for all countermeasures for which discretionary funds are expended, special analytical procedures are employed. The process is as follows:

Analyze results of problem identification to set performance measure targets for the program year

Evaluate the potential overall countermeasure strategies at a very high level in the light of evidence-based information that is generated primarily from crash records with some supplements provided by citation records.

Select the overall programs that will be implemented from a strategic point of view.

Use further analytics to fine-tune the particular countermeasures that will be implemented, e.g., the specific locations for selective enforcement and determine allocation of funds.

This analytical review includes all of the countermeasures that are presented in this plan as well as the particular tactics to be applied in their implementations. A multidisciplinary approach and close coordination among all components of the criminal justice system was sought in developing the AOHS Impaired Driving Prevention Plan. Per *NHTSA Countermeasures that Work* (Page 1-12), many State Administrative License Revocation (ALR) and Administrative License Suspension (ALS) laws have been in place for decades, and much of the research examining the effectiveness of these laws is now quite old. However, there is no reason to conclude that it is not still valid. For example, a summary of 12 evaluations through 1991 found ALR and ALS laws reduced crashes of different types by an average of 13%. A more recent study examining the long-term effects of license suspension policies across the United States concluded that ALR reduces alcohol-related fatal crash involvement by 5%, saving an estimated 800 lives each year nationally.

Funding allocation is determined by evaluating the threshold of resources that are required to carry out each planned activity for the duration of the project in a calculated and realistic manner.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Administrative License Revocation strategy was selected after analyzing state data and identifying programs that could be implemented successfully in Alabama. According to *NHTSA's Countermeasures that Work*:

ALR and ALS laws provide for swift and certain penalties for DWI, rather than the lengthy and uncertain outcomes of criminal courts. They also protect the driving public by removing some DWI offenders from the road (but see the discussion of driving with a suspended license, under "other issues," below).

Funding for this program was determined by identifying the costs necessary for the planned activity associated with the countermeasure. AOHS intends to fund travel expenses for lawyers from Alabama Law Enforcement agency to travel to courts around the state in order to address case backlog.

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
AL-19-FP-AL-001	Driver's License Suspension Appeals Program	Administrative License Revocation or Suspension

5.4.4.1 Planned Activity: Driver's License Suspension Appeals Program

Planned activity name	Driver's License Suspension Appeals Program
Planned activity number	AL-19-FP-AL-001
Primary countermeasure strategy	Administrative License Revocation or Suspension

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Plans are to fund the DLSA program through the Alabama Law Enforcement Agency (ALEA). The goal of this program is to assure the impaired driving case load is maintained at a manageable level.

Enter intended subrecipients.

Alabama Law Enforcement Agency

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Administrative License Revocation or Suspension

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Alcohol (FAST)	\$35,000.00	\$7,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

1. Summary of Crash Severity by Crash Type (Table 1, 1.1)

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 from, all other things are rarely equal, and optimal resource allocations must also take into account 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.

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 are 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 of the crashes for each of the particular categories for this evidence-based analysis.

There are no limitations on the various subjects that may be added for consideration in Table 1, and all SHSP participants are encouraged to add any categories that they feel are appropriate. Distracted Driving (DD) was the most recently added for the FY 2018 HSP. 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 percent of crashes by severity are listed for each category (see footnote for the exception of "restraint deficient"). 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 of the categories, these numbers serve to give the relative criticality of the particular categories that most often are the targets for funding or other resource allocations.

Table 1: Top Fatality Causes Alabama CY2017 Data

Crash Type (Causal Driver)	Fatal	Fatal %	Injuries	Injury %	PDO	PDO %	Total
1. Seat Belt Restraint Fault*	409	3.98%	4,112	40.06%	5,744	55.96%	10,265
2. Hit Obstacle on Roadside	214	3.26%	2,082	31.69%	4,274	65.05%	6,570
3. ID/DUI All Substances	178	3.22%	2,101	37.96%	3,256	58.83%	5,535
4. Speed Involved	122	4.78%	1,172	45.94%	1,257	49.27%	2,551

5. Ped., Bicycle, School Bus	119	7.06%	951	56.44%	615	36.50%	1,685
6. Pedestrian Involved	112	14.47%	628	81.14%	34	4.39%	774
7. Mature (65 or Older) Causal	97	0.66%	3,297	22.57%	11,212	76.76%	14,606
8. License Deficiency Causal	93	1.43%	2,129	32.71%	4,287	65.86%	6,509
9. Large Truck Involved	87	0.95%	1,862	20.40%	7,179	78.65%	9,128
10. Fail to Yield or Ran (All)	82	0.27%	7,670	25.25%	22,630	74.48%	30,382
11. Youth (16-20) Causal Driver	81	0.35%	5,080	21.84%	18,095	77.81%	23,256
12. Aggressive Operation	81	3.03%	829	30.97%	1,767	66.01%	2,677
13. Wrong Way Items	79	1.66%	1,081	22.66%	3,611	75.69%	4,771
14. Motorcycle Involved	72	4.62%	1,034	66.37%	452	29.01%	1,558
15. Distracted Driving	55	0.38%	3,243	22.28%	11,258	77.34%	14,556
16. Drowsy Driving	40	1.27%	1,234	39.27%	1,868	59.45%	3,142
17. Utility Pole	34	1.39%	836	34.16%	1,577	64.45%	2,447
18. Vehicle Defects – All	33	0.79%	983	23.50%	3,167	75.71%	4,183
19. Work Zone Related	25	0.80%	643	20.70%	2,439	78.50%	3,107
20. Vision Obscured	14	1.18%	340	28.57%	836	70.25%	1,190
21. Child Restraint Fault*	12	0.45%	362	13.69%	2,271	85.86%	2,645
22. Bicycle	6	2.25%	201	75.28%	60	22.47%	267
23. Railroad Trains	4	8.70%	17	36.96%	25	54.35%	46
24. School Bus Involved	1	0.16%	121	19.30%	505	80.54%	627
25. Roadway Defects – All	0	0.00%	20	16.26%	103	83.74%	123

* All categories list number of crashes except for the “Seat Belt Restraint Fault” and “Child Restraint Fault” categories. The restraint categories cannot accurately be measured by number of crashes so they list number of unrestrained persons for each severity classification.

The comparison of gross fatality and injury counts is merely a first step in the analytical process to find optimal allocations of resources among programs. Obtaining this first-cut perspective is essential for intelligent decision-making. Once the high-level decisions are made regarding which of the crash types will be addressed, further analyses must be performed to define countermeasures and improve their implementation. The severity classification in Table 1 also helps in this regard. For example, it might be noticed that the relative severity percentage of pedestrian, bicycle, motorcycle and railroad crashes are significantly higher than the other categories, as is true for the top three categories as well. This is an important aspect to be considered when the ultimate goal is reducing deaths.

2. Procedure for the Problem Identification (8.3.1)

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 serves very effectively in giving everyone in the traffic safety community a high level view of the source of fatalities as well as how these fatalities are also reflected in the lower severity crashes.

Two entries in Table 1 are important with regard to 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 five 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 all of the child restraint programs is clear. The enforcement efforts for CRD is effectively the same as that for RD.

Table 1 shows clearly 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 your consideration to only seatbelts, but recognize how the same principles apply to any and all countermeasures under consideration. See references at end of this section.

The next step in the problem identification process is to analyze the data for these crashes and determine all of the demographics related to them (e.g., the 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 very strong correlation between Restraint Deficiencies (RD) and other risky driving characteristics. In particular, DUI (alcohol and 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 due to the fact that the part of their brain that properly assesses risk is not fully developed until age 25. While the average seatbelt use rate for all occupants has been measured above 90%, for those involved in fatal crashes the use rate was approximately 45%.

(See AL Fatalities at <http://www.safehomealabama.gov/PlansAnalysis/FARSandALFatalities.aspx>)

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 as a whole. They were also provided 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 focuses on the hotspot locations.

In order 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 in order to accommodate the state office's needs is evaluated each year, just as in other program areas.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
CP-19-SP-CP	ADECA Community Traffic Safety Program Manager	Planning & Administration
PA-19-FP-PA	Planning and Administration	Planning & Administration

5.5.1 Planned Activity: ADECA Community Traffic Safety Program Manager

Planned activity name	ADECA Community Traffic Safety Program Manager
Planned activity number	CP-19-SP-CP
Primary countermeasure strategy	Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

For additional support, we have a State Highway Safety Program Supervisor as well as an additional Program Manager who work as a centralized point of contact for regional CTSP/LEL offices and acts as liaison to municipal, county, state and federal officials or individuals with regard to 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.

Enter intended subrecipients.

ADECA

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Planning & Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2016	NHTSA 402	Community Traffic Safety Project	\$140,000.00	\$28,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.2 Planned Activity: Planning and Administration

Planned activity name	Planning and Administration
Planned activity number	PA-19-FP-PA
Primary countermeasure strategy	Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

P & A will include both direct and indirect costs for personnel with their associated costs. Personnel in the direct cost category include the Public Safety Unit Chief who will spend approximately 50% of his time on highway traffic safety related issues. 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 50% Federal and 50% State.

Enter intended subrecipients.

Alabama Department of Economic and Community Affairs

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Planning & Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Planning and Administration (FAST)	\$300,000.00	\$300,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-19-FP-PT	Evidence-Based Traffic Safety Enforcement Program	High Visibility Enforcement
M5HVE-19-HD-M5	Impaired Driving - High Visibility Enforcement Campaign	High Visibility Enforcement
M1HVE-19-OP-M1	Click It or Ticket High Visibility Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement
M1PEM-19-OP-M1	Click It or Ticket Paid Media Campaign	Short-term, High Visibility Seat Belt Law Enforcement
M5HVE-19-ID-M5	Drive Sober or Get Pulled Over High Visibility Enforcement Campaign	High Visibility Enforcement
M5PEM-19-ID-M5-011	Drive Sober or Get Pulled Over Paid Media Campaign	High Visibility Enforcement
M5PEM-19-ID-M5-012	Impaired Driving- Paid Media Campaign	High Visibility Enforcement

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

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 from, all other things are rarely equal, and optimal resource allocations must also take into account 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.

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 are 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 of the crashes for each of the particular categories for this evidence-based analysis.

There are no limitations on the various subjects that may be added for consideration in Table 1, and all SHSP participants are encouraged to add any categories that they feel are appropriate. Distracted Driving (DD) was the most recently added for the FY 2018 HSP. 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 percent of crashes by severity are listed for each category (see footnote for the exception of "restraint deficient"). 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 of the categories, these numbers serve to give the relative criticality of the particular categories that most often are the targets for funding or other resource allocations.

Table 1: Top Fatality Causes Alabama CY2017 Data

Crash Type (Causal Driver)	Fatal	Fatal %	Injuries	Injury %	PDO	PDO %	Total
Seat Belt Restraint Fault*	409	3.98%	4,112	40.06%	5,744	55.96%	10,265
Hit Obstacle on Roadside	214	3.26%	2,082	31.69%	4,274	65.05%	6,570
ID/DUI All Substances	178	3.22%	2,101	37.96%	3,256	58.83%	5,535
Speed Involved	122	4.78%	1,172	45.94%	1,257	49.27%	2,551
Ped., Bicycle, School Bus	119	7.06%	951	56.44%	615	36.50%	1,685
Pedestrian Involved	112	14.47%	628	81.14%	34	4.39%	774
Mature (65 or Older) Causal	97	0.66%	3,297	22.57%	11,212	76.76%	14,606
License Deficiency Causal	93	1.43%	2,129	32.71%	4,287	65.86%	6,509
Large Truck Involved	87	0.95%	1,862	20.40%	7,179	78.65%	9,128
Fail to Yield or Ran (All)	82	0.27%	7,670	25.25%	22,630	74.48%	30,382

Crash Type (Causal Driver)	Fatal	Fatal %	Injuries	Injury %	PDO	PDO %	Total
Youth (16-20) Causal Driver	81	0.35%	5,080	21.84%	18,095	77.81%	23,256
Aggressive Operation	81	3.03%	829	30.97%	1,767	66.01%	2,677
Wrong Way Items	79	1.66%	1,081	22.66%	3,611	75.69%	4,771
Motorcycle Involved	72	4.62%	1,034	66.37%	452	29.01%	1,558
Distracted Driving	55	0.38%	3,243	22.28%	11,258	77.34%	14,556
Drowsy Driving	40	1.27%	1234	39.27%	1,868	59.45%	3,142
Utility Pole	34	1.39%	836	34.16%	1,577	64.45%	2,447
Vehicle Defects – All	33	0.79%	983	23.50%	3,167	75.71%	4,183
Work Zone Related	25	0.80%	643	20.70%	2,439	78.50%	3,107
Vision Obscured	14	1.18%	340	28.57%	836	70.25%	1,190
Child Restraint Fault*	12	0.45%	362	13.69%	2,271	85.86%	2,645
Bicycle	6	2.25%	201	75.28%	60	22.47%	267
Railroad Trains	4	8.70%	17	36.96%	25	54.35%	46
School Bus Involved	1	0.16%	121	19.30%	505	80.54%	627
Roadway Defects – All	0	0.00%	20	16.26%	103	83.74%	123

* All categories list number of crashes except for the “Seat Belt Restraint Fault” and “Child Restraint Fault” categories. The restraint categories cannot accurately be measured by number of crashes so they list number of unrestrained persons for each severity classification.

The comparison of gross fatality and injury counts is merely a first step in the analytical process to find optimal allocations of resources among programs. Obtaining this first-cut perspective is essential for intelligent decision-making. Once the high-level decisions are made regarding which of the crash types will be addressed, further analyses must be performed to define countermeasures and improve their implementation. The severity classification in Table 1 also helps in this regard. For example, it might be noticed that the relative severity percentage of pedestrian, bicycle, motorcycle and railroad crashes are significantly higher than the other categories, as is true for the top three categories as well. This is an important aspect to be considered when the ultimate goal is reducing deaths.

Enter explanation of the deployment of resources based on the analysis performed.

The effective allocation of resources will lead to an increased reduction in the number of hotspots within the next year on both a statewide level and within each individual region. That is, given that the total number of crashes remains relatively stable, the concentration of efforts at the hotspots will reduce crashes at those locations so that they may no longer be defined as hotspots in the following year. Ideally, it would be the goal to eliminate

hotspots defined by the previous year's criteria altogether. With this goal in mind, funding is determined for each region based on the percentage of hotspots in that region. There is also a consideration of the percentage of alcohol, restraint, and speed crash issues that are present within each region. Federal funds distributed by the AOHS are used to focus completely on the high crash areas within each region.

Law enforcement agencies use saturation patrols, line patrols, checkpoints, and regular patrol in order for the E-BE projects to be effective. The enforcement activities and techniques that are used include:

- Conduct four local hotspot Evidence-Based Enforcement (E-BE) projects, one within each of the CTSP regions.
- Conduct a statewide E-BE project in conjunction with the Alabama Law Enforcement Agency (ALEA).
- Continue to require the CTSP Coordinators to conduct selective enforcement efforts that focus their plans on hotspot locations identified by the data analyses provided for their respective regions.
- Participate in the national "Click It or Ticket" Campaign on the statewide level.
- Conduct a statewide "Drive Sober or Get Pulled Over" Campaign in conjunction with the national campaign.
- Conduct sustained E-BE for impaired driving, speeding, and seat belts throughout the year.

The enforcement efforts are accompanied by a PI&E campaigns that incorporate advertising, bonus spots, website links, and support of government agencies, local coalitions and school officials in an effort that will impact restraint usage. This part of the campaign consists of:

- Development of marketing approach based on Nielsen and Arbitron ratings and targeted primarily towards the 18-34 male age group.
- Placement of paid ads on broadcast television, cable television, digital ads, 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 campaign.
- In addition to the paid and free media, the AOHS 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.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

Process of Continuous Follow-up and Adjustment of the Plan. AOHS monitors law enforcement agencies activity reports monthly to determine if adjustments are needed for their plans. When activity reports are received, they are assessed against the latest crash data to identify successful crash reductions in targeted locations, as well as new areas of risk that may be developing. This results in E-BE enforcement programs being continuously evaluated and the necessary adjustments being made. A monthly follow-up is conducted with agencies to address any lack of performance issues or activities. Adjustments are made to the HSP annually based on the problem identification that include the enforcement plans.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Short-term, High Visibility Seat Belt Law Enforcement

High Visibility Enforcement

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-19-FP-PT	Evidence-Based Traffic Safety Enforcement Program	High Visibility Enforcement
M5HVE-19-HD-M5	Impaired Driving - High Visibility Enforcement Campaign	High Visibility Enforcement
M1HVE-19-OP-M1	Click It or Ticket High Visibility Enforcement Campaign	Short-term, High Visibility Seat Belt Law Enforcement
M5HVE-19-ID-M5	Drive Sober or Get Pulled Over High Visibility Enforcement Campaign	High Visibility Enforcement

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

ABBEVILLE POLICE DEPT

ALEXANDER CITY POLICE DEPT 911

ANDALUSIA POLICE DEPT

ARDMORE POLICE DEPT

ASHFORD POLICE DEPT

ASHLAND POLICE DEPT

ASHVILLE POLICE DEPT

ATHENS POLICE DEPT
AUTAUGA CO SHERIFFS OFFICE
BALDWIN CO SHERIFFS DEPT
BAYOU LA BATRE POLICE DEPT
BESSEMER POLICE DEPT
BIRMINGHAM POLICE DEPT
CALERA POLICE DEPT
CAMDEN POLICE DEPT
CENTREVILLE POLICE DEPT
CHICKASAW POLICE DEPT
CHILTON CO SHERIFFS DEPT
COFFEE CO SHERIFFS DEPT
COFFEEVILLE POLICE DEPT
COLUMBIANA POLICE DEPT
COVINGTON CO SHERIFFS DEPT
CRENSHAW CO SHERIFFS DEPT
CULLMAN POLICE DEPT
DALEVILLE POLICE DEPT
DECATUR POLICE DEPT
DEMOPOLIS PD (MARENGO CO E911)
DOTHAN POLICE DEPT
ELBA POLICE DEPT
ELBERTA POLICE DEPT
ENTERPRISE POLICE DEPT
ESCAMBIA CO SHERIFFS DEPT
EXCEL POLICE DEPT
FALKVILLE POLICE DEPT
FLOMATON POLICE DEPT
FLORALA POLICE DEPT
FLORENCE POLICE DEPT
FOLEY POLICE DEPT
GENEVA POLICE DEPT
GEORGIANA POLICE DEPT
GLENCOE POLICE DEPT
GREENE CO SHERIFFS DEPT
GROVE HILL POLICE DEPT
GUIN POLICE DEPT

GURLEY POLICE DEPT
HALEYVILLE POLICE DEPT
HAMILTON POLICE DEPT
HARTFORD POLICE DEPT
HEADLAND POLICE DEPT
HEFLIN POLICE DEPT
HENRY CO SHERIFFS DEPT
HILLSBORO POLICE DEPT
HOUSTON CO SHERIFFS DEPT
HUEYTOWN POLICE DEPT
HUNTSVILLE POLICE DEPT
JACKSON CO SHERIFFS DEPT
JACKSON POLICE DEPT
JEMISON POLICE DEPT
KILLEN POLICE DEPT
LAKE VIEW POLICE DEPT
LINDEN POLICE DEPT
LITTLEVILLE POLICE DEPT
LUVERNE POLICE DEPT
MACON CO SHERIFFS DEPT
MADISON CO SHERIFFS DEPT
MOBILE CO SHERIFFS DEPT
MOBILE PD
MONROE CO SHERIFFS DEPT
MONTEVALLO POLICE DEPT
MONTGOMERY CO SHERIFFS DEPT
MONTGOMERY PD COMMUNICATIONS
MORGAN COUNTY SHERIFF OFFICE
MOULTON POLICE DEPT
MUSCLE SHOALS POLICE DEPT
NORTHPORT POLICE DEPT
OPP POLICE DEPT
OZARK POLICE DEPT
PRATTVILLE POLICE DEPT E911
RAINBOW CITY POLICE DEPT
REPTON POLICE DEPT

ROGERSVILLE POLICE DEPT
RUSSELL CO SHERIFFS DEPT
RUSSELLVILLE POLICE DEPT
SARALAND POLICE DEPT
SECTION POLICE DEPT
SELMA POLICE DEPT
SLOCOMB POLICE DEPT
SOUTHSIDE POLICE DEPT
SPRINGVILLE POLICE DEPT
ST CLAIR COUNTY SHERIFF OFFICE
ST FLORIAN POLICE DEPT
TARRANT POLICE DEPT
THOMASVILLE POLICE DEPT
TOWN CREEK POLICE DEPT
TRINITY POLICE DEPT
TROY POLICE DEPT
TUSCALOOSA CO SHERIFFS DEPT
WALKER CO SHERIFFS DEPT
WINFIELD POLICE DEPT
Alabama Law Enforcement Agency

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

Alabama continues to steadily improve its seat belt and child restraint use rates that experienced a major improvement upon passing its Primary Seat belt Law in 1999. As part of the cooperative process with NHTSA, an Evidence-Based Enforcement Program (E-BEP) called "Click It or Ticket" (CIOT) is run on an annual basis in April, May and June of each year (see schedule below).

The following summarizes the CIOT effort:

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. This is a High Visibility Paid Media campaign that centers on the CIOT theme. Because this has been a highly successful program in the past several years, AOHS will continue to lend its full support to the program in the coming year. In addition and complementary to the media campaign, a statewide CIOT High Visibility Enforcement campaign will be conducted for a three 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 to conduct surveys, perform analyses, and verify 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 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.

In particular, UA-CAPS will support ADECA/LETS in providing the following services:

- Contracting out the performance of the annual pre and post observational survey of vehicle belt usage and child restraint usage throughout Alabama according to the new NHTSA approved Sampling, Data Collection and Estimation Plan;
- Performing an evaluation of the program results using scientific analyses of baseline observations before the Special Traffic Enforcement Program (STEP) and post observations after it is completed and calculate the official seat belt usage rate for the State;
- Collecting results from all the various involved parties for their activities;
- Performing analyses of data generated through telephone based polls, media campaign data and enforcement data;
- Compiling the project report for "Click It or Ticket" 2019;
- Contracting out the performance of the child restraint observational survey;
- Analyzing survey data and computing child seat belt usage rate for State;

The listing of general activities to be conducted during the STEP and the proposed schedule are shown below:

Weeks	Dates	Activities
1-2	April 22-May 5	Statewide Observational Survey (Baseline)*
3-8	May 6-June 13	Earned Media for CIOT
4-5	May 13-June 2	Paid media for CIOT
5-6	May 20-June 2	Enforcement for CIOT
7-8	June 3-13	Statewide Observational and Telephone Surveys*

* Activities that involve data collection and analysis

This section will continue by presenting the media plan, followed by the plan for the CIOT evaluation.

8.5.3.2 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 18-34 male age 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.

In addition, other enforcement and education campaigns throughout the year encourage increased seat belt usage. These campaigns have been successful in that survey data after the 2017 campaign revealed that 97% of respondents reported that they used their seat belts "all the time" or "most of the time" at the end of the media campaign.

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. Previous efforts resulted in the Auburn Media Production Group placing 2,221 paid media commercials for the Click It or Ticket campaign in 2017. There were 9,896,565 digital impressions and 8,291,306 out of home placements in the same time frame.

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 day parts, especially sporting events, will also be approved if the media programming would appeal to the target group.

Cable Television

The large number of cable networks in Alabama can be effective in building frequency for the male 18-34 target market. The buys 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 males 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.

8.5.3.3 CIOT Evaluation

This project will be evaluated using methods and procedures approved by NHTSA. FY 2019 will be the seventh year to use the new survey plan that is documented in a report entitled "Alabama Observational Survey Plan for Occupant Restraint Use – 2013," and the details of that plan will not be repeated here. This data collection and estimation plan is based on fatality rates rather than population as was done previously. The Uniform Criteria 1340.12 requires states to re-select their observation sites no less than once every five years. AOHS submitted the proposed new sites for surveys in 2018 and received approval from NHTSA. UA-CAPS will manage the process for the observational surveys using the new sites, the phone survey evaluation of the media campaign, and be involved in evaluation and report generation portions of the project.

Coordination between the involved agencies and consultants participating in the project will be the responsibility of UA-CAPS. While data observation, collection and processing will be in accordance with NHTSA-approved techniques, there are still many operational decisions that will

require UA-CAPS involvement under the oversight of AOHS. UA-CAPS will: (1) stay in close contact during the design of data collection forms and procedures, (2) help ensure timely and accurate data collection, and (3) help ensure that data are received and preliminary analyses are performed in a timely manner.

In-depth evaluation will be accomplished by both basic phone and observational surveys. Phone surveys will be conducted throughout the state with the goal of measuring changes in public awareness and attitude. This will be based upon statewide telephone surveys.

The target of the observational surveys will be the measurement of proper restraint use by drivers and front seat outboard passengers. For 2019, the surveys will be conducted at a total of 350 sites in Alabama counties : Autauga, Baldwin, Blount, Calhoun, Chambers, Cherokee, Chilton, Clarke, Coffee, Colbert, Conecuh, Covington, Cullman, Dale, Dallas, De Kalb, Elmore, Escambia, Etowah, Houston, Jackson, Jefferson, Lauderdale, Lawrence, Lee, Limestone, Lowndes, Macon, Madison, Marengo, Marshall, Mobile, Montgomery, Morgan, Russell, Shelby, St. Clair, Talladega, Tallapoosa, Tuscaloosa, Walker.

With regard to the observational surveys, UA-CAPS will:

- Contract with a highly qualified vendor to recruit and train the Observational Surveyors,
- Assign new NHTSA approved observation locations and dates to the Surveyors,
- Work with the survey vendor to cull out any unusable observation sites from the new list and replace with alternates as they visit them,
- Oversee the vendor in the conduct of three observational surveys, and
- Collect and process the raw data produced by the Surveyors.

In conducting the surveys and evaluation, UA-CAPS will require the assistance of other agencies and organizations, as follows:

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;
- Possibly produce educational brochures for the project;
- Submit reports to ADECA-LETS; and
- Submit reports to UA-CAPS 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 ongoing oversight coordination, and guidance as needed;
- Coordinate the enforcement campaign and provide summary reports to UA-CAPS for inclusion in final report; and
- Assist UA-CAPS, if needed, in obtaining data from Surveyor observations, consultant phone polls, and consultant questionnaires.

A highly qualified company will be contracted by UA-CAPS to perform the phone survey to evaluate the media effectiveness of the "Click It or Ticket" program. This part of the project will involve:

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

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 evaluated by direct observation, and after rates will be evaluated through the telephone surveys. A final report will be produced by UA-CAPS that will describe the results of the current year evaluation efforts and summarize past year's evaluation efforts to hopefully show continual improvements being made by participating in the campaigns.

The Problem Identification Results above, detail the procedures and results obtained from the hotspot analyses. By using actual crash data in which it was found that occupants (including drivers) were not properly restrained, resources can be focused on the best possible place to perform the Evidence-Based Enforcement Programs.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1PE-19-OP-M1	Child Passenger Safety Training Program	Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 46

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 24

Populations served - rural 12

Populations served - at risk 11

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M1PE-19-OP-M1	Child Passenger Safety Training Program	Child Restraint System Inspection Station(s)

Enter an estimate of the total number of classes and the estimated 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.

Estimated total number of classes 5

Estimated total number of technicians 150

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

4/11/2018

2/7/2018

11/8/2017

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Mr. Terry Henderson

Title of State's Traffic Records Coordinator: Director of East Central Highway Safety Office

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC) MEMBERS 2019

Mr. Terry Henderson, TRCC Coordinator

Director

East Central Alabama Highway Safety Office

Opelika, AL

Member Function: Highway Safety Professional

Mr. Bill Babington, Governor's Highway Safety Representative

Division Chief

Law Enforcement/Traffic Safety Division

Alabama Dept. of Economic and Community Affairs

Montgomery, AL

Member Function: Highway Safety Professional

Mr. Waymon Benifield, Safety Administrator

Design Bureau, Traffic Eng. Division, Safety Section

Alabama Department of Transportation

Montgomery, AL

Member Function: Highway Safety and Infrastructure

Core System: Roadway

Mr. John-Michael Walker, State Safety Operations Engineer

Office of Safety Operations

Alabama Department of Transportation

Montgomery, AL

Member Function: Highway Safety and Infrastructure

Core System: Roadway

Captain Sue Capps, Acting Chief of Highway Patrol

Alabama Law Enforcement Agency

Montgomery, AL

Member Function: Law Enforcement

Core System: Crash

Chief Deena Pregno, Driver's License

Alabama Law Enforcement Agency

Montgomery, AL

Member Function: Driver Licensing

Core System: Driver

Dr. Scott Harris, Interim State Health Officer

Alabama Department of Public Health

Montgomery, AL

Member Function: Public Health

Core System: Emergency medical services/injury surveillance system

Mr. Stephen Wilson, Director

Division of Emergency Medical Services

Alabama Department of Public Health

Montgomery, AL

Member Function: Emergency Medical Services, Injury Control

Core System: Emergency medical services/injury surveillance system

Dr. Laura Myers, Director

Center for Advanced Public Safety (CAPS)

The University of Alabama

Tuscaloosa, AL

Member Function: Collectors and Users of Traffic Records

Mr. Jay Starling, Director

Motor Vehicle Division

Department of Revenue

Member Function: Motor Vehicle Registration

Core System: Vehicle

Mr. Fred Lilly, Chief Technology Officer

Administrative Office of Courts

Montgomery, AL

Member Function: Adjudication

Core System: Citation and Adjudication

Mr. Kenny Price, Division Administrator

FMCSA

Montgomery, AL

Member Function: Motor Carrier

Core System: Vehicle (Commercial)

INVITED GUESTS that regularly attend:

Belinda Jackson

Region 4 Deputy Administrator – Regional Program Manager

NHTSA

Member Function: Highway Safety Professional

Mr. Bill Whatley, Public Safety Unit Manager

Law Enforcement/Traffic Safety Division

Alabama Dept. of Economic and Community Affairs

Montgomery, AL

Member Function: Highway Safety Professional

Ms. Lynne Wilman, Highway Traffic Safety Program Supervisor

Law Enforcement/Traffic Safety Division

Alabama Dept. of Economic and Community Affairs

Montgomery, AL

Member Function: Highway Safety Professional

Sam Meriwether, Highway Traffic Safety Program Manager

Law Enforcement/Traffic Safety Division

Alabama Dept. of Economic and Community Affairs

Montgomery, AL

Member Function: Highway Safety Professional

Daniel Urquhart, IT Director

Alabama Law Enforcement Agency

Montgomery, AL

Member Function: Law Enforcement IT Systems

Linda Guin, Safety Engineer

Federal Highway Administration

Montgomery, AL

Member Function: Highway Infrastructure

Lian Li, Planner

Federal Highway Administration

Montgomery, AL

Member Function: Highway Infrastructure (HPMS contact, involved in MIRE)

Keisha Thomas

Administrative Office of Courts

Montgomery, AL

Member Function: Adjudication

Eric Marable

Design Bureau, Traffic Eng. Division, Safety Section

Alabama Department of Transportation

Montgomery, AL

Member Function: Highway Safety and Infrastructure

Dr. David Brown, Research Affiliate

Center for Advanced Public Safety (CAPS)

The University of Alabama

Tuscaloosa, AL

Member Function: Collectors and Users of Traffic Records

Rhonda Stricklin, Associate Director

Center for Advanced Public Safety (CAPS)

The University of Alabama

Tuscaloosa, AL

Member Function: Collectors and Users of Traffic Records

Randy Smith, Associate Professor of Computer Science

The University of Alabama

Center for Advanced Public Safety (CAPS)

Tuscaloosa, AL

Member Function: Collectors and Users of Traffic Records

Jeremy Pate, Project Manager

Center for Advanced Public Safety (CAPS)

The University of Alabama

Tuscaloosa, AL

Member Function: Collectors and Users of Traffic Records

Jesse Norris, Senior Research Analyst

Center for Advanced Public Safety (CAPS)

The University of Alabama

Tuscaloosa, AL

Member Function: Collectors and Users of Traffic Records

The above listed membership annually votes and approves the membership of the TRCC, the TRCC coordinator, any change to the State's multi-year Strategic Plan required, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility or integration of a core highway safety database.

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are 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; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

Interim TSIS Progress Report May 2018 C323metric.pdf

Interim TSIS Progress Report May 2018 C323metric w data.pdf

Interim TSIS Progress Report C049.pdf

405c-TSIS-2019-2023 Strategic Plan.pdf

Interim TSIS Progress Report May 2018 C049metric w data.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

5.0 Traffic Records Assessment Recommendations

5.1 Crash Recommendations

Recommendation: *Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Recommendation: *Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Recommendation: *Improve the procedures/process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Recommendation: *Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Recommendation: *Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

5.2 Vehicle Recommendations

Recommendation: *Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

5.3 Driver Recommendations

Recommendation: *Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

5.4 Roadway Recommendations

Recommendation: *Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Recommendation: *Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Recommendation: *Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

5.5 Citation/Adjudication Recommendations

Recommendation: *Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Recommendation: *Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Recommendation: *Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

5.6 EMS / Injury Surveillance Recommendations

Recommendation: *Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Recommendation: *Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

6.0 Traffic Records Assessment (TRA) Responses that will be addressed in FY2019

These responses were not intended to repeat the content of the Traffic Records Information Systems (TSIS) Strategic Plan (SP). For this reason a brief response is given here for each recommendation that in all cases refers the reader to the SP. The NHTSA *Traffic Records Program Assessment Advisory* will be referenced in the responses below as *the Advisory*. In each case the recommendation from the TRA will be followed by the State's response.

6.1 Crash Recommendations

Recommendation: *Improve the applicable guidelines for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.2, Project 16 for details. The crash component manager will set up a taskforce to develop and implement improved guidelines for the Crash data system to reflect best practices of the advisory.

Recommendation: *Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.2, Project 17 for details. Currently no formal data dictionary exists for the raw crash data. This project calls for the development of a comprehensive data dictionary for 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.

Recommendation: *Improve the procedures/process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.2, Project 18 for details. A comprehensive systems analysis will be performed for the Crash data system that will consider all procedures and process flows within this component using the guidelines and data dictionary developments of projects 16 and 17. These will be compared against the recommendations given in the Advisory and remedial action will be taken to correct any deficiencies.

Recommendation: *Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.2, Project 18 for details. The systems analysis study that is discussed in this project for upgrading the procedures and process flows for the crash data system will also cover interface improvements as they relate to other modules.

6.2 Vehicle Recommendations

Recommendation: *Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.1, Project 1 for details. This is a comprehensive project that covers 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.

6.3 Driver Recommendations

Recommendation: *Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.1, Project 1 for details. This is a comprehensive project that covers 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.

6.4 Roadway Recommendations

Recommendation: *Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.5, Projects 6 and 7 for details. 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.

6.5 Citation/Adjudication Recommendations

Recommendation: *Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.6, Project 7 for details. The Citation/Adjudication component manager will set up a taskforce to perform an overall review of this component for the purpose of developing and implementing improved guidelines for that data system to reflect best practices of the advisory. This project will also address the next recommendation

Recommendation: *Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.6, Project 7 for details. The systems analysis study that is discussed in this project for upgrading the procedures and process flows for the Citation/Adjudication data system will be enlarged to address the Advisory recommendations that cover interface improvements both internally and as they relate to other modules.

6.6 EMS / Injury Surveillance Recommendations

Recommendation: *Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.7, Project 8 for details. A task force will be appointed by the manager of this component with the charge of reviewing the systems interfaces in conjunction with the Advisory. Recommendations will be expected to include the prioritization of the large number of potential interfaces that might exist, with the goal of creating those interfaces that are most productive from a management and research perspective.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
M3DA-19-HC-M3-002	Electronic Patient Care Reports Program	National Emergency Medical Services Information System
19-TF-TR-001	Traffic Safety Information Systems	Improves completeness of a core highway safety database
M3DA-19-TR-M3	Traffic Safety Records Improvement Program	Improves completeness of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

7.0 Traffic Records Assessment (TRA) Responses to recommendations that will not be addressed in FY2019

These responses were not intended to repeat the content of the Traffic Records Information Systems (TSIS) Strategic Plan (SP). For this reason a brief response is given here for each recommendation that in all cases refers the reader to the SP. The NHTSA *Traffic Records Program Assessment Advisory* will be referenced in the responses below as *the Advisory*. In each case the recommendation from the TRA will be followed by the State's response.

7.1 Crash Recommendations

Recommendation: *Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.1, Project 1 for details. This is a comprehensive project that covers 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.

7.2 Vehicle Recommendations

Recommendation: *Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.1, Project 1 for details. This is a comprehensive project that covers 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.

7.3 Driver Recommendations

Recommendation: *Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.1, Project 1 for details. This is a comprehensive project that covers 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.

7.4 Roadway Recommendations

Recommendation: *Improve the procedures/ process flows for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.5 Project 8 for details. A comprehensive systems analysis will be performed for the roadway data system that will consider all elements within this component using the data dictionary elements that are developed in Projects 6 and 7. These will be compared against the recommendations given in the Advisory and remedial action will be taken to correct any deficiencies.

Recommendation: *Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.1, Project 1 for details. This is a comprehensive project that covers 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.

7.5 Citation/Adjudication Recommendations

Recommendation: *Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.1, Project 1 for details. This is a comprehensive project that covers 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.

7.6 EMS / Injury Surveillance Recommendations

Recommendation: *Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

Strategic Plan Response: See Section 4.2.1, Project 1 for details. This is a comprehensive project that covers 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.

Reason for not implementing the TRA Quality Control Recommendations for All Modules:

In reviewing the resources available to the state, the Traffic Records Coordinating Committee has determined that resources are not currently available for implementing the formal quality control recommendations made in the Traffic Records Assessment report for all modules listed in sections 7.1-7.6. This is not to say that there are not current efforts to maintain quality by all the agencies involved in traffic records. These efforts have been ongoing for many years, and the quality of the products produced attest to their effectiveness. However, the Traffic Records Assessment recommendations required that specific personnel be assigned to these functions and that documentation be produced to demonstrate these formal efforts. Efforts will be made during FY2019 to plan for the best methods to address these recommendations, but the TRCC did not feel that resources on any current efforts should be sacrificed to this end.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are 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. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures 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.

4.3 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 report that the State submits to NHTSA uses the metrics that are specified in the **DOT HS 811 411** document.

4.3.1 Management Component Project Metrics

4.3.1.1 Quality Control Management Metrics

Assignment of a quality control coordinator to each operational component.

Within each component:

Selection of items in need of quality improvement.

Documentation of improvements made.

4.3.2 Crash Component Project Metrics

4.3.2.1 ADVANCE Upgrade

Functioning ADVANCE portal with new technology upgrades in place.

Stakeholder satisfaction measured by survey above 95%.

4.3.2.2 MapClick Project.

Increase the accuracy and completeness of the crash location entry for on-system (mileposted) locations from its current level of about 85% 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.)

Reduce the invalid or unknown cases from its current value of approximately 20% of cases to less than 2% of cases.

4.3.2.3 eCrash Upgrades and Training

Modify the eCrash data entry screens so that the data collected is over 90% MMUCC compliant.

Reduce time to enter locations from an average of 15 minutes to less than one minute with consistent accuracy as described in Item 4.3.2.2.

4.3.2.4 CARE Modifications and Upgrades

Give users greater intuitive access to crash data and the information in the crash database thereby increasing the number of queries that they can perform without assistance from its current estimate of 60% to over 80%.

Increase the number of queries that users will make from an average of 20 queries per user to well over 50 queries per user per year.

4.3.2.5 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.

4.3.2.6 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.

4.3.2.7 Upgrade to the Crash Facts Document.

Increase in the consistency of information presented from year to year (with the introduction of eCrash data this consistency dropped to about 90%).

Increase consistency to 100%, providing users the capability to compare figures from year to year.

4.3.2.8 Final Mandate for Use of eCrash.

MMUCC compliance increase from 85% to over 95%.

Increased consistency among all data elements through a systematic series of cross-tabulation checks; reduction of inconsistent data elements by 90%.

Timeliness improvement from an average of about six weeks for current paper forms to be entered for the remaining paper forms to the eCrash delay of an average of less than 18 hours.

4.3.2.9 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.

4.3.2.10 Unreported Crash Incident Reporting.

This project will create new data that do not currently exist since these data will generate information that cannot be derived from any current data source.

At least 100 reports in the first prototype year.

4.3.2.11 Centralized (Enterprise) CARE

Functioning CARE system that uses a central server to store all executables and all datasets.

4.3.2.12 Upgrade of the FOCIS system

Demonstration of a functional advanced collision-diagram generation system that is more advanced than any currently in existence.

4.3.2.13 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.

4.3.2.14 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.

4.3.2.15 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 the technology moves forward.

4.3.2.16 Guideline Improvement

List of Advisory best practices as they relate to crash records.

Documented cost and an expected benefit related to the implementation of each of the recommended best practices.

Implementation and work plan for those projects that will be necessary to implement the most cost-beneficial items.

Recommendations to the TSIS SP for review and approval by the TRCC.

4.3.2.17 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.

4.3.2.18 Crash Module Systems Analysis

Documentation of a complete systems analysis of the current crash module including both internal procedures and process flows as well as the integration with other modules.

Preliminary list of anticipated current crash module deficiencies.

Recommended remedial action to correct any deficiencies.

List of potential projects that can be compared on a cost-benefit basis to recommend updates to the TRCC SP.

4.3.2.19 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.

4.3.3 Vehicle Projects

4.3.3.1 Registration file content and access update.

Current systems upgraded to include the new data being made available by upgrades in the vehicle registration process.

4.3.3.2 ETAPS Upgrade to ALTS.

Conversion of ETAPS to ALTS completed, and the system is working totally under ALTS.

Implementation verified to be 100% by all designated agents in all counties by the end of 2018.

4.3.3.3 Integration of ALEA Driver License and State Identification Databases

Testing is completed to assure that there is full integration of the two databases such that anything in one is accessible to the other and vice versa, given that the same person exists in both databases.

Prototype tested to verify the ability to scan the barcode to obtain the vehicle owner's information via a link to the driver's license number and the registration record.

4.3.3.4 Implementation of OVIS

Full implementation of OVIS measured by the number of agencies using it with the goal of this being over 95% by the end of FY 2017.

FY2018 progress included 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.

4.3.3.5 Modernized IRP/IFTA Systems

Significantly improved user satisfaction with the interface.

Ability for users to upload documents and to utilize the applications on a variety of modern electronic devices.

Progress of this project in FY2018 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.

4.3.3.6 Update and Implementation of MVTRIP

Upgrading of the MVTRIP system without loss of utility, to include a new upgraded dashboard that displays and performs analytics on the MVTRIP data.

Compatibility with the most common technologies that are being applied in the field.

4.3.3.7 Print on Demand Registration Receipt

Final testing completed and complete print on demand registration receipt system fully operational.

The print on demand process for registration receipts and validation decals is now being implemented; 100% implementation by the end of FY2018.

Progress during FY2018 included the implementation of the print on demand process for Alabama special distinctive license plates.

4.3.3.8 Electronic Vehicle Registration Receipts

Final testing of the system that meets all requirements for producing and transmitting an electronic receipt to registrants' electronic wallets.

4.3.3.9 Fraud Detection Tool Design and Development

Project taken over by ALEA.

4.3.3.10 Vehicle Registration Cards

Improved accuracy of person and vehicle validation from its current value of approximately 90% to 98%.

Successful prototype of barcodes on registration cards in several target beta test areas.

Implement barcodes on registration cards statewide starting in July, 2019.

4.3.3.11 Vehicle Data LETS Integration

Decrease the average time that it takes an officer in the field to obtain vehicle and insurance verification from the current average to less than five seconds.

4.3.3.12 Online Insurance Verification System (OVIS) updates

Detect at least five areas where improvements can be made and develop them during the first year after project initiation.

Regression tested improvements.

4.3.3.13 Effective TZD Infrastructure.

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

4.3.3.14 Addition of the DL Validation to Populate the Vehicle Owner Data in the Title Record.

Fully functional Driver License (DL) number as required part of the title record.

Ability to retrieve the registration record from the vehicle owner's driver's license number.

Ability 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).

4.3.3.15 More Frequent County Uploads of Title Records

Design and development of a virtual real-time system for updating LETS.

Information is available to officers in the field at the point (no more than five minutes after) when the transaction occurs.

4.3.3.16 Electronic Liens and Titles (ELT)

Completed requirements gathering phase for the production of current lien and title information electronically.

Functioning lien and title information system.

4.3.3.17 Automated License Plate Readers (ALPR)

Completed requirements gathering for system to support civil enforcement of registration violations through the use of automated license plate readers (ALPRs).

Completed preliminary and detailed design.

Functioning software to use ALPRs for enforcement of registration laws.

4.3.3.18 Electronic Credentialing (eCredential) Program

Completed requirements gathering for system to support electronic credentialing.

Completed preliminary and detailed design.
Functioning software to perform the electronic credentialing functions.

4.3.4. *Driver Component Projects*

4.3.4.1 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.

4.3.4.2 MIDAS Offender Completion Validation

(Currently this capability does not exist.)

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.

4.3.4.3 Traffic Safety Incident (ULTRA) Data Availability

This system and thus the information that it would generate does not currently exist. This will result in the availability to law enforcement of selected incidents that relate to traffic safety (e.g., habitual drug use). The first prototype should support 50-100 queries per day.

Documentation of the systems analysis necessary to create additional data requirements.

4.3.4.4 Information Mining of the ULTRA Data

Functioning ETL for ULTRA.

ULTRA datasets being processed by CARE.

Resulting CARE outputs.

4.3.4.5 LETS Upgrades for Traffic Safety

(This capability does not currently exist.)

The capability to detect hundreds of serial traffic violators per month based on an expected 50-100 queries per day

4.3.4.6 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.

At least ten new functions added to MOVE over the next five years, on average two per year

4.3.5 *Roadway Data Systems Projects*

4.3.5.1 Improved Data Gathering/Connectivity through eGIS

Centerlines developed for all state roads completed by end of FY2017.

Centerlines developed for at least 50% of county roads and city streets by the end of FY 2019.

ALDOT-maintained location system (for all public roads) route network incorporated into crash locating tools for at least 95% of crash reports;

ALDOT's "all public roads" route network expanded to 80% of all non-State maintained routes.

Infrastructure and tools provided to 90% of local authorities (e.g., City, County, MPO, RPO).

4.3.5.2 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.

4.3.5.3 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).

Improve the optimization process so that an additional benefit of ten lives per year can be saved through roadway improvement projects.

4.3.5.4 Roadway Issue Dispatch (RID) Project

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

4.3.5.5 Roadway Improvement Safety Evaluation (RISE)

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

4.3.5.6 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).

4.3.5.7 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.

4.3.5.8 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 as well as the data elements developed in Project 7 above.

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 SP.

4.3.6 Citations and Adjudication Projects

4.3.6.1 Upgrades to eCite

Reduce the average time of getting citation information into the database from several days to an average of less than one day.

Increase the proportion of agencies on by at least 2% per year.

4.3.6.2 ALEA Motor Carrier Integration – FMCSA compliance

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

4.3.6.3 Citation Adjudication Technology

For all eCite agencies, eliminate the need for paper tickets and officer swearing to the ticket in person at the courthouse.

Reduce the time spent in printing to a few seconds

Reduce the time spent swearing to tickets to a few minutes per day.

4.3.6.4 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.

4.3.6.5 Completing of the eCite Roll-out

At least 95% of municipalities using eCite by the end of 2019.

4.3.6.6 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.

4.3.6.7 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.

4.3.7. *EMS-Medical Surveillance*

4.3.7.1 Complete and Implement RESCUE

Beta test of the RESCUE system completed by the end of the second year from project initiation. This objective has been accomplished.

4.3.7.2 Supporting Software for RESCUE.

Deployed operational support software; number of vendors who are using the supporting software and the support it is providing to RESCUE for effective operation.

4.3.7.3 Develop EMS Version of MOVE

This project has been cancelled due to deciding to go web-based with RESCUE.

4.3.7.4 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.

4.3.7.5 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.

4.3.7.6 Medical Database Access/Integration

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

4.3.7.7 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.

4.3.7.8 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.

4.3.8. *Integration Projects*

4.3.8.1 TSIS/TRCC Coordination

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

4.3.8.2 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.

4.3.8.3 Crash-Injury Data Integration (coordinated closely with item 4.3.7.8 above)

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.

4.3.8.4 Citation-Adjudication Portal

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

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

Addition of at least three new functions to MOVE over the 2018 fiscal year.

4.3.8.6 Mobile Device Technology.

At least three applications ported over to smart phone or smart tablet technology before the end of the 2018 fiscal year.

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

Creation of at least one implemented DDACTS system by the end of FY 2017; e.g., the integration of crash, incident and citation data to determine optimal placement of law enforcement assets.

4.3.8.8 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.

4.3.8.9 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.

4.3.8.10 Safety Portal Full Implementation

The functioning portal with two major CARE/ADVANCE datasets added per year over the planning horizon.

4.3.8.11 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.

4.3.8.12 SafeHomeAlabama.gov

Add 10 pages to SHA and assure that information received is posted out on the web site within one hour of receipt by the end of FY 2018.

Increase the Twitter account that announces all significant updates to SHA to 100 followers.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

Interim TSIS Progress Report May 2018 C323metric.pdf

Interim TSIS Progress Report May 2018 C323metric w data.pdf

Interim TSIS Progress Report C049.pdf

405c-TSIS-2019-2023 Strategic Plan.pdf

Interim TSIS Progress Report May 2018 C049metric w data.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 3/28/2016

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

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 located in the Charter of the Alabama Impaired Driving Prevention Council (AIDPC), as seen below.

Charter of the Alabama Impaired Driving Prevention Council (AIDPC)**Founded July 2013****PREAMBLE**

The impact that impaired driving has on the families of Alabama and its citizens are both devastating and preventable. It is the preventable nature of impaired driving cases that is at the core of the Alabama Impaired Driving Prevention Council. It is the Council's ambition that its formulation will serve to demonstrate that Alabama is resolute about attacking this issue and achieving the goal of zero fatalities at the hand of impaired drivers.

ARTICLE ONE: PURPOSE

The Alabama Impaired Driving Prevention Council (AIDPC) serves as a Driving Under the Influence (DUI) workgroup. It provides leadership and guidance for citizens seeking to significantly reduce the number of collisions, injuries, and deaths caused by impaired drivers. It provides qualitative input and assistance to the legislature, state agencies, and other organizations combating impaired driving and its consequences.

ARTICLE TWO: MEMBERSHIP

2.1 MEMBERS: The AIDPC shall be comprised of agencies, offices, and organizations from public and private sectors of state leadership, each of whom possess a demonstrated interest in impaired driving prevention. The following agencies, offices, and organizations are members:

• Alabama Department of Economic and Community Affairs/Law Enforcement & Traffic Safety Division (ADECA/LETS) • Alabama Beverage Control Board (ABC) • Alabama District Attorneys Association (ADAA) • Board of Pardons and Paroles • Court Referral Program • Department of Forensic Sciences • Department of Public Safety • Member(s) of the Alabama Legislature • Mothers Against Drunk Driving (MADD) • State Coordinator for the Drug Recognition Expert (DRE) Program • Students Against Destructive Decisions (SADD) • Traffic Safety Resource Prosecutor (TSRP) • At least one of the following: o Assistant District Attorney o Certified DRE o District Court Judge o Municipal Court Judge • The chairperson may appoint additional members on an as-needed basis. Any additional member(s) shall be confirmed by a two-thirds committee vote.

2.2 TERM: Each member will serve a term of two calendar years and may be reappointed.

2.3 VOTING: Each member will have one vote. For a vote to take place, representatives of at least eleven members must be physically present.

2.4 RESIGNATION: Any member shall have the right to resign his or her position on the AIDPC. Any resignation should be provided to the Chairman with 30 days' notice. The Chairman may request that another designee be appointed to replace a member for poor attendance.

2.5 DESIGNEES: Designees are permitted and shall have full voting power, except that there will be no designees for the two immediate past chairmen and vice chairmen.

ARTICLE THREE: MEETINGS

3.1 REGULAR MEETINGS: The AIDPC shall meet semi-annually at a time and location specified by the chairman.

3.2 SPECIAL MEETINGS: In addition to semi-annual meetings, special meetings for a stated purpose may be called by the chairman.

3.3 NOTICE: Notice of each meeting will be given at least seven calendar days in advance, by mail and/or email.

3.4 LOCATION: Meetings shall be held at a location place chosen by the chairman, with due consideration given to the convenience of all members and staff suitable for the occasions.

3.5 PROCEDURE: AIDPC shall follow parliamentary procedure as set forth in Robert's Rules of Order, newly revised, except when they conflict with this charter.

3.6 MINUTES: AIDPC shall take and maintain meeting minutes, including a record of the members present.

3.7 PLANNING: The Office of Prosecution Services will serve as a resource and provide logistical support for meeting location, preparations, notice, and minutes.

3.8 ATTENDANCE: Member organizations are allowed to have multiple representatives attend meetings. On such occasions the member organization must designate one person as the voting member.

3.9 APPROVAL: Members will develop and approve the Impaired Driving Strategic Plan.

ARTICLE FOUR: OFFICERS

4.1 CHAIRMAN AND VICE CHAIRMAN: There shall be a chairman and vice chairman. The chairman and vice chairman shall serve for a period of two years and may be reelected.

4.2 SECRETARY: The duties of the Secretary shall serve for a period of two years and may be reelected.

4.3 VACANCIES: Should a chairman resign prior to the expiration of his or her term, the vice chairman shall automatically become chairman and shall serve until the predecessor's term would have expired. Should a vice chairman resign prior to the expiration of his or her term, the chairman shall appoint an interim vice chairman to serve until the next regular meeting, at which time the members shall elect a vice chairman to serve until the predecessor's term would have expired.

ARTICLE FIVE: COMMITTEES

5.1 COMMITTEES: The following committees should be organized, chaired, and populated as necessary to accomplish the goals of the AIDPC: • Education/Prevention • Enforcement/Prosecution/Adjudication • Legislation • Treatment/Rehabilitation/Diversion

5.2 SPECIAL COMMITTEES: The chairman shall appoint or disband such special committees as necessary for the efficient operation of the AIDPC.

5.3 EXECUTIVE COMMITTEE: There shall be an Executive Committee, comprised of the following persons, to accomplish the goals of the AIDPC. • Chairman • Vice Chairman • Immediate past chairman • Immediate past vice chairman • Four committee chairmen or designees

5.4 COMMITTEE VOTING: Member organizations may be represented on multiple committees and may have designees attend committee meetings. Each member organization will have one vote per committee.

ARTICLE SIX: AMENDMENTS

6.1 This charter may be altered, amended, or repealed and a new charter may be adopted by a two-thirds vote of the membership representing a quorum thereof at any regular meeting of the AIDPC when a proposed amendment has been distributed with notice of such meeting.

6.2 For purposes of this Article, one-third of the membership plus one member constitute a quorum.

Further information can be found in section 2.1 of the Strategic Plan, as follows:

2.1 Alabama Impaired Driving Prevention Council (AIDPC)

The Alabama Impaired Driving Prevention Council (AIDPC) was assembled to develop and approve this plan and to assure 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 in Table 2.1. 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 to the program as described in the ID Strategic Plan.

The IDSP was very heavily 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.

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 11/5/2017

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

NAME	AGENCY	TITLE	FUNCTION
Adair, Bill	Alabama District Attorneys Association	President	Prosecution
Anthony, Terry	Pardon & Parole	Director of Service	Field Probation
Babington, Bill	Alabama Department of Economic Community Affairs	Division Chief	SHSO
Blankinchip, Sgt. Chad	Alabama Law Enforcement Agency	DRE Coordinator	State Law Enforcement
Brown, Dr. David	University of Alabama	Professor – CAPS	Data/Traffic Records
Brown, Lt. Chris	Alabama Law Enforcement Agency	Motor Carrier Unit	Law Enforcement
Burleson, Richard	Alabama Department of Public Health	Director, of Review	Fatality Public Health
Hamilton, Angie	Prosecutor	ADA, Lauderdale Co.	Prosecution
Harper, Dr. Curt	Alabama Department of Forensic Science	Toxicology of Discipline Chief	Drug Toxicology
Harris, Jason	Alabama Office	Court Referral	Treatment & Rehabilitation

	of Courts	Program Specialist		
Jones, Jay	Lee County Sheriff's Office	Sheriff	Law Enforcement	
Jones, Mike	Legislator	State Representative, 92nd District	Communication	
King, Bettye	Municipal Clerk's Association	Municipal Clerk - Birmingham	Communication	
Lindsey, Bill	Office of Prosecution Services	of TSRP	Prosecution/Communication	
Medley, Carole	Hon. Judiciary	District Judge, Lauderdale Co.	Adjudication	
Morton, Pamela	MADD	State Services Coordinator	Victim Communication	
Peacock, David	Alabama Beverage Control	Enforcement Attorney	Communication/Law Enforcement	
Penton, Cpl. Jay	Alabama Enforcement Agency	Law Highway Patrol DRE Coordinator	Law Enforcement	
Robinson, Michael	Alabama Enforcement Agency	Law Chief Counsel	Drivers Licensing	
Sparks, Andra	Hon. Judiciary	Municipal Judge - Birmingham	Adjudication	
Turner, Dr. Greg	Alabama Department of Forensic Science	Technical Director, Breath of Implied Consent Unit	testing/Ignition	

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

No

List the page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Prevention:	35
Criminal justice system:	40
Communication program:	63
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation:	69
Program evaluation and data:	72

Upload a copy of the Statewide impaired driving plan. The strategic plan must contain the following information, in accordance with part 3 of appendix B: (i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval; (ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication; (iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8—Impaired Driving, which, at a minimum, covers the following— (A) Prevention; (B) Criminal justice system; (C) Communication programs; (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and (E) Program evaluation and data.

Statewide impaired driving plan type:

Revised

Documents Uploaded

ID 2019-2021 Plan for 2019 HSP-v08.pdf

11 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

FY19ALCertifications.pdf

Certifications and Assurances
for Fiscal Year 2019 Highway Safety Grants
(23 U.S.C. Chapter 4 and Sec. 1906, Pub. L. 109-59, as Amended)

[The Governor's Representative for Highway Safety must sign these Certifications and Assurances each fiscal year. Requirements that also apply to subrecipients are noted under the applicable caption, and must be included in agreements with subrecipients.]

State: Alabama

By applying for Federal grants under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office, through the Governor's Representative for Highway Safety, agrees to the following conditions and requirements.

GENERAL CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that—

- I have reviewed the information in support of the State's application for 23 U.S.C. Chapter 4 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- In addition to the certifications and assurances contained in this document, I am aware and I acknowledge that each statement in the State's application bearing the designation "CERTIFICATION" or "ASSURANCE" constitutes a legal and binding Certification or Assurance that I am making in connection with this application.
- As a condition of each grant awarded, the State will use the grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants, including but not limited to—
 - 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
 - Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
 - 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
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award. If NHTSA seeks clarification of the State's application, I authorize the State Highway Safety Office to provide additional information in support of the State's application for a 23 USC Chapter 4 and Section 1906 grant.

SECTION 402 CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby affirm that—

- 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))
- The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
- 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 for the benefit 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 for the benefit 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.)
- 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))
- The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
- 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 Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
- 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))
- The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

OTHER REQUIRED CERTIFICATIONS AND ASSURANCES

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following additional certifications and assurances:

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;
- A unique identifier (DUNS);
- 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 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) and 49 CFR part 21;
- **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;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and

- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding

recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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-award 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 Act

(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.

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

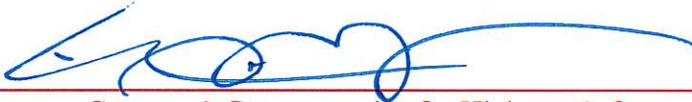
In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National 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.

I understand that the information provided in support of the State's application for Federal grant funds and these Certifications and Assurances constitute information 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.



Signature Governor's Representative for Highway Safety



Date

William M. Babington

Printed Name of Governor's Representative for Highway Safety