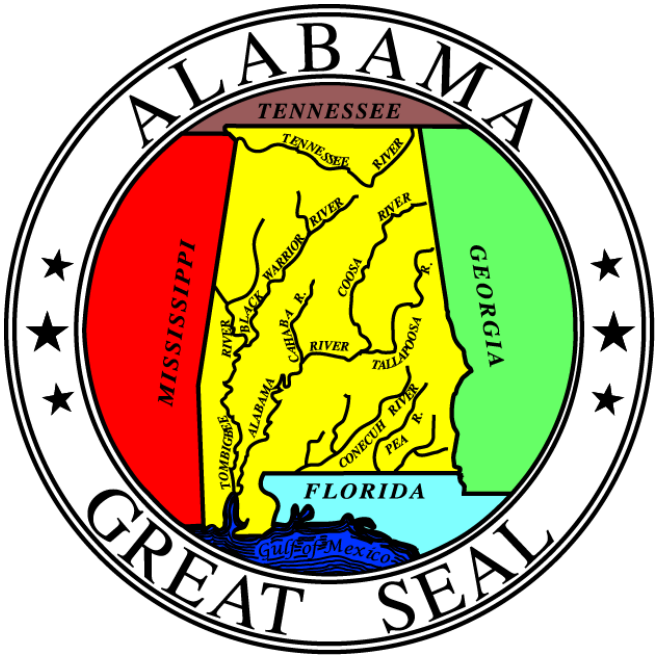
State of Alabama Fiscal Year 2022 Annual Report



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Executive Summary

Organizational Placement and Major Functions of AOHS

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

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

The National Highway Traffic Safety Administration (NHTSA) is the Federal agency, and AOHS operates within the Section 402 Program it administers. Their role is to provide oversight and funding to the various traffic safety projects that are eligible for this support throughout the state. The various projects will be detailed below in this Annual Report.

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

Vision, Mission, and Overall Program Goal

AOHS has worked with the Traffic Safety community in the State to establish the following Vision Statement:

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

To promote movement toward its vision the following mission statement was developed for Alabama:

Conduct Evidence-Based Enforcement (E-BE) coupled with Public Information and Education (PI&E) and other supportive countermeasures that will reduce fatalities and injuries by focusing on the locations identified for speed and impaired driving hotspots with additional strong consideration to hotspots where deficiencies in occupant protection and distracted driving are found.

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

While these goals aim for long-term, incremental improvement, it is recognized that the loss of each life is a tragedy that should not be tolerated. While the ultimate objective is zero deaths, the state has worked toward this target with incremental goals along the way. In 2006, the goal was: "*To reduce the fatal mileage rate in Alabama by 25% from 2.0 in 2006 to 1.5per 100 million vehicle miles traveled by calendar year 2013."* As can be seen from the following table that presents the annual fatality rate in fatalities per hundred million vehicle miles, this goal was quickly met in 2009.

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

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

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

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

The highest-level strategic program goal is as follows:

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

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

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

While an average of 18 fatalities per year might seem a modest number, if this reduction were maintained as the average over a 25-year period it will save more than 5,600 lives, which would be a major accomplishment. The goal here is to continue the downward trend that was established in the 2007–2011 time frame, which reversed the alarming increase in fatalities that preceded 2007. Also, if the 2% of the base year is viewed as a percentage of the years in which reductions have taken place, this percentage grows linearly until in the 25th year it amounts to 4% of the previous year.

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

Time Frame	Three Year Average	Differential	Percent Decrease	Goal Achieved?
2011-2013	870.3	---	---	
2012-2014	846.0	24.3	2.8%	Yes
2013-2015	840.7	5.3	0.6%	No
2014-2016	906.0	-65.3	-7.8%	No
2015-2017	961.7	-55.7	-6.15%	No
2016-2018	996.3	-34.6	-3.6%	No
2017-2019	944	52.6	5.28%	Yes
2018-2020	939	5	0.5%	No
2019-2021*	949.7	-10.7	-1.13%	No

It is now recognized a major part of the extremely large reduction was due to a recession in the economy coupled with higher fuel prices. This is not to say that traffic safety efforts during this period did not play a part. However, the uniformity of the program over this time frame would indicate that the underlying part that they played was no more than what would be expected.

Tables 3a and 3b present a summary of all crashes for the Calendar Years 2011-2021 with Alabama Data.

*State Data

Table 3a. Summary of All Crashes – CY 2011-2016 Alabama Data

Performance Measures	2012	2013	2014	2015	2016
Fatal Crashes	815	745	737	739	992
Percent Fatal Crash	0.63%	0.59%	0.55%	0.50%	0.64%
Injury Crashes	27,551	26,810	28,019	30,858	32,561
Percent Injury Crashes	21.45%	21.15%	21.04%	20.93%	20.89%
PDO Crashes	101,706	100,675	100,319	111,674	118,268
Percent PDO Crashes	79.18%	79.43%	75.33%	75.74%	75.89%
Total	128,442	126,740	133,175	147,452	155,851

Table 3b. Summary of All Crashes – CY 2017-2021 Alabama Data

Performance Measures	2017	2018	2019	2020	2021
Fatal Crashes	857	866	844	853	885
Percent Fatal Crash	0.55%	0.54%	0.53%	0.64%	0.58%
Injury Crashes	32,240	32,172	31,393	26,391	28,187
Percent Injury Crashes	20.53%	20.14%	19.78%	19.69%	18.55%
PDO Crashes	119,397	122,401	122,256	103,294	118,876
Percent PDO Crashes	76.05%	76.67%	77.04%	77.06%	78.23%
Total	156,993	159,655	158,687	134,040	151,954

Program Area- Planning and Administration

Overview

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

Performance Measures

Projects under Planning and Administration do not directly affect the performance measures listed in the FY 22 HSP for Alabama. However, the activities conducted by administrators and grant staff in these programs support the activities of the AOHS.

Planning and Administration

Total Fiscal Year 2022 Expended Funds –$ 175,548.60
Funding Source – FAST Act Section 402

P&A costs for FY 22 included both direct and indirect costs for personnel with their associated expenses. Personnel in the direct cost category included the Public Safety Unit Chief and Highway Safety Unit Chief who spent 50% and 100% of their time on highway traffic safety related issues, respectively. Personnel in the indirect cost category used the ADECA Indirect Cost Rate, which included the LETS Division Chief/GR, an Administrative Assistant, the LETS Accounting Unit Manager and one Accounting Staff Member devoted to highway traffic safety. All P&A costs were split 50% Federal and 50% State.

Community Traffic Safety Programs

Total Fiscal Year 2022 Expended Funds - $ 775,818.25
Funding Source – FAST Act Section 402

There are four Community Traffic Safety Program (CTSP) regions in Alabama. These regional offices serve as the main coordination center for traffic safety programs in the State. These offices coordinate traffic safety enforcement, educational and training programs for local communities. Most of the funding received by the AOHS is awarded to these regions for disbursement through professional service agreements to municipal, county and state law enforcement agencies. There is also a full time ADECA Program Manager and Program Supervisor who work 100% on the CTSP program.

The CTSP regions participated in four statewide enforcement campaigns in 2022. These campaigns took place during June and Labor Day holiday periods. An additional High Visibility Enforcement campaign focused on impaired driving was conducted year-round. However, there are heightened, "peak" periods of activity coupled with paid media campaigns during Christmas/New Year's, and Fourth of July holiday periods. Alabama also participated in the statewide speed campaign, Southern Slow Down during the third week in July.

Program Area- Police Traffic Services

Overview

To implement the State's Evidence-Based Enforcement Plan, there were four local Selective Traffic Enforcement Program (STEP) projects during the year as well as one statewide STEP project. Each of these STEP projects focused on Hotspot crashes and the problem locations that were 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.

Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	961
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2022	5 Year	6,000
2022	C-3) Fatalities/VMT (FARS, FHWA)	2022	5 Year	1.40
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	5 Year	370
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Year	263
2022	C-6) Number of speeding-related fatalities (FARS)	2022	5 Year	255
2022	C-7) Number of motorcyclist fatalities (FARS)	2022	5 Year	84
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2022	5 Year	11
2022	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2022	5 Year	129
2022	C-10) Number of pedestrian fatalities (FARS)	2022	5 Year	115
2022	C-11) Number of bicyclists fatalities (FARS)	2022	5 Year	7
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	5 Year	92.5

Crash Summary

Performance measures in Alabama are set using averages from the previous five years of crash data, and a full analysis of the state's progress can be found starting on page 41. However, it can be useful to monitor progress of projects based on the previous year's crash data to gauge effectiveness of activities conducted throughout the fiscal year. In Alabama in 2021, 985 people were killed on the highway, up from the 2020 total of 934 fatalities (FARS). Serious Injuries increased to 5184 in 2021 from 4,779 in 2020.Unrestrained Passenger Vehicle Occupant Fatalities decreased from 384 in 2020 to 369 in 2021. The State Observed Seat Belt Use Rate was 92.7 % in 2022. The Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC increased to 264 in 2021 from 236 in 2020. The number of Speeding-Related Fatalities increased from 265 in 2020 to 282 in 2021.

Police Traffic Services Programs

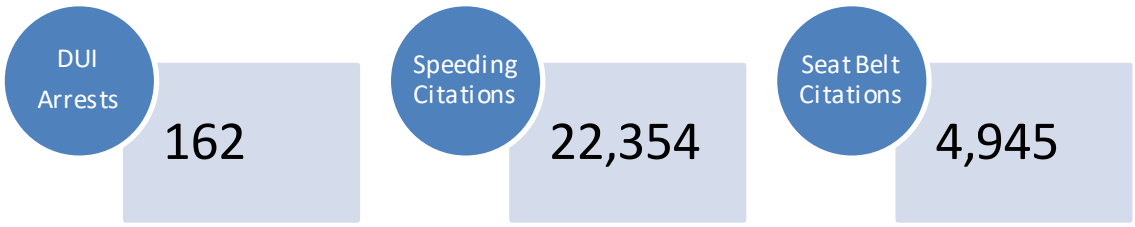
Total Fiscal Year 2022 Expended Funds - $ 2,941,069.99

Funding Source- FAST Act Section 402

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

Within the larger enforcement campaign, AOHS also had their CTSP/LELs participate alongside ALEA in the fourth annual statewide speed initiative, "Southern Slow Down". This week-long innovative partnership among NHTSA Region 4 States has been widely accepted and generally successful. Throughout the year officers worked 73,050 hours total and made a total of 160,553 contacts.

Enforcement Results



*Participating agency list found in Appendix A

Program Area- Occupant Protection

Overview

The major goal of the AOHS Occupant Protection plan is to ensure resources dedicated to occupant protection are allocated in a manner to bring about the maximum traffic safety benefits to the roadway users of the State. The plan considered all restraint programs to be conducted in Alabama over a five-year planning horizon with special emphasis on those that were proposed to be funded under the 405b Occupant Protection Grants and 402 Grants section for FY 2022.

In FY 2022, Alabama allocated funds for projects that employed a combination of countermeasures to have the greatest impact in reaching program goals. These projects included High Visibility Enforcement (HVE) efforts paired with paid media campaigns, observational survey evaluation, and Child Passenger Safety training.

Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	961
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2022	5 Year	6,000
2022	C-3) Fatalities/VMT (FARS, FHWA)	2022	5 Year	1.40
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	5 Year	92.5

Crash Summary

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Click It or Ticket High Visibility Enforcement

Total Fiscal Year 2022 Expended Funds - $150,567.42
Funding Source –FAST Act Section 402

Alabama conducted the state's Click It or Ticket (CIOT) High Visibility Enforcement program for a two-week period from May 23 through June 5. In addition to a paid media effort, the enforcement program consisted of members from 83 law enforcement agencies from the municipal to the state level (Municipal Agencies: 53; County Sheriffs: 14; State Police Districts: 16*). The officers worked 4,450 total hours. The total number of all contacts throughout the campaign was 14,103.

Click It or Ticket Paid Media Campaign

Total Fiscal Year 2021 Expended Funds - $339,516.78
Sources – FAST Act 405b High

The 2022 CIOT Media Campaign included placement of approved, paid CIOT programming on broadcast and cable TV, radio spots, and digital ads May 10- June 6, which includes the enforcement period.

The CIOT Statewide Mobilization played a critical role in the effort to keep people safe on the state's roads and highways. In the June time frame, paid and bonus commercials supplemented law enforcement agencies statewide as they conducted a zero-tolerance enforcement of seat belt laws with a special emphasis on young males. Further, electronic billboards, online ads, digital music streaming services, gas station toppers, and theater screens were employed to reach the target audiences. These efforts were aimed at yielding increases in seat belt use. Throughout the campaign, Auburn Media Production Group placed 572,594 paid media commercial ads on local and broadcast television and radio stations, along with Hulu and SpotX placements. There were 4,365,634 digital impressions and 40,695,010 out of home placements in the same time frame.

*Participating agency list found in Appendix A

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

Media Components	
	Broadcast Television: The broadcast television buys focused on programming in prime times: early morning (M-F, 7A- 9A) and evenings (M-F, 5P-Midnight). Selected weekend day parts, especially sporting events, were also approved if the media programming would appeal to the target group.
	Cable Television: The large number of cable networks in Alabama can be effective in building frequency for the male 18-34 target market. The buys focused on the following day parts: early morning (M-F, 7A- 9A) and evenings (M-F, 5P-Midnight) with selected weekend day parts, especially sporting events. Paid scheduling was placed for networks that cater to males in our target, such as CNBC, ESPN, Fox News and Fox Sports, CNN, etc.
	Radio:The campaign targeted that same key at-risk group, 18-34-year olds, particularly males. The buy focused on the following day parts: morning drive (M-F, 7A-9A), midday (M-F, 11A-1P), afternoon (M-F, 4P-7P), evenings (M-F, 7P-Midnight). Selected weekend day parts were considered as well.
	Digital Media: Digital media is a rapidly evolving platform in media consumption. For the CIOT campaign, ads were placed in a variety of digital sites such as Facebook, YouTube and Bleacher Report; ads were also placed on streaming services such as Pandora and Spotify.
	Out of Home:Electronic billboards were leased in major markets where space was available. Several designs were retagged 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. Out of Home placements ran a total of 40,695,010 exposures.

Evaluation of "Click It or Ticket" 2022

Total Fiscal Year 2022 Expended Funds - $215,784.93
Funding Source- FAST Act Section 405b High

"Click It or Ticket" evaluation was conducted between April 25 and June 16, 2022 in Alabama. Seat belt use was evaluated in two primary ways: (1) by direct observation of vehicles, based upon a carefully designed, NHTSA-approved, sampling technique, and (2) through a telephone survey. Before and after seat belt usage rates were evaluated by direct observation, and after seat belt self-reported usage rates were evaluated through the telephone survey.

The evaluations showed that the CIOT program is producing positive results. Most Alabamians are getting the message and know that they should be wearing their seat belts. The restraint usage rate based on calculations with the observation data is 92.7 % in 2022, pending NHTSA approval.

Click It or Ticket Team

The 2022 Click It or Ticket campaign was conducted by a partnership of agencies and organizations. The magnitude of the total effort may be gathered from the Table below:

Table 1: Agencies and Organizations in 2022 "Click It or Ticket" Team

LETS (ADECA)	Law Enforcement and Traffic Safety Division of the Alabama Department of Economic and Community Affairs	Lead agency, organized project, secured partners to conduct project, coordinated activities, funded project.
NHTSA	National Highway Traffic Safety Administration	Key federal agency that encourages safety, provided Section 405 funding for LETS to conduct project.
ALEA and local law enforcement agencies	Alabama Law Enforcement Agency Local law enforcement agencies	Conducted enforcement for seat belt use.
ALDOT	Alabama Department of Transportation	Used changeable message signs along highways to emphasize the "Click It or Ticket" program.
CTSPs	Community Traffic Safety Program Coordinators	Regional coordinators for LETS, assisted in local public relations, planned local law enforcement checkpoints, etc.
Research Strategies, Inc.	Research Strategies, Inc. Mobile, AL	Engaged to conduct the pre- and post-media observational surveys and involved in recruiting and training personnel to conduct the surveys. Also conducted the phone surveys to evaluate the media campaign.
AMG	Auburn Media Group Auburn, Alabama	Engaged to produce ads, place ads in various media, conduct public relations portion, and support the project.
UA/ATI/CAPS	University of Alabama, Alabama Transportation Institute, Center for Advanced Public Safety	Engaged to assist in coordination of project, evaluation of results, and preparation of project final report. Contracted company to conduct observational and phone surveys. Computed the observational rate and completed NHTSA certification forms.

Research Strategies, Inc. conducted post-telephone interviews after the 2022 CIOT campaign. Random telephone numbers were used until results from a total of 504 complete interviews were collected.

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

Interview Results The most important questions dealt with the respondent's use or non-use of seat belts. This information is captured in Table 5, stratified by gender, age, and race. Results were positive; the most frequent answer was "All of the time." It was given by over 89% of the respondents.

Table 2: Telephone Survey, Frequency of Seat Belt Usage

Respondents	All of the time	Most of the time	Some of the time	Rarely/Never
Total (N = 468)	89.3%	6.9%	0.6%	3.2%
Male (N = 217)	84.3%	8.8%	1.4%	5.5%
Female (N = 251)	93.6%	5.2%	0.0%	1.2%
Age 19-24 (N = 18)	72.2%	22.2%	0.0%	5.6%
Age 25-44 (N = 151)	87.4%	9.3%	0.7%	2.6%
Age 45-64 (N = 190)	90.5%	4.7%	1.1%	3.7%
Age 65 and up (N = 109)	92.7%	4.6%	0.0%	2.7%
White (N = 334)	89.2%	6.0%	0.9%	3.9%
Non-White (N = 115)	88.7%	9.6%	0.0	1.7%
Hispanic (N = 7)	85.7%	14.3%	0.0%	0.0%

Source: "Seat Belt Tracking Surveys: Alabama 2022" and Banner Reports prepared by Research Strategies, Inc.

Noteworthy points are that following the 2022 campaign 59% of the respondents reported having heard the "Click It or Ticket" slogan in the past 30 days. Also, 91.5% of those surveyed feel it is important for police to enforce seat belt laws.

Occupant Protection and Child Restraint Use Observational Surveys

TSA issued new Uniform Criteria for State Observational Surveys of Seat Belt Use in 2011. The final rule was published in Federal Register Vol. 76 No. 63, April 1, 2011, Rules and Regulations, pp. 18042 – 18059. The survey plan used represents Alabama's response to the requirement to submit to NHTSA a study and data collection protocol for an annual state survey to estimate passenger vehicle occupant seat belt and child safety restraint use. The plan is fully compliant with the Uniform Criteria and was used for the implementation of Alabama's 2022 seat belt survey. There are a total of 349 sites spread over 41 counties. New observation sites must be determined every five years.

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

Observational Surveys of Occupant Restraint Use

Field observation surveys were performed to measure shoulder seat belt use rates by drivers and front seat outboard passengers in passenger motor vehicles. The observation surveys were performed in 41 Alabama counties at two different times during the campaign to collect a pre-campaign rate and a post-campaign rate. These counties are identified in Table 3. These counties and the sites within them were chosen to satisfy the NHTSA guidelines. The observational sites must be reselected every five years according to NHTSA requirements. The sites are selected from the counties with the top 85% of the fatalities from the state. Sites were re-selected in 2018 so this is the fifth and last year to use these specific sites.

Table 3: Seat Belt Observation Counties

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

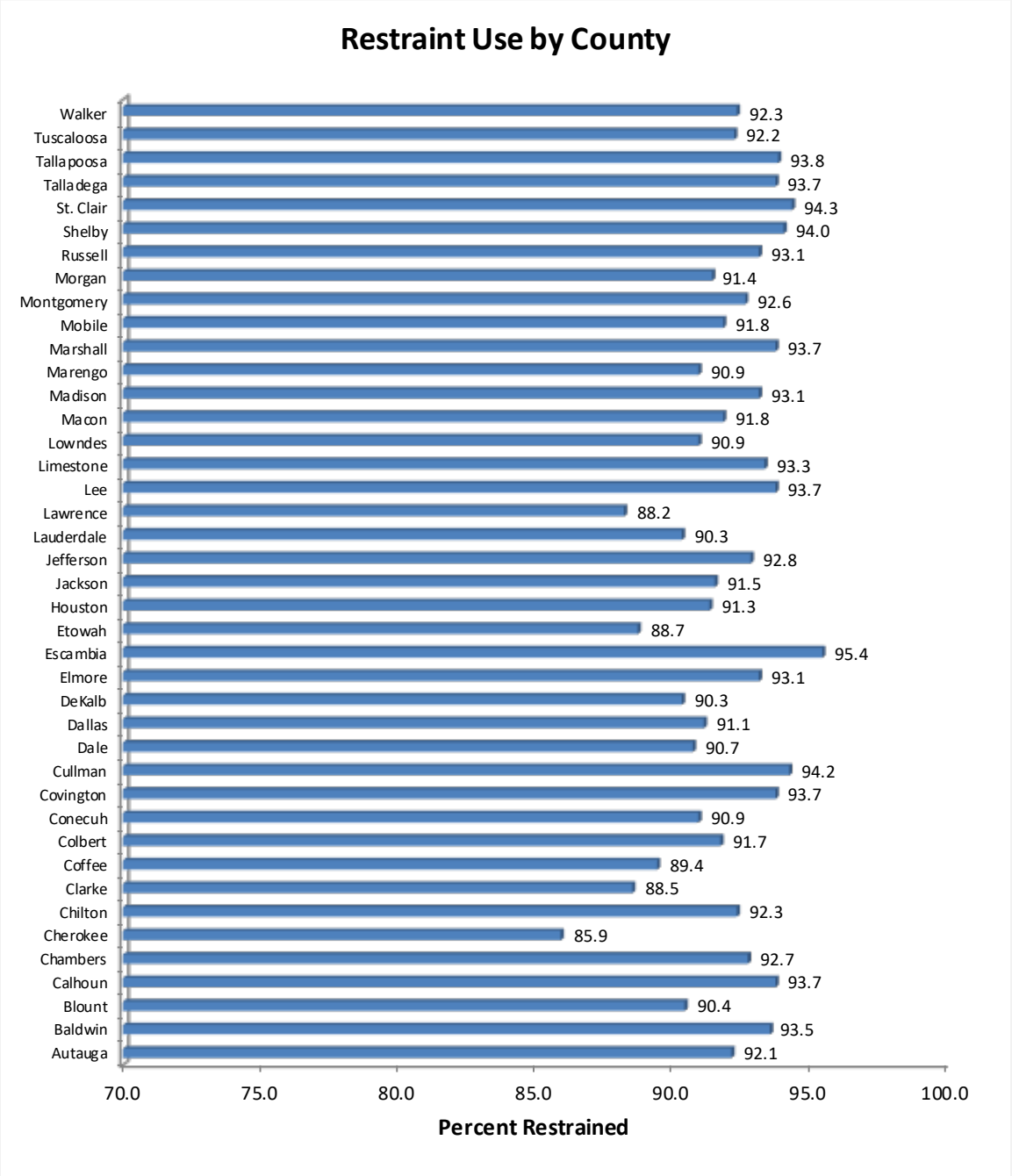
Seat Belt Survey Results

A total of 80,628 front seat occupants were observed at sites scattered among 41 selected counties for the observational surveys. There were 40,550 front seat occupants observed during April 25 – May 8 for the pre-media campaign period. There were 40,078 front seat occupants observed June 5 – June 16 during the post-media campaign.

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

- Restraint use is 92.7% for 2022. The rate between 2015 and 2022 has remained fairly consistent, varying from 93.3% in 2015 to 92.7% in 2022.
- Women wore their seat belts a greater percentage of the time than men (96.0% vs. 87.8%). These are raw percentages before weighting.
- Drivers of certain types of vehicles have historically been less likely to wear their seat belts. The highest usage rate in 2022 was SUV (94.6%) and the lowest usage rate was Truck (85.5%). These are raw percentages before weighting.

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



Child Restraint Observational Survey

The child restraint survey took place at 10 randomly selected sites in each of the 15 counties. At least one site from each Annual Daily Traffic (ADT) category was surveyed in each county chosen. Each site required one hour of direct observation. The survey required a total of 150 hours of direct observation. All children who appeared to be age five and under were observed, in any position in the car. The survey sites selected proportionally reflect road travel in urban and rural areas and account for road volume. The survey results measured a proportional distribution which resembles the statewide population. The survey was conducted during the month of July 2022.

Child Restraint Survey Results

The survey team observed a total of 2,058 vehicles while observing children, approximately aged five and under, in any position in the vehicle. Alabama was estimated to have a child restraint usage rate of 93.4% which is 0.7% percentage point higher than the last survey done, the 2021 rate of 92.7%. There were 15 counties in the survey. The county results are listed below:

County	Total number of Car Seat/Seatbelt	Total number of rows	Rate
Blount	122	137	0.891
Colbert	120	126	0.952
Escambia	116	122	0.951
Etowah	142	155	0.916
Houston	145	157	0.924
Jefferson	109	114	0.956
Lawrence	84	85	0.988
Lee	178	189	0.942
Madison	155	164	0.945
Marshall	147	158	0.930
Mobile	134	147	0.912
Montgomery	138	148	0.932
Shelby	161	170	0.947
Tuscaloosa	84	88	0.955
Walker	87	98	0.888
Total	**1922**	**2058**	**0.934**

Child Passenger Safety (CPS) Program

Total Fiscal Year 2022 Expended Funds - $ 115,803.85
Funding Source- FAST Act Section 405b high

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

Program Goal – Decrease rate of motor vehicle related child deaths by 10 percent from the 2019 baseline of 46

Data from the 2018 and 2019 Alabama Child Death Review (ACDRS) were compiled and published during the FY 2021 grant year and has not been updated in FY 2022. The number of motor vehicle-related child deaths in 2019 increased to 58, which is up 23.4 percent from 2018. *

- *Objective 1: Increase the number of certified CPS instructors and Lead instructors (Ll)s in the state by 50 percent from 8 to 12 by September 2022*

  Children's Hospital of Alabama resumed training in the spring of 2022. One district coordinator and two ADPH employees attended CHA's certification course in May. Two District Coordinators (DCs) participated as course assistants in Georgia in June 2022 and became eligible to pursue instructor candidacy. Program Coordinator (PC) became a certified Child Passenger Safety (CPS) instructor in July 2022. During the year two technicians became instructors, and two technicians completed instructor candidacy. This shows progress but falls short of the stated objective.

- *Objective 2: Increase the number of certified CPS technicians in the state by 5 percent from 227 to 239 by September 2022*

  ADPH actively emailed technicians due for recertification throughout the year and informed them of the options available. SafeKids announced that the seat check observations that are required for recertification could be replaced with additional continuing education units (CEU). Out of the 64 technicians up for recertification this year, 32 renewed their certification for a percentage of 50%. SafeKids' website shows a total of 101 CPS techs in Alabama.

*At the time of this report, this is the most up to date information

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

  There was a lot of activity conducted to meet the objective of increasing program awareness. The Project Coordinator (PC) worked with ADPH Health Media and Communications Division to create a media ad that advertised fitting stations around the state. The ads ran in magazines whose target audience are parents with young children. The magazines were distributed to hospitals, pediatric offices, family practices, dental offices, and daycares. ADPH also launched a social media campaign in September of 2022 to increase awareness of the state seat belt law and to promote use. The ads ran through the entirety of September. The campaign resulted in 1,238,425 impressions and 1,605 click throughs to the ADPH website.

  The updated CPS fitting station list* was added to the website, as well as each DC's contact information. Educational materials and car seat guidelines are available on the website. Information on CPS certification sessions will be added once course dates are finalized for FY 23. All content can be found at https://www.alabamapublichealth.gov/injuryprevention/child-restraint-materials.html.

  Informational brochures were distributed to 116 families during car seat checks and installations in Montgomery. Additionally, ADPH CPS staff members shared information about car seat safety and installation with parents who participate in the Elmore County Hippy Program. Flyers were also provided to Fairhope Library, Montgomery YMCA, and Khairi and Little Angels' Memorial, and Family Health Services in ADPH. The brochure includes information about the Alabama Child Restraint Law, American Academy of Pediatrics recommendations, and helpful installation tips for parents and caregivers. Brochures are printed in ADPH's on-site print shop and are distributed at ADPH's car seat clinics. The brochure was added to the ADPH webpage, to allow the public to download and print copies.

*Updated Fitting Station is found in Appendix B

Program Area- Traffic Records

Overview

AOHS recognizes that Traffic Records is a critical component of the highway safety program. FY 22 projects in the Traffic Safety Information Systems (TSIS) areas were conducted with the concurrence of the Traffic Records Coordinating Committee (TRCC). AOHS continued funding for the development of several projects with the goal of improving data quality, timeliness, uniformity, and completeness.

Performance Measure

Traffic Records projects were not directly tied to a specific FY 22 Performance Measure. However, capturing, compiling, and analyzing crash statistics and other related data points is a crucial part in AOHS's planning and evaluation process.

Alabama Traffic Records Coordinating Committee (TRCC)

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

Traffic Records Strategic Planning

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

The TRCC establishes policies, sets strategic goals for project development, approves projects within the strategic plan, and authorizes funding. Membership of the committee includes representation from all stakeholder agencies. The Chair has the responsibility for directing the implementation of the Traffic Records Strategic Plan.

The TRCC meets at least three times a year qualifying the state for federal funding for traffic records. The group met in January, April, and June in 2022. Presentations were given at each meeting that review progress, present the latest innovations of each of the involved agencies, and plan for the next years' strategic plan update. Minutes are taken at each meeting to have a record of the meeting and preserve important ideas, actions taken and status updates. The TRCC submitted a Traffic Safety Information Systems Strategic Plan (FY 2022- 2026), and an application for a grant to NHTSA in July 2021. The Strategic Plan is updated each year to cover an advancing five-year time period. The overall strategic planning effort of the TRCC, as reflected in the Traffic Safety Information System Strategic Plan, is quite comprehensive.

Traffic Safety Technical Development Projects

Total Fiscal Year 2022 Expended Funds – $ 735,417.40
Funding Source – FAST Act Section 405c

CAPS and ATI and the AOHS in ADECA/LETS continue to make the most of a long-standing relationship that has been mutually beneficial for many years, not only for one another but for traffic safety in the State of Alabama. This grant had several projects in the scope of work for FY2022, which are described below after the corresponding goal and objective:

MOVE: Stage 1 Development

1. To assure that the ultimate development will be optimized so that the various systems currently operating under MOVE will continue to function properly.
    - Started development to integrate existing Alabama applications into the next generation MOVE framework.
    - Held internal development meetings to further discuss design and development principles of the MOVE framework.
    - Added feature to allow user to trigger for manual hardware detection.
2. To coordinate redesigns to assure that the changes in MOVE's underlying applications involve as much code sharing as possible.
    - Added ability for user to restart Windows service responsible for data communication.

eCite: Stage 1 Development

1. To design into eCite new and improved features while assuring that the current features of the existing eCite system are not jeopardized.
    - Internal team meetings concentrating on the design and technology of next eCite framework, Universal Forms Platform (UFP) framework.
    - Developed UI components for the dashboard and data entry within the entry client.
    - Started process of standardizing API interfaces and endpoints to facilitate stable, consistent, and efficient communication between the entry client and server.
2. To verify that all endpoints that exist within the current eCite system related to the citation (courts, etc.) are maintained.
    - Continued gathering information from current eCite implementation to further drive design decisions and technology considerations.
    - This was verified with the first beta release, and it is being monitored as the project continues.

3. To gather feedback from field users about any needed changes to eCite (e.g., additional fields, etc.)
    - Gathered information from current eCite implementation to further drive design decisions and technology considerations.
4. To create rapid prototypes using the latest framework available and/or using existing mockup tools.
    - Created user client shell for further implementation.

eCrash: Complete Stage 1 Development

1. To work with and support ALEA IT as they make the necessary changes to accommodate the new version.
    - Continued to update eCrash system framework to support MMUCC 5 crash report data collection.
    - Completed analysis and assessment on different options to integrate eCrash 2.0 into the current Alabama environment.
    - Held standing internal meetings to discuss design and development principles of the eCrash framework.
2. To support third party vendors as they make the necessary changes to accommodate the new version.
    - Added functionality to API to support hierarchical agency structure report download.
    - Created documentation for API
3. To develop beta testing for a select ALEA group.
    - Performed preliminary beta testing procedures in preparation for RouteID and milepoint distance updates.

MapClick Improvements

1. To identify all current MOVE-affiliated uses of direct and indirect location attachment to records and evaluate the role that MapClick can or should play in providing accurate and complete location information.
    - Completed development of county update system. This will allow for updated location data to be downloaded by the user without the release of a new version of MapClick.
    - Prepared v1.3 of MapClick for internal testing. Scheduled to release v1.3 to all users in early October. This release will include the aforementioned county update system.
    - Work began on integrating with the latest ALDOT eGIS ESRI updates
        - New method for accessing the latest routes
        - New methods for keeping events in sync with eGIS
2. To provide training to assure that MapClick innovations will be well received by officers at all levels.
    - The process of updating and providing training for the added RouteID and Milepoint distance data to augment the current MapClick export has continued. Additional training will be conducted as other updates are released.
3. To support the MapClick improved crash location capability by obtaining feedback from the officers to which is it deployed.
    - Work was completed on improving the nightly route/link/node updates.
    - Additional feedback is expected until all of the updates are made.
    - Work continued to set up and test infrastructure to support address lookups.
    - Implementation of address lookup tool within the client was continued. This allows users with Internet connections to search addresses or places of interest. The returned result allows users to zoom to the associated GPS coordinates.
    - Continued nightly update process improvements were performed as part of system maintenance

4. To respond to feedback from deployments by making software updates to correct any issues and/or to implement any approved recommendations.
    - Continued research, development, and implementation of Nominatim server infrastructure to support address lookup tool.
    - Finished implementation of address lookup tool within client. This will allow users with an internet connection to search an address or place of interest. A returned result will allow the user to zoom to the associated GPS coordinates.

Analytics: Complete Stage 1 Development

1. To unify all the portals now deployed in order.
    - Effort continues to enable the analytics specialists within ADECA and its related traffic safety partners to use all portal features for which they have authorization.
    - Special consideration is being given to implement consistent approaches to the upgrades on all portals.
2. To work with ADECA personnel in implementing the redevelopment of ADVANCE-X in the Angular framework, following the successful model of the SAFETY portal.
    - The following work continued in supporting the existing SAFETY/ADVANCE portals:
        - AVL review/troubleshooting/helpdesk
        - eCite search service updates
        - eWeight search service updates
3. To assure that the project is optimized by performing a complete systems analysis and requirements development effort.
    - This effort is being performed concurrently with system development, and it is expected to continue through the end of FY2022.
4. To make provisions for facilitating future innovations that are anticipated by the developing technology by making the system robust and amenable to future upgrades.
    - Work continued on developing the next generation ADVANCE portal
        - Alabama crash details/summary report integration
        - Child dataset updates for frequency/crosstab dashboard widgets
        - Monitored reports page for keeping up with a specific set of events and clearing them out after review
        - Work began on speeding up the single record retrieval in the record details component
        - Child dataset updates for dashboard widgets
        - Dataset configuration updates to improve dashboard/map defaults
5. To continue to make refinements to SAFETY and RESCUE-EMS portal as is found to be necessary.
    - Refinements are expected to continue through the end of FY 2022
    - Work continued supporting the existing SAFETY/ADVANCE portals

RESCUE and RESCUE Exchange: NEMSIS Compliance and Increased Deployment

1. To respond to technical questions as they arise in the operation of the current systems.
    - Continued IT support for the ADPH EMS office.

2. To continue to maintain compliance with the currently applicable NEMSIS standard, including any required technical changes.
    - Finished writing Alabama NEMSIS v3.5 validation rules.
    - Created the Alabama NEMSIS state dataset monthly to assist Alabama EMS agencies with patient care report entries.
    - Prepared server environment to accept NEMSIS v3.4 and v3.5 data simultaneously.
    - Modified internal submission website to search for NEMSIS v3.5 data.
    - Created new Alabama PCR PDF for NEMSIS v3.5 data.
    - Attended the 2022 NEMSIS v3 Annual Meeting. This meeting is held over two days. Attendance is required to maintain NEMSIS compliance.
    - Completed NEMSIS v3.4 Receive and Process re-certification.
    - Completed NEMSIS v3.5 Receive and Process re-certification.
    - Attended bi-weekly NEMSIS TAC meetings. Participation is required to maintain NEMSIS compliance.
3. To provide technical assistance in analytics applied to the RESCUE data.
    - Alabama Schematron rules have been deployed to enforce uniform collection of EMSA elements within Alabama PCRs.
4. To continue to provide all 3rd party vendors the technical support necessary to assure that their submissions are totally compatible with those being generated directly by RESCUE.
    - Continued user interface customization for RESCUE supporting NEMSIS v3.5
    - Continued implementation of Alabama Schematron rules targeting NEMSIS v3.5
5. To maintain, and upgrade where necessary, the ePCR Retrieval system (RESCUE Exchange).
    - Continued IT support for the ADPH EMS office.
    - Added feature to allow for report XML download within RESCUE Exchange. This will enable hospitals to ingest pre-hospital directly into computer systems.
    - Added Alabama EMSA elements to RESCUE web site.
    - Started statewide collection of Alabama EMSA elements.

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

Total Fiscal Year 2022 Expended Funds - $60,000.00

Funding Source – FAST Act 405c

The Alabama Office of EMS and Trauma renewed its existing sole-source contract with Grayco Systems, Inc. for the continued maintenance, support, and modifications of the Alabama Electronic Patient Care Reporting (e-PCR) NEMSIS compliant data collection software system and of the Alabama AlaCert data collection tracking software for provider service and individual license system. This project is being used to maintain and support AlaCert (the licensure database system), EMSIS Server, AL ePCR (the NEMSIS-compliant pre-hospital data collection system), and EMSIS Web (the web version of AL ePCR) is ongoing. The NEMSIS compliant data system is required by NHTSA, Office of EMS. This program also continued to collect and track licensed Emergency Medical Provider Services and Emergency Medical Personnel of all Alabama recognized license levels.

Center for Advanced Public Safety (CAPS) Data and Information Technology Support

Total Fiscal Year 2022 Expended Funds - $1,019,041.64

Funding Source - State Traffic Safety Trust Fund

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

The development and deployment of the eCite and eCrash projects are key areas where CAPS and AOHS have worked together to improve the quality of data being gathered and the safety of the state's law enforcement officers. The funding that CAPS receives from AOHS is crucial in conducting projects to improve law enforcement and traffic safety and in maintaining the systems that have been developed that the officers are now reliant upon. In FY 2022, the Center for Advanced Public Safety (CAPS) and the Alabama Transportation Institute (ATI) provided support in various ways. Support was offered to those within the traffic safety community through CARE data requests and to law enforcement through the technical support help desk. Maintenance was done on software products. Support was provided to the OHS whenever called upon, such as assisting with the Traffic Records Coordinating Committee (TRCC) meetings.

CARE Software Program

In the efforts to support the traffic safety community in the State of Alabama, CAPS staff members responded to requests for traffic crash data. These included requests from CTSPs, Geographic Information Systems (GIS) Coordinators, ALDOT, ALEA, Federal Motor Carrier Safety Administration (FMCSA), NHTSA Region 4 personnel, county and municipal agencies, reporters, planning commissioners, the public, various media outlets from across the state, engineers, and others.

Improvements to the Critical Analysis Reporting Environment (CARE) systems have been ongoing, and updates to these systems are released whenever necessary. Information releases for the CARE program are made on a regular basis as data are made available to provide the users with the most up to date material possible for their analyses.

Electronic Citation Distribution and Expansion and Technical Support

CAPS assisted in the expansion of eCite, the electronic citation software. Since requests for eCite training have decreased so much, CAPS has begun to offer eCite training via GoToMeeting webinars. Software maintenance is performed by developers for the following systems, including fault detection/correction and data updates as often as needed to assure the continuous effective operations existing systems.

CAPS provides technical support to all users that call or email with questions in a very timely manner. CAPS personnel assisted users having issues with eCite, eCrash, MapClick, CORE, LogBook, MOVE, ADVANCE as well as general problems related to hardware issues. CAPS worked with ALEA to resolve these issues in addition to the users that have called directly.

In addition, personnel have fielded other calls and emails on such things as requests for assistance with eCite integration into the police or court records management systems (RMS). CAPS also produces and sends out thumb drives of the software to agencies as they request it. CAPS personnel spend considerable time in testing software being developed or updated before it is released to users. This software could be MOVE, one of the applications in the MOVE suite such as eCite or eCrash or could also be CARE or ADVANCE software testing.

CAPS staff also work to manage the data center that houses the large amount of eCite and eCrash data that is being transmitted to servers. Our system engineers ensure that this large quantity of sensitive data is safe and secure. These engineers also performed migration to new servers that house eCite and eCrash data as part of a data center modernization effort.

Survey Services and Administrative Support

CAPS assisted in the "Drive Sober or Get Pulled Over" campaign attitudes survey. This campaign focused on the importance of not driving while impaired and involved a strong media and enforcement blitz during the Labor Day Holiday weekend. To measure the effectiveness of this campaign, CAPS subcontracted with Research Strategies, Inc. Research Strategies performed telephone surveys from a representative portion of the state to determine whether the campaign was a success. CAPS worked closely with Research Strategies to refine the survey questions being asked. The survey was conducted statewide because media placements permeate the state better, since much of it is digital media and not just the major TV and radio market areas. The results of the phone survey were compiled by Research Strategies and provided to the AOHS.

Another component of the “Drive Sober or Get Pulled Over” media campaign takes a different approach. Alliance Sport Marketing was contracted to promote the Drive Sober message at athletic events and a college football tailgate tour across the state.

CAPS assisted with another phone survey. CAPS contracted with Research Strategies, Inc. for this survey. CAPS instructed Research Strategies, Inc. as to the questions and counties that were included in the survey of the state. The results of the phone survey were produced by Research Strategies and forwarded on to CAPS for review and dissemination to the Office of Highway Safety.

CAPS personnel also provided administrative support to the AOHS in facilitating the Traffic Records Coordinating Committee meetings by developing and giving presentations at the meeting, developing the agenda, sending invitations, and taking the minutes of the meeting.

Safe Home Alabama Website

The SafeHomeAlabama.gov (SHA) website is unique in that it attempts to be comprehensive of all traffic safety activities in Alabama as well as including information from other sources that are judged to be of use to the Alabama traffic safety community. Efforts were made to extend SHA coverage to all traffic safety programs and data within the state, covering all governmental agencies and private organizations that are active in the state. There are several updates made every week to SHA. These include reports and links to reports, including recent news articles and sometimes new pages are added.

Program Area- Impaired Driving

Overview

The AOHS conducted a problem identification analysis for Impaired Driving in the State of Alabama to pinpoint common factors and assess strategies that could be used to combat the growing issue. Alabama compared FY2020 ID crashes against FY2018-2019 ID crashes to determine any significant changes that have occurred 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.

In FY 2022, Alabama allocated funds for projects that employed a combination of countermeasures to have the greatest impact in reaching program goals. These projects included High Visibility Enforcement (HVE) efforts paired with paid media campaigns, Drug Recognition Expert training, and Prosecutor Training programs.

Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2022	5 Year	961
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2022	5 Year	6,000
2022	C-3) Fatalities/VMT (FARS, FHWA)	2022	5 Year	1.40
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Year	263

Crash Summary

Performance measures in Alabama are set using averages from the previous five years of crash data. However, it can be useful to monitor progress of projects based on the previous year's crash data to gauge effectiveness of activities conducted throughout the fiscal year. In Alabama in 2021, 985 people were killed on the highway, up from the 2020 total of 934 fatalities (FARS). Serious Injuries increased to 5184 in 2021 from 4,779 in 2020. The Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC increased to 264 in 2021 from 236 in 2020.

Drive Sober or Get Pulled Over High Visibility Enforcement

Total Fiscal Year 2022 Expended Funds - $110,494.50

Funding Source – FAST Act 405d

In addition to the paid media effort, the four regions in Alabama conducted the "Drive Sober or Get Pulled Over" (DSOGPO) High Visibility Enforcement program for a two-week period from August 20 through September 5. The enforcement program consisted of members from 75 law enforcement agencies from the municipal to the state level (Municipal Agencies: 46; County Sheriffs: 13; State Police Districts: 16). Officers from local agencies worked 3,294 total hours and the total number of citations issued was 6,498.

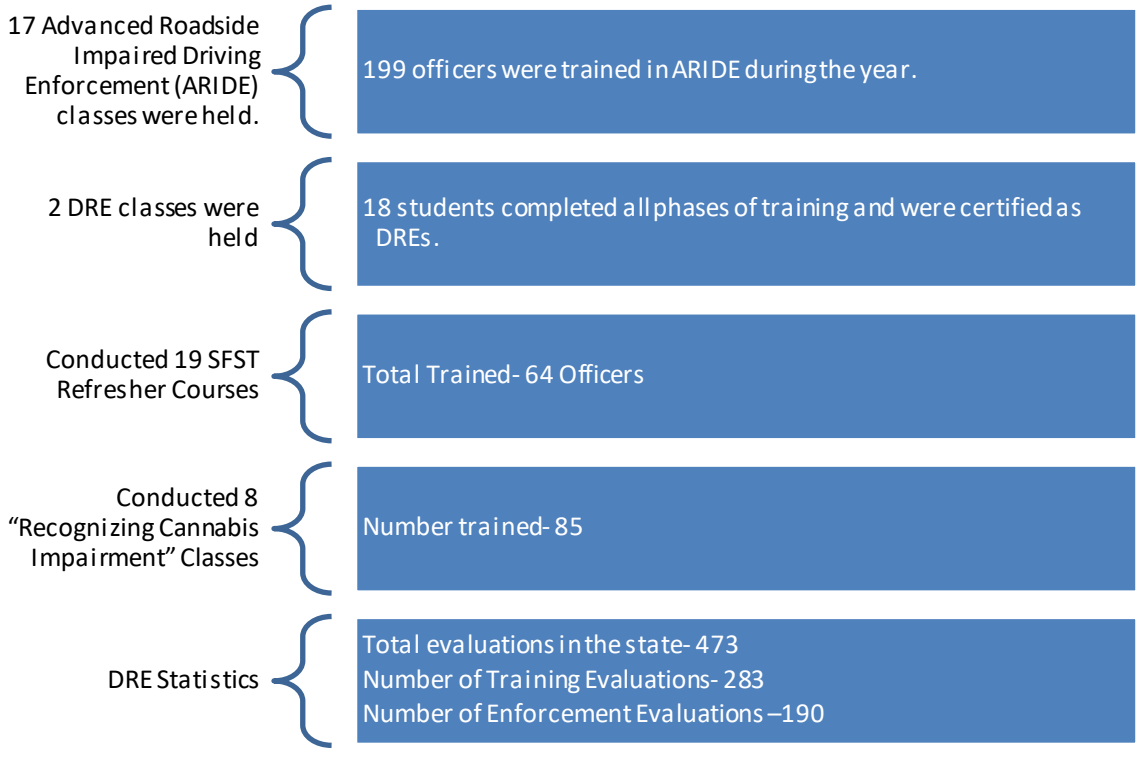
Drug Recognition Expert (DRE) Training Program

Total Fiscal Year 2022 Expended Funds - $170,576.76

Funding Source – FAST Act 405d

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

2022 Activities



Traffic Safety Resource Prosecutor Program

Total Fiscal Year 2022 Expended Funds - $156,439.91

Funding Source – FAST Act 402

The Traffic Safety Resource Prosecutor (TSRP) provides critical support to Alabama's prosecutors, law enforcement officers, judges, and other traffic safety professionals by offering competency and expertise in impaired driving. The TSRP program continues to be a utilized resource in the battle against impaired driving and the problems being faced both on the law enforcement level and the prosecutorial level. It is all being done with a 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 further serves as a liaison while providing technical assistance, training, and counsel to prosecutors and law enforcement, as well as information to communities regarding the dangers of driving under the influence.

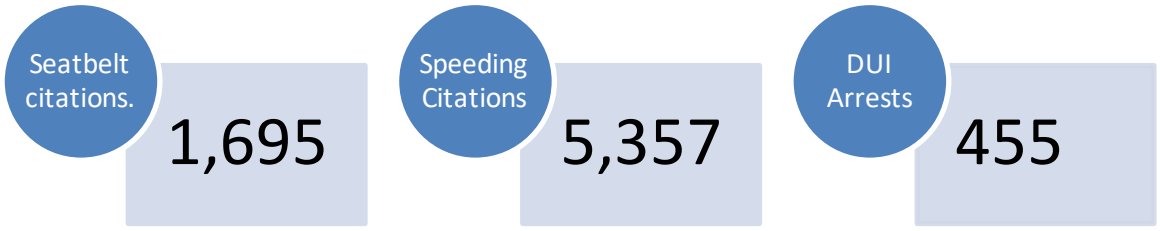
2022 Activities

Taught 24 classes at three different police academies
Taught 8 DUI refresher classes to local and state law enforcement
Taught DUI refresher courses to law enforcement agencies and district attorney offices and provided training for newly revised Implied Consent law in Alabama
Held 4 regional trainings on Impaired Driving Basics
190 requests for assistance by arresting officer, DREs, and prosecutors answered
Over 2,241 law enforcement officers, legislators, lawyers, judges, and other personnel have attended the various training courses throughout the year
Provided information and collaborated with legislators throughout the session to ensure the proposed amendements to Implied Consent legislation in Alabama would enhance the current law, and not interfere with enforcement

Impaired Driving Hot Spot High Visibility Enforcement (HVE)

Total Fiscal Year 2022 Expended Funds – $ 915,942.37
Funding Source- FAST Act 405d

There were four local Impaired Driving HVE projects during FY 2022 as well as one statewide HVE project. Each of these projects focused on alcohol/ impaired driving related Hotspot crashes and the problem locations that were identified across the state. One project took place in each of the four CTSP/LEL regions and the statewide project was conducted in conjunction with ALEA. By conducting these HVE projects, additional efforts were focused on the reduction of impaired driving related crashes. The enforcement effort was data driven, which helped prevent traffic violations, crashes, and crash fatalities and injuries in locations most at risk.



Impaired Driving Hot Spot High Visibility Media Campaign

Total Fiscal Year 2022 Expended Funds - $677,693.50
Funding Source- FAST Act 405d

Auburn University's Media Production Group implemented the 2022 Impaired Driving Hot Spot Campaign around the holiday periods of Christmas and New Year's Eve, St. Patrick's Day, 4th of July, and Labor Day. "Impaired Driving" Media Plans were developed and submitted to AOHS. The plan and actions taken were consistent with the campaign content: The mission was to produce and direct a statewide multimedia campaign – a comprehensive, high visibility initiative of the national enforcement mobilization, a partnership of criminal justice and traffic safety partners.

The campaign was designed to increase awareness that sobriety checkpoints, saturation patrols and undercover officers would conduct massive enforcement efforts, usually involving multiple agencies that target specific areas to identify and arrest impaired drivers. Alabama's earned media, paid media, enforcement, and post-survey periods followed the campaign and evaluation schedule as distributed for the campaign.

Paid media: Weekly during December 21-January 1, March 08-March 29, June 22- July 4, and August 23-September 6, 2021. The campaign once again targeted a key at-risk group, 18 to 34-year-olds, particularly males. The buy focused on the following dayparts: morning drive (M, Th-F, 7A-9A) and evenings (M, Th-F, 5P-Midnight). Weekend dayparts, especially sporting events, were appropriate as well if they appealed to the target group.

The objective was accomplished principally through the following tasks:

- Development of the "Impaired Driving" marketing approaches, based on Nielsen and Arbitron Ratings and targeted toward males in the 18-34 age group primarily and slanted toward rural areas and identified hot spots.
- Produced the television and radio advertising spots.
- Negotiated placements of approved, paid program broadcast television, cable television, radio spots, and digital media.

Results

6,505 total television and radio media spots were run throughout the campaigns. Other media sources that were utilized include digital platforms, which had a total of 7,242,139 impressions, and Out of Home tactics, which ran 62,915,391 placements.

Media Components	
	Broadcast Television: The broadcast television buys focused on programming in prime times: early morning (M-F, 7A- 9A) and evenings (M-F, 5P-Midnight). Selected weekend day parts, especially sporting events, were also approved if the media programming would appeal to the target group.
	Cable Television: The large number of cable networks in Alabama can be effective in building frequency for the male 18-34 target market. The buys focused on the following day parts: early morning (M-F, 7A- 9A) and evenings (M-F, 5P-Midnight) with selected weekend day parts, especially sporting events. Paid scheduling was placed for networks that cater to males in our target, such as CNBC, ESPN, Fox News and Fox Sports, CNN, etc.
	Radio:The campaign targeted that same key at-risk group, 18-34-year olds, particularly males. The buy focused on the following day parts: morning drive (M-F, 7A-9A), midday (M-F, 11A-1P), afternoon (M-F, 4P-7P), evenings (M-F, 7P-Midnight). Selected weekend day parts were considered as well.
	Digital Media: Digital media is a rapidly evolving platform in media consumption. For the CIOT campaign, ads were placed in a variety of digital sites such as Facebook, YouTube and Bleacher Report; ads were also placed on streaming services such as Pandora and Spotify.
	Out of Home:Electronic billboards were leased in major markets where space was available. Several designs were retagged 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. Alabama also used gas station topper signage for these campaigns.

Alabama Driver Attitude Report 2022-July Statewide Telephone Survey

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

The survey was administered to a randomly selected state-wide sample of respondents age 19 and older in each of the sixty-seven (67) Alabama Counties. Interviews were conducted in July 2022. Research Strategies, Inc., conducted the data collection. ATI personnel managed the process and project.

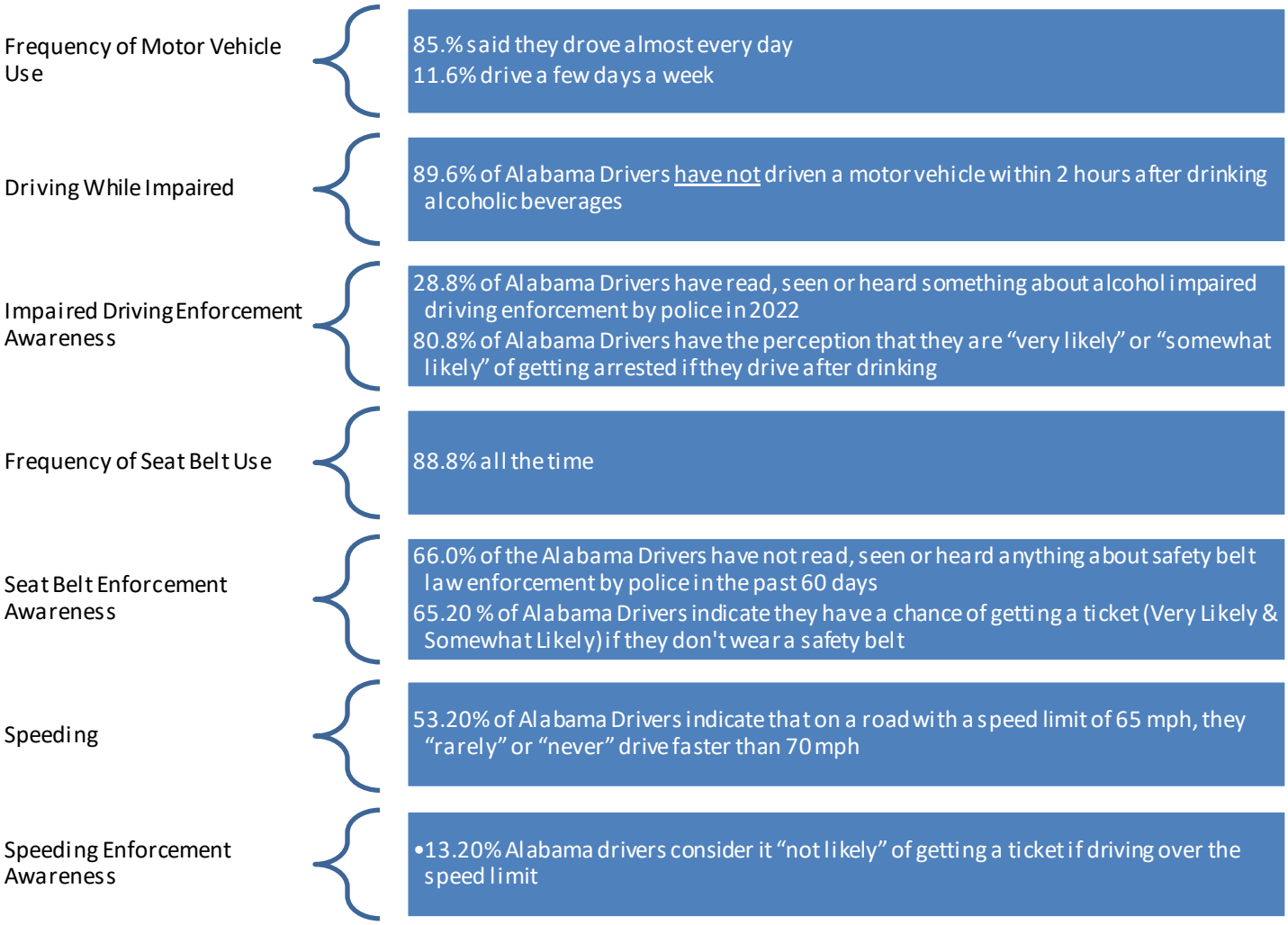
The questionnaire was programmed on a computer assisted telephone interviewing (CATI) type system. A total of 250 qualified Alabama residents were randomly sampled.

The telephone intercepts were completed on August 24, 2022. These intercepts were captured on cell phones 93.6% of the time to speak to all age ranges and ethnic skews. The age range and the ethnic skews of the sample have remained consistent over the past years while the dependency on landline phones has declined to reach Alabama drivers by county.

General Information and Demographics

- Respondent Age: Drivers were asked to indicate their age during the demographic portion of the survey. The overall average age of respondents was 48.9 years old.
- Respondent Gender: Male 50.4% and Female 49.6%.
- Respondent Education: 60.4% of Alabama drivers have some college or technical school or more education.
- Respondent Race and Ethnicity: The ethnic breakdown (69.20% Caucasian/25.60% African American) of the sample have remained consistent over the past years.

Major Findings Among All Drivers



Impaired Driving Paid Media Evaluation- Drive Sober or Get Pulled Over

The 2022 ADECA Alabama Alcohol Target Group Research data collection was started by Research Strategies, Inc.'s in-house Consumer Telephone Operations Center in September at the completion of the Labor Day weekend enforcement blitz. The data retrieval phase of the research was completed in September. A total of 500 qualified Alabama driver residents were randomly sampled using a combination of landlines and wireless (cell phones) telephone exchanges.

Each of the five hundred (N = 500) research participants captured in the 2022 ADECA Alabama Alcohol Target Group Research were qualified as:

- Living in one of the 67 Alabama Counties
- Being 19 Years or older
- Drives a motor vehicle at least a few times a year
- Someone in the household having drank at least a single beer, glass of wine or other alcoholic beverage in the past year. This qualification reveals that 41.95% of Alabama drivers "say" that they have not drank in the past one month. This is 6.73 percentage points more Alabama drivers since the 2021 Research.

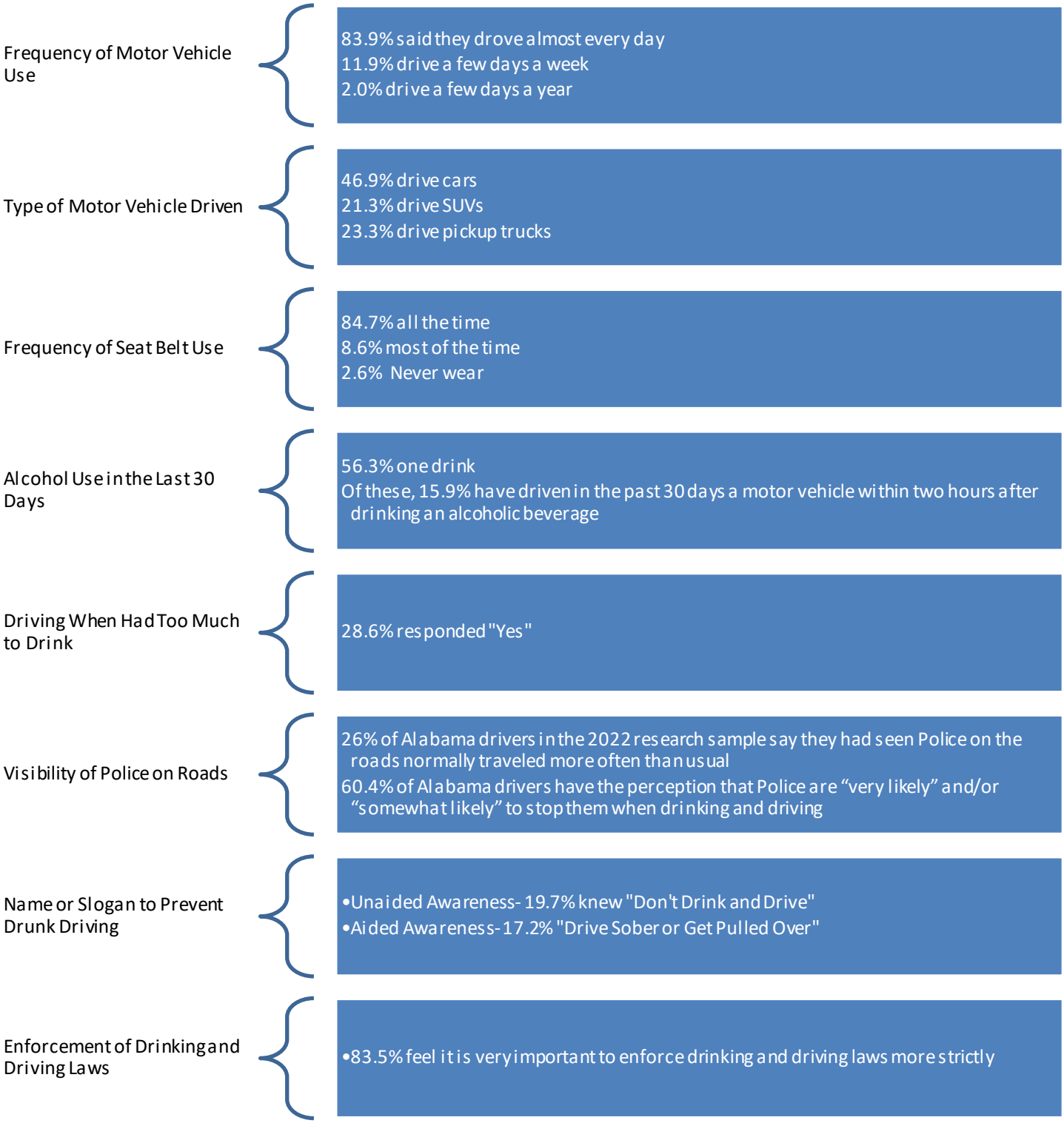
Since 2018, the ADECA Alabama Alcohol Target Group Research sample was expanded to include all 67 Alabama Counties. To get an accurate geographic and demographic representation, Research Strategies, Inc. weighted each county's sub-sample proportionately by the county' population percent of Alabama's total population.

Each of the 67 Alabama counties' sub-samples were randomly pulled from the top residential ZIP Codes in each county, weighted by ZIP Code population within the county. This Stratified Sample Matrix offers the 2022 ADECA Alabama Alcohol Target Group Research with a margin of error of +/- 4.37 percentage points or less, at a 95% confidence level.

General Information and Demographics

- Respondent gender: The Alabama drivers participating in the 2022 ADECA Alabama Alcohol Target Group Research are 49.30% males and 50.70% females.
- Respondent Age: The overall sample's average age is 47.6 years.
- Respondent Ethnicity: Drivers were asked what racial category described them. Most drivers, 69.38% of Alabama's research sample are Caucasian, 23.86% are Black/African American and 2.78% Hispanic.
- Respondent Education: 58.85% of respondents had some college education or were college graduates or higher.

Major Findings among All Drivers



STATEWIDE STATISTICS TABLE 2014-2021

Performance Measure	2014	2015	2016	2017	2018	2019	2020	2021*	2022 Baseline
C-1 Number of Traffic Fatalities (FARS)	820	849	1083	948	953	930	934	985	931
Fatalities/VMT (FARS/FHWA) Total_ Rural_ Urban_	1.25 1.97 .72	1.26 2.09 .67	1.56 2.76 .70	1.34 2.04 .86	1.34 1.88 .97	1.30 1.84 .92	1.38 1.86 .92	NA	1.34
C-2 Number of Serious Injuries in Traffic Crashes (State Crash File) *	7,967	8,540	8,152	7,484	7,002	5,118	4,779	5,184	7,829
C-4 Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	383	376	478	418	387	391	384	369	376
C-5 Number of Fatalities in crashes involving driver or motorcycle operator with a BAC of .08 and above (FARS)	265	244	298	265	249	277	236	264	264
C-6 Number of Speeding-Related Fatalities (FARS)	237	236	329	257	262	216	265	282	264
C-7 Number of Motorcyclist Fatalities (FARS)	65	67	112	79	82	93	78	73	81
C-8 Number of Unhelmeted Motorcyclist Fatalities (FARS)	10	9	11	6	10	15	10	10	9
C-9 Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	91	122	161	117	127	118	120	144	124
C-10 Number of Pedestrian Fatalities (FARS)	96	98	120	119	107	119	101	128	108
C-11 Number of Bicycle Fatalities (FARS)	9	9	3	7	9	6	10	5	7
B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	95.7%	93.3%	92.0%	93.0%	91.8%	92.3%	92.3%*	92.7%	93.2%
Fatalities Percent of All Crashes	0.62%	0.58%	0.69%	0.60%	0.60%	0.59%	0.70%	.58%	0.62%
Serious Injuries Percent of Non-fatal Crashes*	20.2%	19.6%	17.7%	16.3%	15.4%	3.2%	3.6%	18.55%	17.8%
Speed Fatalities Percent of Speed Crashes*	2.7%	2.3%	3.7%	2.6%	2.5%	2.4%	2.8%	3.5%	2.8%
Impaired Fatalities Percent of Impaired Crashes*	4.5%	3.8%	4.9%	4.6%	4.4%	5.0%	5.0%	5.9%	4.4%

ALABAMA FISCAL YEAR 2022 PERFORMANCE MEASURES CHART

Assessment of Results in Achieving Performance Targets for FY22 and FY21									
	FY 2022					FY 2021			
Performance Measure	**Target Period**	**Target Year(s)**	**Target Value FY22 HSP**	**Data Source*/ FY 22 Progress Results**	**On Track to Meet FY22 Target Y/N** (In-progress)**	**Target Year(s)**	**Target Value FY21 HSP**	**Data Source/ FY21 Progress Results**	**On Track to Meet FY21 Target Y/N**
C-1) Total Traffic Fatalities	5 year	2018-2022	961	2016 – 2020 FARS 970	Yes	2017-2021	961	2016 – 2020 FARS 970	Yes
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	6,000	2017– 2021 Projected STATE 5,894	Yes	2017-2021	6,595	2017– 2021 Projected STATE 5,894	Yes
C-3) Fatalities/VMT	5 year	2018-2022	1.40	2016 – 2020 FARS 1.36	Yes	2017-2021	1.36	2016 – 2020 FARS 1.36	n/a
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY22 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2018-2022	370	2017-2021 Projected 358	Yes	2017-2021	400	2017-2021 Projected 358	Yes
C-5) Alcohol-Impaired Driving Fatalities	5 year	2018-2022	263	2017-2021 Projected 242	Yes	2017-2021	260	2017-2021 Projected 242	Yes
C-6) Speeding-Related Fatalities	5 year	2018-2022	255	2017-2021 Projected 244	Yes	2017-2021	256	2017-2021 Projected 244	Yes
C-7) Motorcyclist Fatalities (FARS)	5 year	2018-2022	84	2017-2021 Projected 79	Yes	2017-2021	81	2017-2021 Projected 79	Yes
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2018-2022	11	2017-2021 Projected 9	Yes	2017-2021	8	2017-2021 Projected 9	No
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2018-2022	129	2017-2021 Projected 115	Yes	2017-2021	120	2017-2021 Projected 115	Yes
C-10) Pedestrian Fatalities	5 year	2018-2022	115	2017-2021 Projected 112	Yes	2017-2021	114	2017-2021 Projected 112	Yes
C-11) Bicyclist Fatalities	5 year	2018-2022	7	2017-2021 Projected 7	Yes	2017-2021	7	2017-2021 Projected 7	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 year	2018-2022	92.5%	State survey 2018-2022 92.2%	No	2017-2021	93.2%	State survey 2017-2021 92.1%	No

ALABAMA FISCAL YEAR 2022 PERFORMANCE MEASURES

C-1) Number of Traffic Fatalities (FARS)

Based on analysis of previous 5-year averages and trends in more recent state crash data, AOHS has projected a realistic goal to not allow Number of Traffic Fatalities to increase more than .84 percent from the five-year baseline average of 953 (2015-2019) to 961 by 2022. **This goal was mutually agreed upon by the Alabama Office of Highway Safety and the Strategic Highway Safety Plan steering committee.**

The five-year average (2017-2021) of traffic fatalities using state data is 950, the goal is in progress to being achieved, according to state data projection from 2017-2021.

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

Based on analysis of previous 5-year averages and trends in more recent state crash data, AOHS has projected a realistic goal to reduce Number of Severe injuries in Traffic Crashes by 18 percent from the five-year baseline average of 7,300 (2015-2019) to 6,000 by 2022. **This goal was mutually agreed upon by the Alabama Office of Highway Safety and the Strategic Highway Safety Plan steering committee.**

The projected five-year average (2017-2021) using state data is 5,874. The goal is in progress to being achieved.

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

Based on analysis of previous 5-year averages and trends in more recent state crash data, AOHS has projected a realistic goal to not allow the Total Fatality Rate/VMT to increase by more than 4.46 percent from the five-year baseline average of 1.34 (2015-2019) to 1.4 by 2022. **This goal was mutually agreed upon by the Alabama Office of Highway Safety and the Strategic Highway Safety Plan steering committee.**

The five-year average (2017-2021) of total fatalities/100M VMT using state data is 1.34. The goal is in progress to be achieved.

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

AOHS has projected a realistic goal to reduce Unrestrained Passenger Vehicle Occupant Fatalities by 2 percent from the five-year baseline average of 408 (2014-2018) to 400 by 2021. The projected five-year average (2017-2021) of Unrestrained Fatalities is 358. The goal is in progress to being achieved.

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

Based on analysis of previous 5-year averages and trends in recent state crash data, AOHS has projected a realistic goal to reduce the alcohol-impaired driving fatalities by 1.5 percent from the five-year baseline average of 264 (2014-2018) to 260 in 2021. The projected five-year average (2017-2021) using state data is 242. The goal is in progress to being achieved.

C-6) Number of Speeding-Related Fatalities

Based on analysis of previous 5-year averages and trends in recent state crash data, AOHS has projected a realistic goal to reduce the alcohol-impaired driving fatalities by 3 percent from the five-year baseline average of 264 (2014-2018) to 256 in 2021. The projected five-year average (2017-2021) using state data is 244. The goal is in progress to being achieved.

C-7) Number of Motorcyclist Fatalities

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 motorcyclist fatalities at the baseline average of 81 (2014-2018) in 2021. The projected five-year average (2017-2021) using state data is 79. The goal is in progress to being achieved.

C-8) Number of Unhelmeted Motorcyclist Fatalities

Based on analysis of previous 5-year averages and trends in recent state crash data, AOHS has projected a realistic goal to not allow un-helmeted motorcyclist fatalities to increase by more than 12.5 percent of the five-year baseline average of 7 (2014-2018) to 8 in 2021. The projected five-year average (2017-2021) using state data is 9. The goal is not in progress to being achieved.

As a part of AOHS's commitment to continuous improvement, staff will work to evaluate the potential overall countermeasure strategies that could be able to improve this performance measure using evidence-based information that is generated primarily from crash records. Alabama will use further analytics to fine-tune the countermeasures that will be implemented, e.g., the specific locations for selective enforcement and determine allocation of funds.

C-9) Number of Drivers age 20 or Younger Involved in Fatal crashes

Based on analysis of previous 5-year averages and trends in recent state crash data, AOHS has projected a realistic goal to decrease the drivers age 20 or younger involved in Fatal Crashes by.08 percent from the five-year baseline average of 124 (2014-2018) to 123 in 2021. The projected five-year average (2017-2021) using state data is 115. The goal is in progress to being achieved.

C-10) Number of Pedestrian Fatalities

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 number of pedestrian fatalities to increase more than 6.48 percent from the baseline average of 108 (2014-2018) to 115 in 2021. The projected five-year average (2017-2021) using state data is 112. The goal is in progress to being achieved.

C-11) Number of Bicyclist Fatalities

Maintain the number of bicycle fatalities to the five-year baseline average of 7 (2012-2016) in 2021. The projected five-year average (2017-2021) using state data is 7. The goal is in progress to being achieved.

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

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 (2014 -2018) of 93.2% in 2021. The five-year average (2018-2022*) using state data is 92.2%. The goal is not in progress to being achieved.

Alabama will continue the efforts to increase seatbelt use that have proven to be effective in the past and will continually seek to find ways to improve these programs. In the upcoming Triennial Plan for FY 2024-2026, AOHS will use driver data to better inform media campaign spot development and placements, in order to better target the overrepresented demographics. Staff will also review public education programs, such as Child Passenger Safety Technician training, to reach underserved communities. The goal would be to better refine our office's outreach, in order to make an impact on the public's seat belt usage.

ALABAMA TRAFFIC SAFETY ACTIVITY MEASURES

Year	2016	2017	2018	2019	2020	2021	2022
Speeding Citations	30,807	36,027	43,345	37,292	39,077	36,802	29,076
DUI Arrests	906	830	687	987	770	958	656
Seat Belt Citations	10,575	12,002	12,574	9,875	10,337	9,794	8,189

Appendix A- Enforcement Campaign Participating Agencies

Participation in Southern Slow Down Enforcement Campaign

ALEA Posts -16 Total	Cullman Police Department	Moulton Police Department
Addison Police Department	Fairhope Police Department	Priceville Police Department
Albertville Police Department	Franklin County Sheriff's Department	Rainsville Police Department
Anniston Police Department	Fyffe Police Department	Russellville Police Department
Chilton County Sheriff Department	Littleville Police Department	Tuscaloosa County Sheriff's Department
Collinsville Police Department	Morgan County Sheriff's Department	

Participation in Click It or Ticket Enforcement Campaign

ALEA Posts - 16 Total	Excel Police Department	Mobile Police Department
Albertville Police Department	Falkville Police Department	Montgomery County Sheriff's Department
Alexander City Police Department	Flomaton Police Department	Montgomery Police Department
Anniston Police Department	Florence Police Department	Morgan County Sheriff's Department
Athens Police Department	Foley Police Department	Northport Police Department
Attala Police Department	Franklin County Sheriff's Department	Pine Hill Police Department
Bay Minette Police Department	Hamilton Police Department	Prattville Police Department
Bibb County Sheriff's Department	Hartford Police Department	Red Bay Police Department
Brent Police Department	Hartselle Police Department	Samson Police Department
Calera Police Department	Headland Police Department	Satsuma Police Department
Camden Police Department	Henry County Sheriff's Department	Section Police Department
Centre Police Department	Houston County Sheriff's Department	St. Florian Police Department
Centreville Police Department	Huntsville Police Department	Thomasville Police Department
Cherokee County Sheriff's Department	Jackson County Sheriff's Department	Town Creek Police Department
Cullman Police Department	Killen Police Department	Trinity Police Department
Decatur Police Department	Lauderdale County Sheriff's Department	Troy Police Department
Demopolis Police Department	Level Plains Police Department	Tuscumbia Police Department
Dothan Police Department	Linden Police Department	Weaver Police Department
Elberta Police Department	Loxley Police Department	Winfield Police Department
Enterprise Police Department	Marion County Sheriff's Department	Woodstock Police Department
Escambia County Sheriff's Department		

Participation in Drive Sober or Get Pulled Over Enforcement Campaign

ALEA Posts- 16 Total	Escambia County Sheriff's Department	Morgan County Sheriff's Department
Abbeville Police Department	Excel Police Department	Northport Police Department
Alexander City Police Department	Falkville Police Department	Ohatechee Police Department
Athens Police Department	Flomaton Police Department	Oxford Police Department
Attalla Police Department	Fort Payne Police Department	Pine Hill Police Department
Baldwin County Sheriff's Department	Franklin County Sheriff's Department	Prattville Police Department
Bay Minette Police Department	Fyffe Police Department	Red Bay Police Department
Bayou La Batre Police Department	Glencoe Police Department	Russellville Police Department
Brent Police Department	Headland Police Department	Samson Police Department
Camden Police Department	Huntsville Police Department	Satsuma Police Department
Centre Police Department	Jackson County Sheriff's Department	Section Police Department
Centreville Police Department	Jefferson County Sheriff's Department	Southside Police Department
Cherokee County Sheriff's Department	Lauderdale County Sheriff's Department	St. Florian Police Department
Collinsville Police Department	Leesburg Police Department	Thomasville Police Department
Columbiana Police Department	Linden Police Department	Thorsby Police Department
Decatur Police Department	Loxley Police Department	Town Creek Police Department
Dekalb County Sheriff's Department	Montevallo Police Department	Tuscaloosa Police Department
Demopolis Police Department	Montgomery County Sheriff's Department	Weaver Police Department
Elberta Police Department	Montgomery Police Department	Woodstock Police Department

Appendix B- Fitting Station Locations

Fitting Station Locations and Populations Served

Station	Rural	Urban	At-Risk	CPST Present
Baldwin County Health Department	Rural			YES
Calhoun County Health Department	Rural			YES
Children's Hospital Birmingham		Urban	Low Income, Minority	YES
Clarke County Health Department	Rural		Low Income, Minority	YES
Etowah County Health Department		Urban		YES
Huntsville Hospital		Urban		YES
Huntsville Hospital for Women and Children		Urban		YES
Montgomery SAFE Kids & Baptist East		Urban	Minority	YES
St. Clair County Health Department	Rural			YES
Troy Police Department	Rural			YES
Safe Kids Tuscaloosa		Urban		YES
Northport Fire Station #1			Low Income, Minority	YES
Tuscaloosa Fire Department		Urban	Low Income, Minority	YES
Washington County Health Department	Rural		Low Income, Minority	YES