State of Alabama

Fiscal Year 2009

Annual Report

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Overall Program Goal/ Accomplishments

The overall strategic program goal (established for FY 2006 Highway Safety Plan) of the Alabama Office of Highway Safety (AOHS) was to reduce the number of hotspots from a total of 976 to 897 (a reduction of 8%) over a five year period starting in Fiscal Year (FY) 2006. By meeting this reduction in hotspots, the number of crashes as well as the number of fatalities across the state should decline in approximately the same proportion. The 976 baseline number of hotspots is from 2004 data.

For the FY 2007 and FY 2008 highway safety program, a slightly different approach was taken. Instead of focusing on Speed Hazards, Alcohol and Restraint Programs (SHARP) crashes, the focus has moved to Speeding and Alcohol Related hotspots only. While using restraints can save lives, the lack of restraint usage is not a cause of a traffic crash. With that in mind, the decision was made to shift focus and enforcement efforts to those crashes involving speed and alcohol use only in determining hotspots. Due to this change, our program goals were modified in the FY 2008 Highway Safety Plan (HSP).

The strategy employed for defining hotspots in the FY 2008 HSP was again used in the FY 2009 HSP. By using the same search criteria to locate hotspots, comparison can be made from year to year for the state as a whole, or for a particular region within the state. For the FY 2009 HSP, the 2005-2007 calendar year dataset was used and a total of 333 hotspots were identified. The criteria given above for defining hotspots will continue to be used in future years in order to allow for comparison of data and hotspots from one year to the next.

Police Traffic Service Programs
Total FY 2009 Expended Funds - $1,346,743.72 - Funding Source - Section 402

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

Crash Summary
In Alabama in 2008, 966 people were killed on the highways, down from the 2007 total of 1,110 fatalities. The Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC decreased from 377 in 2007 to 315 in 2008. Number of Speeding-Related Fatalities decreased from 497 in 2007 to 447 in 2008. In 2008, the Number of Serious Injuries in Traffic Crashes was 20,192 compared to 27,085 in 2007. The total of all crashes for 2008 was 123,968 versus 135,256 in 2007. We experienced a decrease in

hotspots from 333 to 313 from 2007 to 2008. The total vehicle miles traveled in 2008 was 591.48 (100 million miles traveled), down from the 613.13 (100 million miles traveled) in 2007.

The overall number of crashes was down as were the number of fatalities. We will continue to focus on the Alcohol Fatal Crashes. The Alcohol Fatal Crashes decreased by 45 from 257 in 2007 compared to 212 in 2008. We will continue to take significant steps to reduce the number of fatalities in FY 2010, because we will not be satisfied with even one death on the road, and we will continue to put forth the maximum effort to make Alabama's highways the safest in the nation. Our goal for calendar year 2009 was a 1.0% reduction in fatal crashes.

Community Traffic Safety Programs
Total FY 2009 Expended Funds - $1,976,815.55 - Funding Source - Section 402

There are nine Community Traffic Safety Programs (CTSP) regions in Alabama. These nine regional offices serve as the main coordination center for traffic safety programs in the State. These offices coordinate traffic safety enforcement, educational and training programs for local communities. Most of the funding received by the State Highway Safety office is given directly to these regions for disbursement to municipal, county and state law enforcement agencies.

The nine CTSP regions participated in two statewide enforcement campaigns in 2009. These campaigns took place during the Memorial Day and Labor Day holiday periods. There were no statewide enforcement campaigns for the Thanksgiving or Christmas/New Year's holiday periods.

The CTSP project directors conducted regular meetings with law enforcement committees in their respective regions. These committees serve a number of vital functions that include, but are not limited to: reporting enforcement data, enlisting non-participating agencies to join the committees, and determining allocation of grant funds. Our Northeast Alabama Highway Safety Office is also involved in implementing the "Yellow Dot" program to seniors and other interested motorists. This program began with regional interest but is slowly being made available throughout the State of Alabama.

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

Center for Advanced Public Safety (CAPS)
Total FY 2009 Expended Funds - $504,905.81 - Funding Source - State Traffic
Safety Trust Fund

CAPS developed and maintain the CARE program which is the search engine used for all traffic crash and safety analysis done in Alabama. In exchange for the support that CAPS receives from AOHS, CAPS provides AOHS with crash and traffic safety data throughout the year. This includes preparing reports and grant applications as required and providing answers for data requests from across the state that come up throughout the year. CAPS also provide training for state and local deployment of e-citation.

Observational Survey of Occupant Protection and Child Restraint Use
Total FY 2009 Expended Funds - $148,522.32 - Funding Source - Section 405

The Injury Prevention Division of the Bureau of Health Promotion and Chronic Disease, within the Alabama Department of Public Health, conducted the annual survey of motor vehicle seat belt usage and child restraint usage in Alabama. Year 2009 marks the tenth time that the required National Highway Traffic Safety Administration (NHTSA) guidelines were followed for the surveillance procedure.

Survey Design
The NHTSA sampling system incorporates a probability based, multi-staged stratified sampling approach. This approach provides data for rural and urban highways. This sampling system does not, however, overlook the larger counties, as all four metropolitan areas (Jefferson, Madison, Mobile, and Montgomery) are included in the survey. A total of fifteen counties comprise the entire survey area. In addition to the four metropolitan areas, 11 counties were randomly selected from a pool of the 37 largest counties in Alabama. A majority of Alabama residents are in the sample pool, since 85% of the state's population lies within these 37 counties. The counties included in the survey were Blount, Colbert, Escambia, Etowah, Houston, Jefferson, Lawrence, Lee, Madison, Marshall, Mobile, Montgomery, Shelby, Tuscaloosa, and Walker.

Occupant Restraint Observational Survey

For the seat belt usage survey, 23 sites in each of the 15 counties were randomly selected based on the Average Daily Traffic (ADT) totals supplied by the Alabama Department of Transportation. In the survey, ADT's are broken down into three categories: low (0-4,999), medium (5000-10,499), and high (10,500-75,000). At least one site from each category is surveyed in each county chosen. A total of 345 sites were selected and observed for one hour, using the curbside lane as the reference position.

In conducting the survey, each site was observed for one hour, using the curbside lane as the reference position. At each site, surveillance was done to determine the number of people in the front outboard seat of the cars and the number of these occupants wearing seat belts. This year, the survey was conducted during a two-week period during May 2009. The observer determined driver's use or non-use of seat belts, whether there was a

person in the front outboard seat of each vehicle, and whether the outboard person was wearing a seat belt. Additional data was captured to help categorize the gender and race of observed occupants and the type of vehicle.

Child Restraint Observational Survey

The child restraint survey took place at 10 randomly selected sites in each of 15 counties. The counties and sites are the same as those in the CIOT campaign. At least one site from each ADT category is 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 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 measure a proportional distribution which resembles the statewide population. The survey was conducted during August 2009.

Occupant Restraint Survey Results

The survey team observed a total of 46,340 front seat occupants in 41,035 vehicles throughout the 15 selected counties. Alabama was estimated to have a weighted seat belt usage rate of 90.0%. Variance (V) and Standard Error (SE) were calculated and considered acceptable. Shelby County had the highest usage rate of 93.8% and Etowah County had a usage rate of 93.01%. Walker County's usage rate was 82.4%, the lowest rate of the surveyed counties. The survey determined that observed female occupant restraint usage rate of 93.0% was greater than males' rate of 88.0%.

Child Restraint Survey Results

The survey team observed a total of 2,689 children age five and under in any position in the vehicle, of those 2,552 was restrained. Alabama has a child restraint usage rate of 94.91%. Marshall County had the highest rate of 98.14%. Walker County had the lowest rate of 87.93%. Of the child restraints observed, 1,067 or 41.81% were improperly restrained in the front seat of the vehicle. Observations of unrestrained children accounted for 5.37% of all observations and 56.20% of the unrestrained children were observed in the front seat of the vehicle.

Child Passenger Safety (CPS) Program
Total FY 2009 Expended Funds - $115,696.98 - Funding Source – Section 405

Alabama continued with the CPS program that began in FY 2006. In that year, we established a single CPS coordinator augmented with three instructors from the CTSP offices and tasked them with addressing CPS from a regional perspective. This program was continued in FY 2007, FY 2008 and FY 2009. The overall goal of the CPS program is 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.

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Implementation Process
Wrap up for FY 2009 is as follows:
14 certification classes were taught with 167 students in these classes. There were 10 re-certification classes offered. For FY 2009, 88 of the 163 technicians were re-certified. 3,198 car seats have been checked and an equal or higher number of caregivers have received education on proper installation and restraint of their children. 280 parents and caregivers received education of proper restraint of their children in seminars, birthing classes or safety fairs.

Certification classes were taught in Atmore, Auburn, Northport, Anniston (3), Samson, Morris, Tuscumbia (2), Guntersville, Opelika, Ozark and Gardendale. These classes reached all nine regions of the state. None of the classes were conducted in the 3 major cities in the state. These classes are now reaching out to smaller, more rural communities.

Re-certification classes were taught in: Saraland, Grove Hill, Decatur, Trussville, Huntsville, Tuscumbia, Anniston (2), Enterprise and Dothan.

The standardized CPS curriculum has been revised during the 4th quarter. From now on this class will be taught over 3 days instead of the previous 4 day training session.

Special emphasis was placed on keeping as many currently certified technicians as possible. To meet this need, re-certification classes were offered all over the state. This 6 hour class enabled technicians the opportunity to acquire all 6 CEU's required for re-certification. The technicians were also required to attend a 2 hour (minimum) checkup event and install 5 car seat scenarios with an instructor present to complete all the requirements for re-certification.

Public Education
The CPS website (www.cpsalabama.org) was heavily utilized by parents and technicians alike. The website offers a place to go to get accurate up-to-date CPS information. The website now has valuable information for current CPS technicians so that they may retain their certification. A re-certification page has been added with links to articles, activities and tests to help technicians stay current. This website also has a calendar for Child Passenger Safety related events. All potential students for certification classes and re-certification classes now register for those classes on-line at the website. The website also has links to the latest recall list, the complete technical manual, a way for fitting station to report their activities, a way for educational classes to report their activities and a way for technicians, instructors and organizations to add their events to the CPS calendar.

Future Plans
There currently are 15 fitting stations around the State of Alabama. The goal is to build this number during FY 2010 and cover more areas of the state.

The child restraint usage rate in Alabama increased to 94.91%, up from 88.2% in 2008. The goal is to reach a 95.3% usage rate. The program will continue to teach certification and recertification classes to further the reach of Alabama's CPS program.

Impaired Driving Paid Media Campaign
Total FY 2009 Expended Funds - $509,824.21 - Funding Source – Section 410

Overview
Alabama participated in the "Drunk Driving. Over the Limit. Under Arrest." campaign to discourage impaired driving. The mission was to produce and direct a statewide multimedia campaign – a comprehensive, high visibility initiative of the national enforcement mobilization, a partnership of criminal justice and traffic safety partners. The campaign is designed to increase awareness that sobriety checkpoint, saturation patrols, undercover officers and concerned citizens will conduct massive enforcement efforts, usually involving multiple agencies that target specific areas to identify and arrest impaired driving. The paid media campaign ran from August 18-23, August 26-30, and September 2-6. Bonus media ran from August 10 to September 13, 2009. (The campaign placed 21,533 paid media ads with 11,874 bonus ads airing on broadcast television, cable television, and radio. Also, 15 electronic billboards were utilized in the Huntsville, Birmingham, Montgomery, Prattville, Auburn, Opelika and Mobile markets, providing 949,150 total hits.) A statewide campaign demographically targeted to M18-34 demographic was developed for AL.COM where during an average month, 20% of their unique visitors are in the target range. The campaign, running August 14 through September 6, included Standard Ad Units, story ads and text links with a bonus of roll-over and video ads.

The objective of the campaign was accomplished principally through the following tasks:
1. Development of the "Drunk Driving" marketing approaches, based on Nielsen and Arbitron ratings targeted toward males in the 18-34 age group primarily and slanted toward rural areas and identified hotspots;
2. Produced two television and radio advertising spots, "The Lawyer" and "Storyboard" in addition to corresponding billboard and newspaper ads;
3. Negotiated placements of approved, paid "Drunk Driving" program broadcast television, cable television, and radio spots, in addition to free and public service spots. (Paid advertising for the campaign was placed with 26 broadcast television stations in five major metro areas, 49 cable stations and multiple radio networks that cover 110 AM and FM radio stations across the state; 95 weekly newspapers and 30 daily papers.);
4. Newspaper ads and e-Billboards were distributed across these markets as determined by their percentages of "Hot Spots".
5. Updated the Alabama Department of Economic and Community Affairs (ADECA) "Drunk Driving. Over the Limit. Under Arrest." Webpage and provided image updated for ADECA and Law Enforcement Traffic Safety (LETS) homepages;
6. Review, reconciliation and approval for payment of invoices for the campaign.

Impaired Driving Paid Media Evaluation

Alabama Alcohol Target Groups Surveys
The 2009 Survey of Alcohol Targets of Opportunity was a statewide telephone survey conducted for AOHS. The study design called for a measurement of awareness, behavior, and perceptions concerning public information and enforcement programs of drinking and driving among drivers who had at least one drink in the past year. The public education effort consisted of paid advertising and increased enforcement.

The survey was administered to a randomly selected sample of approximately 500 drivers age 16 and older who drive at least a few times a year and must have had at least one drink in the past year. Interviews were conducted from September 9 to September 21, 2009. Schulman, Ronca and Bucuvalas, Inc. (SRBI), a national survey research organization, conducted the data collection.

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

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

Respondent Age: Drivers were asked to indicate their age during the demographic portion of the survey. Drivers age 16-34 made up 15% of respondents; 35-44 made up 16%; 45-54 made up 21%, 55-64 made up 24%, 65 and older made up 21.

Respondent Race and Ethnicity: Drivers were asked what racial category described them. The majority of drivers considered themselves to be white at 72%. Blacks or African American made up 23% of the survey while American Indians or Alaska Natives were 2%. Hispanics made up 1%, Asians were 1% while "Other" made up 2% of the survey. 2% refused to answer.

Respondent Education: Drivers were asked for their highest educational achievement. College graduate or higher was chosen by 51%. Some college education was chosen by 24%; high school graduate was chosen by 20%; and less than high school education was chosen by 4%.

Major Findings Among All Drivers
Frequency of Motor Vehicle Use: Drivers were asked how often they drive a motor vehicle. The majority of respondents (86%) said they drove almost every day while 12% drive a few days a week and 1% drive a few days a month or less. 1% replied that they drive a motor vehicle a few days a year.

Type of Motor Vehicle Driven: The majority of respondents (57%) drove cars. The next highest categories were SUVs at 19% followed by pickup trucks at 15% and vans or minivans at 6%. 2% of the respondents answered for "other" vehicles.

Frequency of Seat Belt Use: Most drivers (91%) wear their seat belts all of the time and 6% wear their seat belts most of the time. Additionally, 1% wears their seat belts some of the time while 1% of the respondents answered rarely or never.
Alcohol Use: The majority of drivers (69%) answered that they had at least one drink in the past thirty days while 29% said they had not.

Average Number of Days of Alcohol Use: Drivers were asked how many days out of the past 30 days did they drink any alcoholic beverages, which include, beer, wine, wine coolers, mixed drinks or liquor. Of those driver who did have a drink the average was 6.85 days of alcohol use.
Driven Within Two Hours of Drinking: Drivers were asked if in the past 30 days they had driven a motor vehicle within two hours after drinking any alcoholic beverages. Only 16% of respondents drove within two hours of drinking while 83% did not. Of those that did drink, the average number of days in the past 30 days in which they did drink was 3.2 and the average number of drinks was 1.8.

Driving When had Too Much to Drink: When asked if they had driven when they thought they had too much to drink in the past 30 days, 100% replied "No".

Visibility of Police on Roads: Drivers were asked if they had seen police on the roads where they normally drive in the past 30 days. The majority of drivers (57%) answered about the same, 37% of drivers answered more often than usual while 3% answered less than usual. 2% said "Never" and 1% was not sure/refused to answer.

Overall Likelihood of Being Stopped: Drivers were asked what they believed the likelihood of them being stopped while having an amount of alcohol in their body greater than the amount allowed by law would be. A large amount of the drivers (27%) felt they would not likely be stopped by police after drinking while 33% felt it was very likely of being stopped.

Increase Likelihood of Being Stopped: A little over 1/3 of the drivers surveyed (35%) think that the chances of being stopped have changed in the past month. That is, compared to a month ago; did they think a driver who had been drinking is more likely, less likely or about as likely to be stopped by the police?

Seen or Heard Messages Encouraging People to Avoid Drinking and Driving: The overwhelming majority of drivers (85%) had seen or heard messages encouraging people to avoid drinking and driving only 14% said they had not. Of those who had seen a message 86% saw the message on TV, while 21% heard it on the radio. 15% of respondents saw a billboard or sign and 5% read it in the newspaper and 1% had a personal observation on the road. The majority of TV and radio messages (66%) were from commercials and 29% were public service announcement.

Number of TV and Radio Messages Seen or Heard in Past 30 Days: Drivers who saw or heard messages were asked if it was more message than usual to encourage people to avoid drinking and driving. Half of the drivers (50%) reported that they seen about the same number of messages while 45% said they had seen more than usual.

Special Efforts by Police to Reduce Drunk Driving: Many of drivers (53%) had seen or heard of special effort by the police to reduce drinking and driving. Most respondents (65%) had seen the special effort by police on TV while 14% read it in the newspapers, and 14% heard of the efforts on the radio. Many drivers (43%) saw or heard news story about law enforcement efforts. 42% saw or heard a commercial and 21% saw or heard a public service announcement.

Overall Seen or Heard about Police Checkpoints: Sixty-one percent of drivers had seen or heard about police checkpoints while 37% had not.

Visibility of Police Checkpoints: In the last 30 days, 22% of the drivers said they had personally driven past or through a police checkpoint.

Name or Slogan to Prevent Drunk Driving: Approximately one third-drivers (33%) said they knew the name or slogan of an enforcement program(s) that is targeted at drinking and driving.

Unaided Awareness of Slogans: Drivers were asked to recall a name or slogan of a program to prevent drinking and driving. Many drivers (35%) responded with "MADD/Mothers Against Drunk Driving." 14% responded with the current slogan of "Over the Limit. Under Arrest."

Recall Seeing a Particular Ad: Drivers were asked if they saw a particular ad. It shows different cars with drivers that are sitting in alcoholic beverages up to their necks as they drive down the road. It also shows a motorcycle rider with alcohol floating in his helmet. The officer stops each driver and asks the driver is they have been drinking. When they roll the window down, or open the helmet, the alcoholic liquids start pouring out of the car and helmet. The ad is making the point that it is obvious when you drink and drive you will be caught. The ad then shows the officer arresting the drunken driver. The majority of respondents (80%) recall seeing the ad.

Aided Awareness of Slogans: Drivers were asked if they recalled hearing or seeing some slogans. "Friends Don't let Friends Drive Drunk" was recalled by 63% of respondents. The current slogan was recalled by 55% of drivers.

Enforcement of Drinking and Driving Laws: Most drivers (87%) were asked if they felt it is very important to enforce drinking and driving laws more strictly, whereas 7% felt it was fairly important, 3% felt that it was somewhat important, and 2% felt it was not that important.

Impaired Driving High Visibility Enforcement
Total FY 2009 Expended Funds - $260,042.64 - Funding Source - Section 410

In addition to the paid media effort, Alabama conducted a High Visibility Enforcement program for a two week period from August 21 through September 7. The enforcement program consisted of members from 232 law enforcement agencies from the municipal to the state level (Municipal Agencies: 166; County Sheriffs: 44; State Police Districts: 16; Other Agencies: 6). The officers worked 10,383 total hours and conducted a total of 298 checkpoints. The total number of citations issued was 27,595.

Occupant Protection Paid Media Campaign
Total FY 2009 Expended Funds - $492,407.63 - Funding Source - Section 405

"Click It or Ticket" Media Campaign
May 11 through May 25
The Click It or Ticket campaign played a critical role in the effort to keep people safe on our nation's roads and highways. The Alabama Development Office placed 12,848 paid media and more than 3,823 bonus commercials for Click It or Ticket from May 11 through May 25 in media markets across the state.

Electronic billboards were used to reinforce the radio and TV commercials. Sixteen sites were utilized in the major media markets providing 569,493 hits.

AL.COM Website: The state's leading news website also provided excellent coverage (300,000 paid ads and 50,000 bonus placements) for the campaign with only a $3,804.60 investment.

In addition to the paid and bonus media, the website (http://adeca.alabama.gov/clickit/) was updated for the 2009 campaign with more than half of the broadcast and cable stations, al.com and statewide newspapers providing links from their websites.

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

Network Television
Paid Media was placed in statewide markets for Click It or Ticket Mobilization to run only during May 11-25. The campaign once again targets a key at-risk group, 18 to 34 year olds, particularly males. The buy focused on the following day parts: morning drive (M-F, 7A-9A) and evenings (M-F, 6P-Midnight). Selected weekend day parts, especially sporting events, are appropriate as well if they appeal to the target group. Bonus media and public service spots may run at any time May 4 to June 12.

Cable Television
There are a number of cable networks that can be effective in building frequency among the target audience. Networks considered were Spike TV, Comedy Central, TNT, TBS, BET, MTV, and ESPN. Of these networks Spike TV, ESPN, and Comedy Central enjoy the highest composition of men 18-34 who drive pickup trucks.

With the same guidelines, the buy focused on programming in prime time (M-F, 7A-9A) and evenings (M-F, 6P-Midnight) enhanced by selected weekend day parts, especially sporting events.

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) and evenings (M-F, 6P-Midnight) as well as selected weekend day parts, especially sporting events. Selected weekday day spots were considered as well as weekday morning traffic spots. Thirty-second video/audio commercials were produced by Auburn Media for television and radio. Donnie Allison was selected as spokesperson for the campaign; since he had just been named to the Alabama Motorsports Hall of Fame a few weeks before the campaign began, we were especially pleased with his involvement in Click It or Ticket.

2009-Click It or Ticket Media:
Cut #1: "Donnie Allison"
Cut #2: "The Zombie"

Advertisements for electronic billboards, newspaper and al.com were tied back to the video media. Other efforts included extensive research followed by the posting of updated website content for both campaign and press releases.

Print Media
23 daily and 92 weekly papers ran 848 paid ads, 178 bonus ads and 11 web ads.

Occupant Protection Paid Media Evaluation
Total FY 2009 Expended Funds - $50,670.00 - Funding Source - Section 405

Schulman, Ronca & Bucuvalas, Inc (SRBI) conducted telephone interviews after both campaigns. SRBI is used by a number of the states participating in Click It or Ticket for the same purpose. SRBI made the necessary number of calls in order to obtain 500 complete interviews after the conclusion of the program. The surveyors asked 41 questions to bring out respondents' attitudes about the seat belt law, seat belt wearing habits and personality traits. The survey took place June 3 through June 17, 2009 and consisted of a 41-question interview.

The most important questions dealt with the respondent's use or non-use of seat belts. Results were encouraging. The most frequent answer for seat belt usage was "All of the time." It was given by 85% of the respondents interviewed. There is more encouraging news here as 94% of the respondents reported that they used their seat belts "all of the time" or "most of the time" at the end of the Click It or Ticket campaign.

As for gender in the 2009 SRBI phone survey, females were more likely to "buckle up" than males (90% to 80%). Self-reported male belt use decreased by 5%, when comparing the 2009 post-campaign results with the 2008 post-campaign results. Also, reported

female belt use decreased by 3%. Generally, self-reported safety belt use rates have been higher than the observed rates for men and women. This was not the case for 2009.

In age group responses, the 16-24 year olds had a lower positive response (73%) to "all the time" seat belt usage when compared to previous years. In 2008, only 88% in this age group responded "all the time" when asked how often seat belts were used. Another area of concern with this age group is that 10% responded "never" when asked about frequency of seat belt usage, compared to 0% last year. An assumption can be made that a campaign focused on younger drivers might be appropriate and potentially beneficial.

It appears that race of the respondents only made a slight difference in seat belt usage. In the self-reported rates for "all of the time," seat belt usage was highest in the non-white category at 86%. This rate was only slightly higher than the others, with the rate for whites at 85% and for Hispanics at 83%. As compared to the post-campaign results from 2008, all three groups saw a slight decrease: the rate among non-whites dropped from 92% to 86%, and the rate among whites dropped from 88% to 85%, and the rate among Hispanics dropped from 87% to 83%. It is important to note the very small sample size of the Hispanic respondents (9 in 2008, 8 in 2009), so no firm conclusions can be drawn for this subject.

When questioned about crashes, 24 out of every 25 respondents (96%) indicated that they wanted to be wearing their seat belts if they were ever involved in a crash. This strong response rate is about 6% higher than the belt use rate observed in the field. In other words, about 6% of drivers believe that seat belts are good safety tools, but they still have not committed to wearing them all of the time.

Occupant Protection High Visibility Enforcement
Total FY 2009 Expended Funds - $228,025.81 - Funding Source - Section 406

In addition to the paid media effort, Alabama conducted a High Visibility Enforcement program for a three week period from May 18 through May 31. The enforcement program consisted of members from 265 law enforcement agencies from the municipal to the state level (Municipal Agencies: 195; County Sheriffs: 50; State Police Districts: 16: Other Agencies: 4). The officers worked 10,355 total hours and conducted 310 checkpoints. The total number of citations issued was 57,674.

Traffic Safety Resource Prosecution Program
Total FY 2009 Expended Funds - $140,333.57 - Funding Source - State Traffic Safety Trust Fund

The Office of Prosecution Services is a state agency serving all 42 elected District Attorneys. Among other things, Prosecution Services' primary duty is to service the training needs for District Attorneys', ADA's and support staff. Through this project this office will increase the level of readiness and proficiency for the effective prosecution of traffic related cases.

In the past few years the nation has experienced an upswing in impaired driving arrests and vehicular crashes involving impaired drivers. In 2006, motor vehicle traffic crashes were the leading cause of death for every age 3 through 34.

Impaired driving cases continue to increase in litigious complexity rivaling capital cases. Additionally, the science involving identification and recognition of impaired drivers has significantly improved in recent years providing information that can be used by law enforcement and prosecutors in court settings. However, Alabama's law enforcement and courts fall behind other states in recognizing and utilizing available science applied in horizontal gaze nystagmus and drug recognition.

Compounding all of the above-listed issues is a lack of resources in the criminal justice system to address cases arising from impaired driving and other traffic safety cases. Also Alabama District Attorney Offices are drastically understaffed. In 2004, there were 10% fewer prosecutors than in 2003. Moreover, there were 10% more traffic cases in 2004 than 2003. Due to large law school debt loads and other career opportunities, 50% of prosecutors leave the District Attorney's office within the first five years. Consequently, the most inexperienced prosecutors are handling the most litigiously complex cases - DUIs.

The TSRP has undertaken a number of vital projects to increase the success of impaired driver prosecutions. One of the highlights of the 2 ½ year old TSRP program was the DUI/Traffic Safety Conference held in Auburn this year. The first such training of its kind in Alabama saw nearly 200 prosecutors, law enforcement officers other traffic safety professionals gather for this two day conference and heard from traffic safety experts from Alabama, North Carolina, NHTSA, Missouri and Texas on topics ranging from report writing to courtroom testimony to event data recorders. This conference was so well received that there have been requests that this conference become an annual event.

The fastest growing portion of this position is as a resource to prosecutors and law enforcement officers. The requests range from answering technical and legal inquiries to providing case law updates to providing predicate and voire dire questions as well as jury instructions. The role of TSRP in the constant and evolving battle or impaired driving in Alabama continues to grow.

Additionally, the TSRP presented a DUI Reckless Murder case study at the Alabama District Attorneys Association summer conference, spoke at the National Association of Prosecutor Coordinators summer conference, joined the committee to assist NHTSA in establishing performance measures for TSRP's, organized and conducted DUI Boot Camp, handled DUI cases as well as conducted other training programs and sessions.

As a result of the work of the TSRP, the prosecutors as well as law enforcement officers of this state are better prepared and equipped to handle DUI cases. They are also staying current on the legal changes associated with prosecuting these cases. The TSRP continues to be a valuable part of the overall effort to increase traffic safety.

Drivers License Suspension Appeals Program
Total FY 2009 Expended Funds - $33,460.74 - Funding Source - Section 402

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

The goal of this program is to ensure timely driver license suspension thus protecting drivers on Alabama's highways. The objectives to meet this goal include: Maintaining the average of 5 months required to handle driver license suspension appeals, reduce the number of pending driver license suspension appeals by 25%. At the time of application, this number was 1,229 (goal is 922), and to further streamline DLSA procedures by continuing to request the Courts schedule cases in groups in order to combine as many cases as possible into one trip.

At the beginning of this year there were 1,274 driver license suspension cases pending in the courts of this state. During the year, attorneys with the Department disposed of 925 cases. During the same period however, 956 new appeals were filed in the courts, so that at the end of the year September 30, 2009, the total number of cases pending had increased to 1,305. The unit continues to see large numbers of appeals filed, due in part to the increased law enforcement activity and some of the courts starting deferral program on first offenders.

The Department did not meet its goals of reducing the total number of cases pending and the length of time they remain pending. The cause of these failures was a reduction of non-jury civil case trial days by the courts and because some of the Circuits have changed their non-jury civil case settings from monthly to bi-monthly or quarterly because of lack of funding. Some Counties are down to holding non-jury civil court 2 to 4 weeks a year. The Department is contacting the various courts in an attempt to work out a faster turnover of the driver license cases by attaching them to other dockets.

Zachery Burr, a lawyer hired in October of last year has gained the knowledge necessary to affectively handle these driver license cases. This allows the unit to cover up to four courts on the same day should this become necessary.

E-Crash Deployment and Support
Total FY 2009 Expended Funds - $397,080.03 - Funding Source - Section 408

<u>e-Crash</u>

Prior to 2009, about 130,000 crash reports were submitted annually by all law enforcement agencies to the Department of Public Safety (DPS) for entry into the statewide crash file. The crash report form was totally paper-based at the beginning of FY 2008, and the DPS performed a conventional data entry process. Upon receipt, the reports were subjected to human review to determine completeness, and those deemed not sufficient for entry were returned to the local agencies. Despite some procedural decisions that delay year-end closeout of the file, the crash data were relatively timely in comparison to other states – it was about three months behind in getting 100% of the records entered for any given month. In addition, the closed out official version of the file was generally available for analysis by May of the following year. The closed out file was made available to the University of Alabama, which provided analytic support to the Highway Safety Office, and which also conducted other highway safety related research and studies. The Critical Analysis Reporting Environment (CARE) software, provided by the University is the primary analytical tool used throughout the state. The Alabama Department of Transportation also receives a copy of the file monthly to add location and other roadway-specific data.

Under the paper-based system, DPS did not have adequate staff resources to apply the necessary quality control processes to ensure quality data. This created a lack of follow up on cases returned to local agencies for correction, and some were never even re-submitted. No metrics were produced to determine these types of errors; and no routine feedback was provided to agencies about recurring errors.

The state has largely corrected most of these problems by the development of an electronic crash reporting system, which it calls e-Crash. DPS has recognized the need to migrate to an electronic crash data collection and reporting environment over most of the past decade. This system was included in the state's 2007-2011 Traffic Safety Information System (TSIS) Strategic Plan. The Plan for e-Crash identified the following goals:

- Assure through e-crash that all reports are 100% complete, 100% internally consistent, and are received within 48 hours.
- Generate considerable additional enforcement capability by reducing the time to complete the crash report form by 50%.

These goals have now been met by that proportion of the state that is using e-Crash. Its implementation has increased the existing level of quality in compliance with the criteria in SAFETEA-LU, especially the completeness, accuracy, and timeliness of the data, thus enhancing user confidence in the reliability of the data for data-driven decision making. This system has been designed and developed to provide:

- Mechanisms to produce crash reports in the officers' vehicles and upload the reports to a central server at the Department of Public Safety;
- The capability to produce crash reports for various police agencies, as well as to upload the reports to a central server at DPS;
- Mechanisms for continuing to provide the existing old paper intake of forms until the end of 2009 for the agencies that cannot currently support e-Crash before that time;
- A complete paperless system for e-Crash, with the exception of the paper reports that are produced for those involved in crashes;
- The ability to accept electronic data transfer from commercial vendor crash reporting applications.
- Capability for GPS-based location of crashes;
- Mechanisms for on-line viewing and purchase of completed reports;
- The ability to interface with a variety of analytical tools, including both statistical and GIS-based tools.

Currently about 200 agencies have started using e-Crash. About 30,000 reports had been filed with e-Crash by the end of FY09. This is a rate of about 50% of all crash reports coming in through e-Crash at that point in time. The state is still in the process of fielding the e-Crash system with December 31, 2009 as the target date for all agencies to be using e-Crash.

The e-Crash project has been major undertaking that has obvious positive ramifications in terms of timeliness, consistency, completeness, uniformity, and efficiency. The electronic citation will assure that most law enforcement officers have laptops or other comparable hardware to do e-Crash entry over the next five years. One of the first steps of this project resulted in updated crash report data elements that are virtually MMUCC compliant. Also, some major efforts were accomplished involving design and development of the software to automate the entry of crash data using the updated data elements. The e-Crash system is now fully developed and deployed to a major part of the state. Efforts are still required in training and logistics for accomplishing the total statewide rollout to all reporting agencies.

e-Cite

The Administrative Office of the Courts (AOC) coordinated the development of an electronic citation application, called e-Cite, with assistance from ADECA, Federal Motor Carrier Safety Administration (FMCSA), DPS and several other law enforcement agencies. The e-Cite application has several features that provide for the efficient capture of citation information by officers. Once captured, these data are then uploaded wirelessly into a database on a central server. Subsequent uploading of the district court tickets to the Ala Court system eliminates the need for hand entry by the district court clerks. Prior to this all paper tickets had to be read, understood and then hand entered, resulting in considerable errors or even lost citations due to difficulty in interpreting officers' hand writing.

The e-Cite application is currently in use universally by DPS and many Sheriff and Police Departments. There has been tremendous growth made in the use of e-Cite, and the system is being well received in the law enforcement community.

In FY 2009, there were about 65 training sessions that deployed e-Cite into about 200 new agencies. This resulted in about 500 officers being trained and deployed with ADECA funded equipment. This brings the totals for e-Cite users to approximately 300 agencies and in the order of about 3000 users.

Several Train the Trainer sessions were also conducted in FY09. These trainers have gone back to their agencies and trained numerous other officers. The software has also matured to the point that it can be put on an install CD and mailed out with instructions to IT personnel in local agencies, and several such CDs have been shipped to local agencies.

The problem at this point is that both e-Crash and e-Cite have not been totally rolled out to all city and county law enforcement agencies. Once this is accomplished there will be great gains to these localities, as well as to the state and the cause of traffic safety.

Alabama's Electronic Patient Care Reporting (e-PCR) Assistance Program
Total FY 2009 Expended Funds - $50,000.00 - Funding Source - Section 408

This project is being used to maintain the process of electronic patient care reports and the software, provider and web access associated with them. The NEMSIS compliant data system is required by the National Highway Traffic Safety Administration, Office of EMS. The goals of this program in FY 2009 was to continue to track and collect Emergency Medical Service responses on emergency calls involving patients requiring pre-hospital medial, cardiac, stroke and trauma care. This program also continued to collect and track licensed Emergency Medical Provider Services and Emergency Medical Personnel of all Alabama recognized license levels.

The Alabama Office of EMS and Trauma used these grant funds to secure a Professional Services Contract in order to renew the annual maintenance and support contract with Grayco Systems, Inc. This contract supports the Alabama e-PCR (electronic patient care reports) which is the EMSIS Provider, Ala Cert, EMSIS Server, and EMSIS Web (Al e-PCR web).

All of Alabama's licensed EMS provider services are required to submit real time electronic patient care report data to the State data system. This data is used to conduct a truer assessment of the Alabama EMS system. The NEMSIS data will allow more accurate decisions by the Office of EMS and Trauma to improve patient outcomes through rule and protocol changes. This data system will also be a valuable resource in meeting the objectives of the Governor's Strategic Highway Safety Plan.

The Alabama e-PCR was made available to Alabama EMS Providers, free of charge, as client (machine resident) software or as a Web-based version for on-line data entry. In mid May, 2007, a beta test version of the software was installed in Montgomery.

Additionally, in June of 2007, the beta software was installed at a couple of other EMS Provider locations. The testing phase was not only being used to fine tune the ePCR layout, functionality and related documentation, but also to assist in developing specific installation procedures. Completion of the test phase launched a final e-PCR version which took place at the beginning of August 2007. The Web-based product lagged behind the client-based software by about one month.

As of September 30, 2009, the Alabama e-PCR software has been distributed to all active EMS (309) services in Alabama. As of November 2009, all but 69 are reporting. The Office of EMS and Trauma has established a final compliance timeline of December 31, 2009. They have received over 200,000 NEMSIS compliant reports and they have all been transmitted to the NHTSA TAC in Salt Lake, UT. Their submissions suggest that they should receive 600,000 e-PCR reports annually.

E-Cite Local Deployment
Total FY 2009 Expended Funds - $873,378.30 - Funding Source – State Traffic Safety Trust Fund

The equipment for the deployment of the e-Cite program to local law enforcement agencies was purchased for a total cost $873,378.30 during FY 2009. E-Cite application has been deployed to approximately 300 law enforcement agencies and has approximately 3,000 users.

Alabama Traffic Records Coordinating Committee (ATRCC)

The Alabama Traffic Records Coordinating Committee (ATRCC) is a properly constituted coordinating committee that provides the opportunity for its members to coordinate all traffic records projects and to become informed about the component parts of and datasets within their traffic records system. The strategic implementation of the various components of the traffic records system will result in economies of scale through joint purchasing power, integration of new systems, and the cooperative development of data elements and data dictionaries.

Originally known as the Alabama Traffic Information Systems Council (ATISC), ATRCC has been in existence since July 1994. The ATISC was recently reorganized and renamed as the ATRCC. The committee includes executive and technical levels. This two-tiered level ATRCC is critical for the state to properly develop, maintain, and track the progress of projects identified in the state's Strategic Plan for Traffic Records that was required by the SAFETEA-LU legislation. The executive level establishes policies, sets strategic goals for project development, approves projects, and authorizes funding.

Technical level membership of the committee includes representation from all stakeholder agencies, and it is charged with providing technical support, project implementation, and collaboration. The Chair of the technical level has the responsibility for directing the implementation of the Traffic Records Strategic Plan.

<u>Strategic Planning</u>
The ATRCC submitted a Traffic Safety Information Systems Strategic Plan (FY 2010-2014) and an application for a grant to NHTSA in June 2009. The overall strategic planning effort of the ATRCC, as reflected in the Traffic Safety Information System Strategic Plan, is quite comprehensive. There are some concerns noted in this plan that can be easily addressed by the ATRCC. However, additional resources will be required for the monitoring, data collection, progress reporting, and project management steps. There are several excellent software tools available for this phase that would allow the ATRCC, and in particular the Traffic Records Coordinator, to pull together the necessary information for oversight by the ATRCC and its executive committee.

<u>Implementation</u>
This assessment is based on the NHTSA Advisory and will serve as the standard in traffic safety for the next four years. The ATRCC has taken the recommendations of the Traffic Records Assessment Team to prioritize the projects within the Traffic Safety Information System.

Legislative Summary

The Alabama Office of Highway Safety has been active with the State Safety Coordinating Committee (SSCC). This committee was established by an act of the Alabama Legislature, the mission of the SSCC is increased safety, with particular focus on the problem of traffic accidents. This includes crash prevention, crash severity reduction and remedial actions (e.g., emergency medical services). More formally, the mission of the SSCC is to formulate, coordinate, and apply whatever SSCC resources are available to reduce crash frequency and severity (including remedial first responder services) so that there is a maximum reduction in fatalities, severe injuries, fatal and injury crashes, and property damage crashes. The SSCC is the primary liaison between the traffic safety community and the Alabama legislature, and its role in this regard is to assure that all available expertise, both within Alabama and nationally, is to assure that the laws passed within Alabama are as effective as possible in accomplishing the SSCC mission.

The SSCC supported twelve bills for the 2009 legislative session. The bills related to traffic safety that the SSCC supported were:

1. Aggravated DUI >.15 BAC / prior alcohol, out of state
2. Attempting to allude
3. Interstate speed enforcement for cities under 19,000 in population
4. Seat belts for all vehicle passengers
5. Strengthen the graduated driver license law
6. Restriction of teens using cell phones while driving
7. Enhance Move Over Law
8. Ignition Interlock

Unfortunately, none of these bills passed the Alabama Legislature in 2009. The SSCC will again be active in presenting legislation that will assist in reducing traffic fatalities in the 2010 session.

STATEWIDE STATISTICS *

	2004	2005	2006	2007	2008
Number of Traffic Fatalities	1,154	1,148	1,207	1,110	966
Number of Serious Injuries in Traffic Crashes	31,052	30,607	29,844	27,085	20,192
Fatalities/100M VMT • Total_____ • Urban_____ • Rural_____	1.95 1.43 2.46	1.92 1.28 2.59	1.99 1.31 2.69	1.81 1.20 2.44	1.63* N/A N/A
Number of Unrestrained Occupant Fatalities, All Seat Positions	517	561	568	538	452
Number of Fatalities Involving Driver or Motorcycle Rider with .08+ BAC	360	373	377	377	315
Number of Speeding-Related Fatalities	508	502	568	497	447
Number of Motorcyclist Fatalities	75	62	105	85	99
Number of Unhelmeted Motorcyclist Fatalities	7	3	10	8	15
Number of Drivers Age 20 or Younger Involved in Fatal Crashes	240	219	230	194	162
Number of Pedestrian Fatalities	81	73	78	69	66
Observed Seat Belt Use, Front Seat Outboard Occupants	80.0%	81.9%	82.9%	82.3%	86.1%
Speed Hotspots	N/A	N/A	120	142	123
Speed Fatal Crashes	317	331	370	359	338
Speed Injury Crashes	3,325	3,502	3,712	3,392	2,958
Alcohol Hotspots	N/A	N/A	218	191	190
Alcohol/Drugs Fatal Crashes	228	212	237	257	212
Alcohol/Drugs Injury Crashes	2,876	2,948	3,042	2,719	2,450

* - State Data Estimated

Performance Goals in the Fiscal Year 2009 HSP/Performance Plan

Fatality Rate per 100M VMT

- Reduce the fatality rate per 100M VMT from 2.0 in 2006 to 1.5 in 2011.

  The current fatality rate per 100M VMT for 2008 is 1.63.

Hotspots (high crash locations)

- Reduce the number of speed hotspots from 120 in 2006 to 118 in 2008.

  The current number of speed hotspots for 2008 is 123.

- Reduce the number of alcohol hotspots from 218 in 2006 to 183 in 2008.

  The current number of alcohol hotspots for 2008 is 190.

Alcohol/Drug Crashes

- Reduce the number of alcohol/drug fatal crashes from 237 in 2006 to 233 in 2008.

  The current number of alcohol/drug fatal crashes for 2008 is 212.

- Reduce the number of alcohol/drug injury crashes from 3,042 in 2006 to 2,650 in 2008.

  The current number of alcohol/drug injury crashes for 2008 is 2,450.

Speeding

- Reduce the number of speed fatal crashes from 370 in 2006 to 341 in 2008.

  The current number of speed fatal crashes in 2008 is 338.

- Reduce the number of speed injury crashes from 3,712 in 2006 to 3,222 in 2008.

  The current number of speed injury crashes for 2008 is 2,958.

Occupant Protection

- Increase the statewide seat belt usage rate from 86.1% in 2008 to 86.8% in 2009.

  The current statewide seat belt usage rate for 2009 is 90.0%

Alabama Traffic Safety Performance Measures

C-1) Number of traffic fatalities (FARS)

2006	2007	2008	3-Year Average
1,207	1,110	966	1,094

In 2008, the total number of traffic fatalities is approximately 12% lower than the 3-year average. Preliminary numbers for 2009 indicate a downward trend as well.

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

2006	2007	2008	3-Year Average
29,844	27,085	20,192	25,707

In 2008, the total number of traffic fatalities is approximately 21% lower than the 3-year average.

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

Rural Fatalities/VMT

2006	2007	2008	2-Year Average
2.69	2.44	N/A	2.57

Urban Fatalities/VMT

2006	2007	2008	2-Year Average
1.31	1.20	N/A	1.23

Total Fatalities/VMT

2006	2007	2008	3-Year Average
1.99	1.81	1.63	1.81

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

2006	2007	2008	3-Year Average
568	538	452	519

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

2006	2007	2008	3-Year Average
377	377	315	356

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

2006	2007	2008	3-Year Average
568	497	447	504

C-7) Number of motorcyclist fatalities (FARS)

2006	2007	2008	3-Year Average
105	85	99	96

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

2006	2007	2008	3-Year Average
10	8	15	11

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

2006	2007	2008	3-Year Average
230	194	162	195

C-10) Number of pedestrian fatalities (FARS)

2006	2007	2008	3-Year Average
78	69	66	71

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

2007	2008	2009	3-Year Average
82.3%	86.1%	90.0%	86.1%

Alabama Traffic Safety Activity Measures

Number of speeding citations

2007	2008	2009	3-Year Average
26,030	40,574	50,693	39,099

Number of DUI arrests

2007	2008	2009	3-Year Average
1,689	3,265	3,374	2,776

Number of seat belt citations

2007	2008	2009	3-Year Average
23,211	27,405	34,328	28,315

The Alabama Office of Highway Safety (AOHS) will continue to strive to meet the performance goals set in the HSP/Performance Plans and keep the roadways safe for the citizens of Alabama.
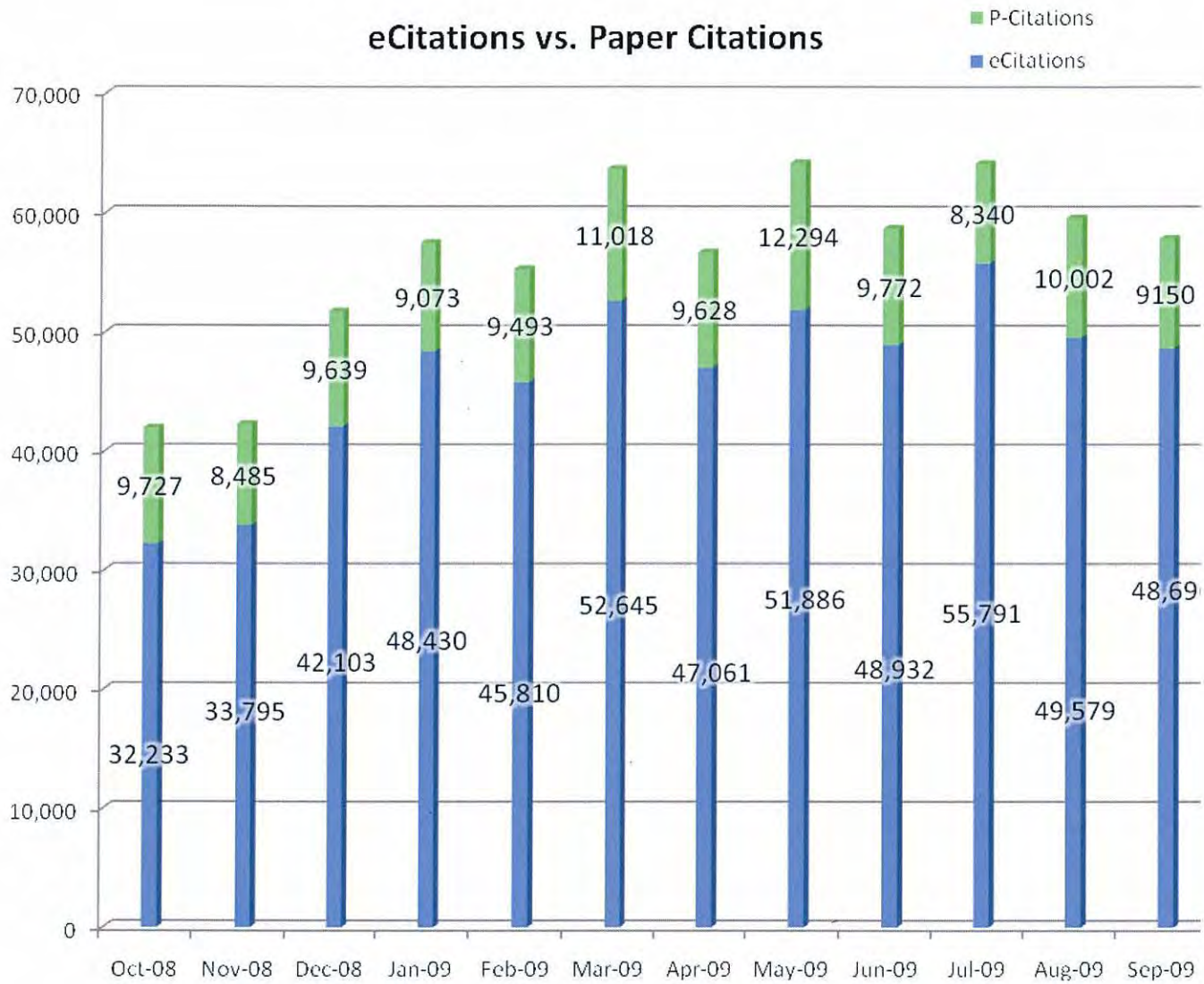
All the projects funded by the AOHS contributed to the State of Alabama meeting the performance goals set in the HSP/Performance Plan and the overall success of the highway safety program.
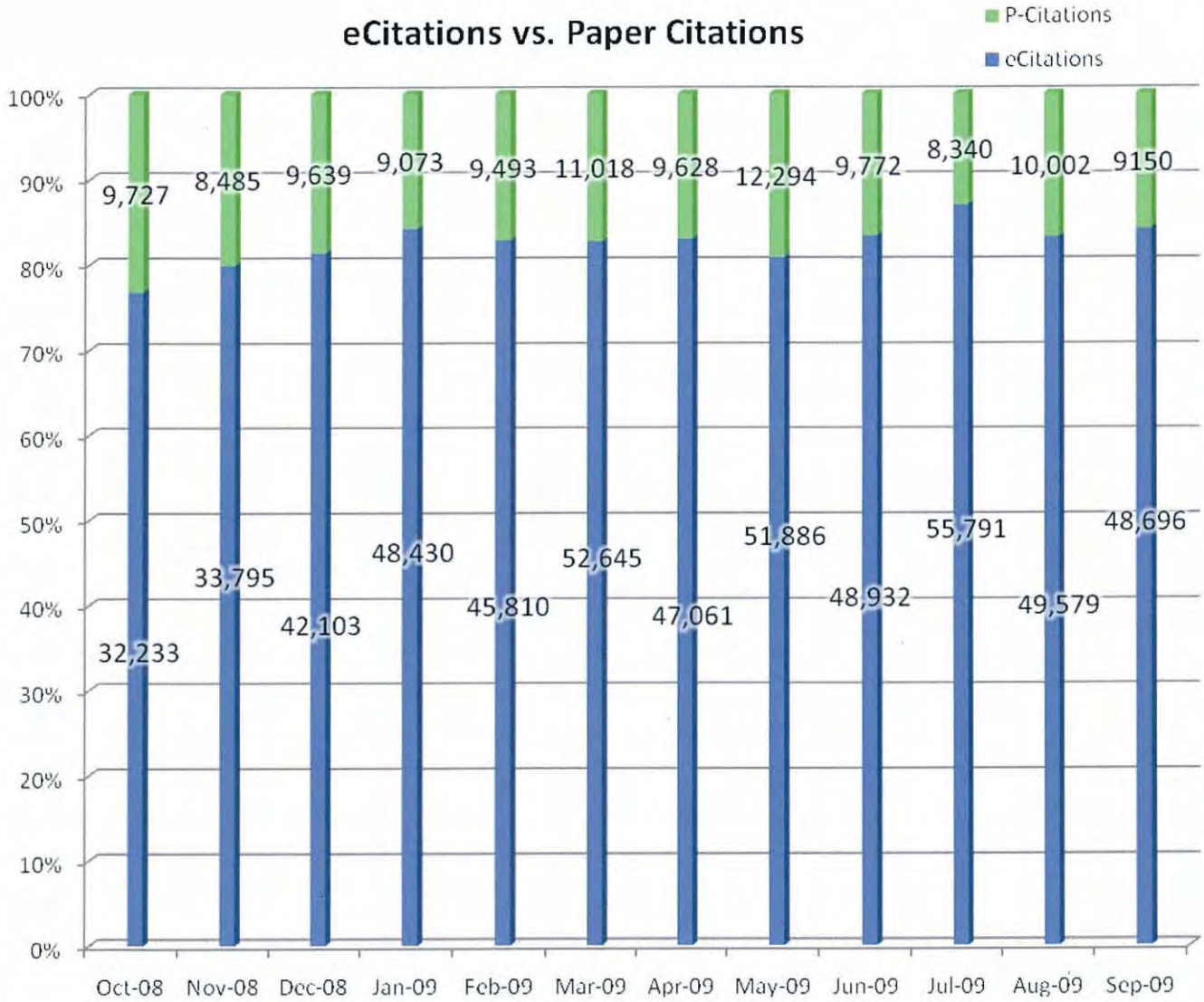
Looking to the Future

The State of Alabama is one of 10 States that have the highest alcohol-related fatality rates, as determined using the most recent final FARS data. The State of Alabama has applied for and been awarded funds to combat this issue. The State of Alabama will use 75% of the funds received as a High Fatality Rate State to conduct a high visibility impaired driving enforcement campaign. The remaining 25% of these funds will be used to produce a public information and education paid media effort to increase awareness by the general public of the dangers involved in impaired driving.

The Alabama Office of Highway Safety will continue to serve as the lead agency for all highway safety issues in Alabama. Our vision remains to create the safest surface transportation system in the southeast by means of a cooperative effort that involves all organizations and individuals within the state who have traffic safety interests.

Attachment I – Total e-Citations vs. Paper Citations

eCitations vs. Paper Citations

Legend:
- ■ P-Citations
- ■ eCitations

Month	P-Citations	eCitations
Oct-08	9,727	32,233
Nov-08	8,485	33,795
Dec-08	9,639	42,103
Jan-09	9,073	48,430
Feb-09	9,493	45,810
Mar-09	11,018	52,645
Apr-09	9,628	47,061
May-09	12,294	51,886
Jun-09	9,772	48,932
Jul-09	8,340	55,791
Aug-09	10,002	49,579
Sep-09	9150	48,69

Attachment II – Percentage of e-Citations vs. Paper Citations

eCitations vs. Paper Citations

Legend: P-Citations, eCitations

Values shown on chart:

P-Citations (green, top): 9,727; 8,485; 9,639; 9,073; 9,493; 11,018; 9,628; 12,294; 9,772; 8,340; 10,002; 9150

eCitations (blue): 32,233; 33,795; 42,103; 48,430; 45,810; 52,645; 47,061; 51,886; 48,932; 55,791; 49,579; 48,696

Months: Oct-08, Nov-08, Dec-08, Jan-09, Feb-09, Mar-09, Apr-09, May-09, Jun-09, Jul-09, Aug-09, Sep-09

Expenditures for Program Year 2007

Program Area	Section 402	Section 405	Section 406	Section 408	Section 410	Federal Expended	State Expended	TOTAL Expended
Planning and Administration [1]	117,538.00					117,538.00	326,573.35	444,111.35
Alcohol - Prosecution	33,460.74					33,460.74	281,193.55	314,654.29
Police - Traffic Services [2]	1,346,743.72		228,025.81		260,042.64	1,834,812.17	86,680.88	1,921,493.05
Traffic Records [2]	-			447,080.03		447,080.03	111,770.01	558,850.04
Community Traffic Safety Programs [3]	1,976,815.55					1,976,815.55	2,149,672.76	4,126,488.31
Occupant Protection - Paid Media [2]		492,407.63				492,407.63	913,882.48	1,406,290.11
Occupant Protection [2]		314,889.30				314,889.30	657,853.50	972,742.80
Motorcycle Safety						-		-
Alcohol - Paid Media [2]					509,824.21	509,824.21	169,941.41	679,765.62
Unassigned State Match [2]							626,212.26	626,212.26
Total:	3,474,558.01	807,296.93	228,025.81	447,080.03	769,866.85	5,726,827.63	5,323,780.20	11,050,607.83

(1) - State amount expended includes the matching Trust Fund Admin
(2) - $2,500,000 in state expenditures were set aside by the Alabama Department of Public Safety as match for Highway Traffic Safety programs.
(3) - $2,149,672.76 in state expenditures include State Trust Fund grant expenditures as well as subgrantee match on Federal funds.

Note: Amounts shown are in dollars and cents.