

# State of Arizona Highway Safety Plan

*Federal Fiscal Year 2017*

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Governor  
State of Arizona



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Governor's Highway Safety Representative





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# State of Arizona Highway Safety Plan

*Federal Fiscal Year 2017*

*prepared for*

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

*prepared by*

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# Introduction

The Arizona Governor's Office of Highway Safety (GOHS) is the focal point for highway safety issues in Arizona. GOHS is a cabinet agency that provides leadership by developing, promoting, and coordinating programs; influencing public and private policy; and increasing public awareness of highway safety.

The 2017 HSP is composed of seven sections – Arizona's Highway Safety Planning Process, Highway Safety Performance Plan, Highway Safety Strategies and Projects, Performance Report and Program Cost Summary. The Planning Process (Section 1.0) discusses the data sources and processes used to identify Arizona's highway safety problems and establish highway safety performance. It details, through thoughtful and thorough data analysis and problem identification, the progress Arizona is making in addressing its most significant behavioral safety problems, including impaired driving, speeding and aggressive driving, and occupant protection. These issues, which align with the national priority areas identified by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA), are linked through specific performance measures and targets to Arizona's goal of reducing fatalities across all program areas in the Performance Plan (Section 2.0). Arizona's Evidence-Based Traffic Safety Enforcement Program (Section 2.2) ensures that enforcement resources are used efficiently and effectively.

The Highway Safety Strategies and Projects (Section 3.0) chapter describes the projects and activities the Arizona GOHS will implement to achieve the goals and objectives outlined in the Performance Plan. It details how Federal funds provided under the Section 402 (Highway Safety Programs), 405 (National Priority Safety Programs) grant programs, and other funding will be used to support these initiatives along with Arizona's traffic records system. Continued assessment and investment in the latter is essential for maximizing the efficiency and effectiveness of traffic records data collection and analysis.

The Performance Report (Section 4.0) focuses on Arizona's success in meeting the performance targets for the core performance measures identified in the FFY 2016 HSP. The Program Cost Summary (Section 5.0) details the proposed allocation of funds (including carry-forward funds) by program area based on the goals identified in the Performance Plan (Section 2.0) and the projects and activities outlined in the Highway Safety Strategies and Projects (Section 3.0). The funding level is based on what GOHS estimates its share will be under the Federal grant programs for the 2017 Federal Fiscal Year.

For FFY 2017, Arizona is applying for the following Section 405 incentive grants programs:

- Part 1 - 405b - Occupant Protection (23 CFR 1300.21);
- Part 2 - 405c - State Traffic Safety Information System Improvements (23 CFR 1300.22);
- Part 3 - 405d - Impaired Driving Countermeasures (23 CFR 1300.23);
- Part 4 - 405d II - Alcohol-Ignition Interlock Law (23 CFR 1300.23),
- Part 7 - 405f - Motorcyclist Safety (23 CFR 1300.25), and
- Part 9 - 405h - Nonmotorized Safety (23 CFR 1300.27).

The 405 application, which is signed by Arizona's Governor's Representative for Highway Safety and includes the completed sections of the Appendix B to Part 1300 - Application Requirements along with Appendix A to Part 1300 - Certification and Assurances for Highway Safety Grants and the accompanying documentation, will be sent separately to NHTSA.



*Arizona GOHS slogan and logo.*

# Mission Statement

GOHS, as the focal point for highway safety issues in Arizona, provides leadership by developing, promoting, and coordinating programs; influencing public and private policy; and increasing public awareness of highway safety.

## *GOHS Statewide DUI News Conference at the Arizona Capitol.*



# 1.0 Arizona's Highway Safety Planning Process

Arizona Revised Statute §28-602 designates the Arizona Governor's Office of Highway Safety (GOHS) as the appropriate agency to administer highway safety programs in the State. Executive Order 2004-24 designates GOHS as the State Highway Safety Agency to administer the Highway Safety Plan (HSP) on behalf of the Governor.

GOHS produces the annual HSP to serve as the implementation guide for highway safety projects throughout Arizona. The HSP also is an application for funding through the National Highway Traffic Safety Administration (NHTSA). Project selection is data driven and utilizes state and national traffic safety data (e.g., crashes, fatalities, injuries, citations, etc.). Knowledge of the Arizona political, economic, and demographic environments, as well as highway safety expertise on the part of staff and other partners, also are taken into account where appropriate.

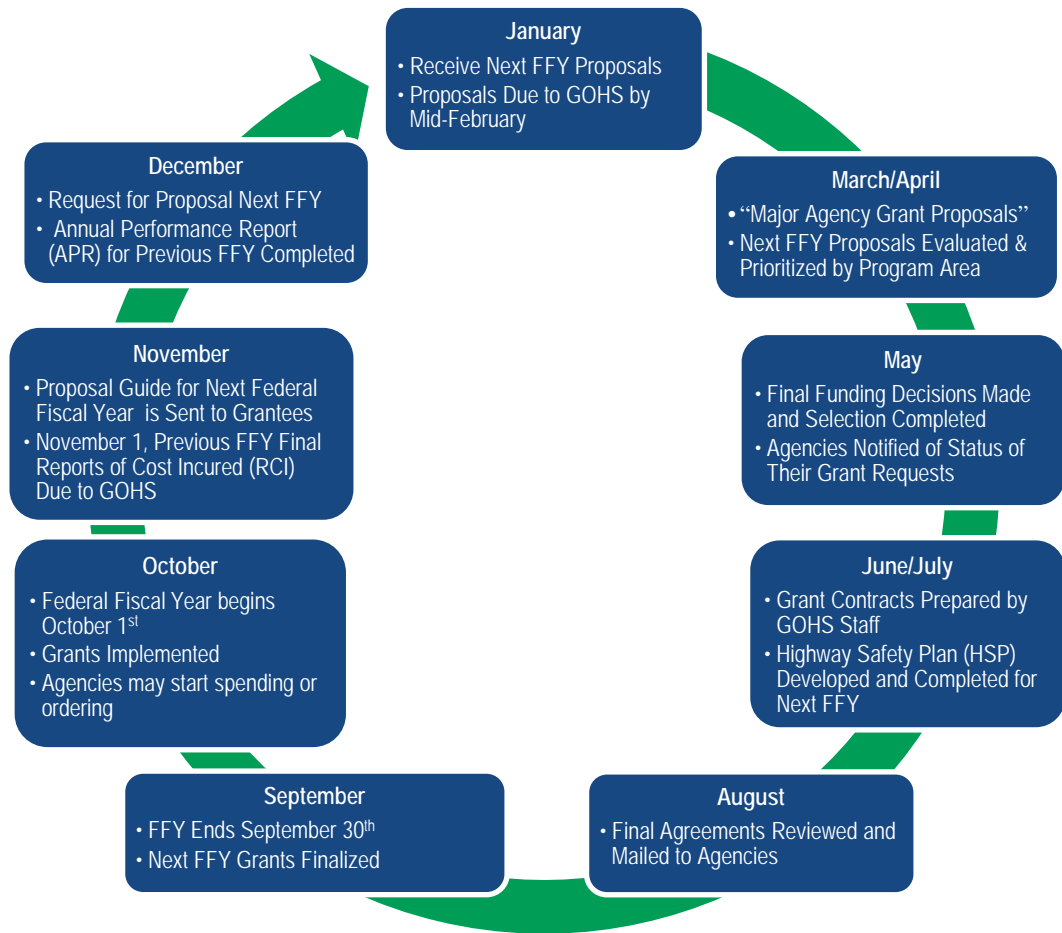
The three leading causes of death from vehicular collisions in Arizona are speeding and aggressive driving, impaired driving, and unrestrained vehicle occupants. Consequently, the majority of funding in the FY 2017 HSP is devoted to Impaired Driving, Police Traffic Services, and Occupant Protection. GOHS has established a channel of communication and understanding among the Governor's Office, the Legislature, state agencies, political subdivisions, and community groups to address these and other aspects of the statewide highway safety program.

## 1.1 PLANNING PROCESS

The GOHS will submit the HSP by July 1 to fund FFY 2017 grants on October 1, 2016. Programs starting on October 1 will be funded utilizing available carry forward funds until GOHS receives current year funding from Congress.

Figure 1.1 below shows the Arizona Highway Safety Planning process.

**Figure 1.1 The Highway Safety Planning Process**



In November of each year, a letter outlining the Proposal Process and priority program areas is sent to political subdivisions, state agencies, and nonprofits regarding the GOHS Proposal Process. All statewide law enforcement and nonprofit agencies are encouraged to participate actively in Arizona’s Highway Safety Program. In addition to the written notification, the letter and proposal Guide are posted on the GOHS website.

Proposals are due to GOHS through the GOHS e-grants system at the end of February. Each proposal is assigned a number and pertinent information is added to an Excel spreadsheet.

Meetings with the GOHS Director, Assistant Director, Grant Manager, Comptroller, and Project Coordinators to review the proposals take place from March through April. During these meetings each proposal is discussed and the

## *GOHS Grants Philosophy: Grants for Performance*

level of funding is determined. These discussions are centered on the following *Grants for Performance* evaluation criteria:

- Is the proposal eligible for funding?
- Does the proposal address one or more of the priority areas identified in the proposal letter?
- Did the submitting agency follow the guidelines set forth in the Proposal Guide; e.g., the agency provided:
  - Data;
  - Statistics;
  - A cover letter signed by agency head; and
  - Other.
- Has the agency previously been included in the HSP?
  - If yes, how did they perform?
  - Were narrative and financial reports completed in accordance with contractual requirements?

When evaluating grant applications, GOHS bases decisions on an agency's past performance. If an agency exhibits poor performance – operationally or financially, the agency is less likely to receive funding. Conversely, GOHS rewards top performing agencies with additional funding if requested and needed.

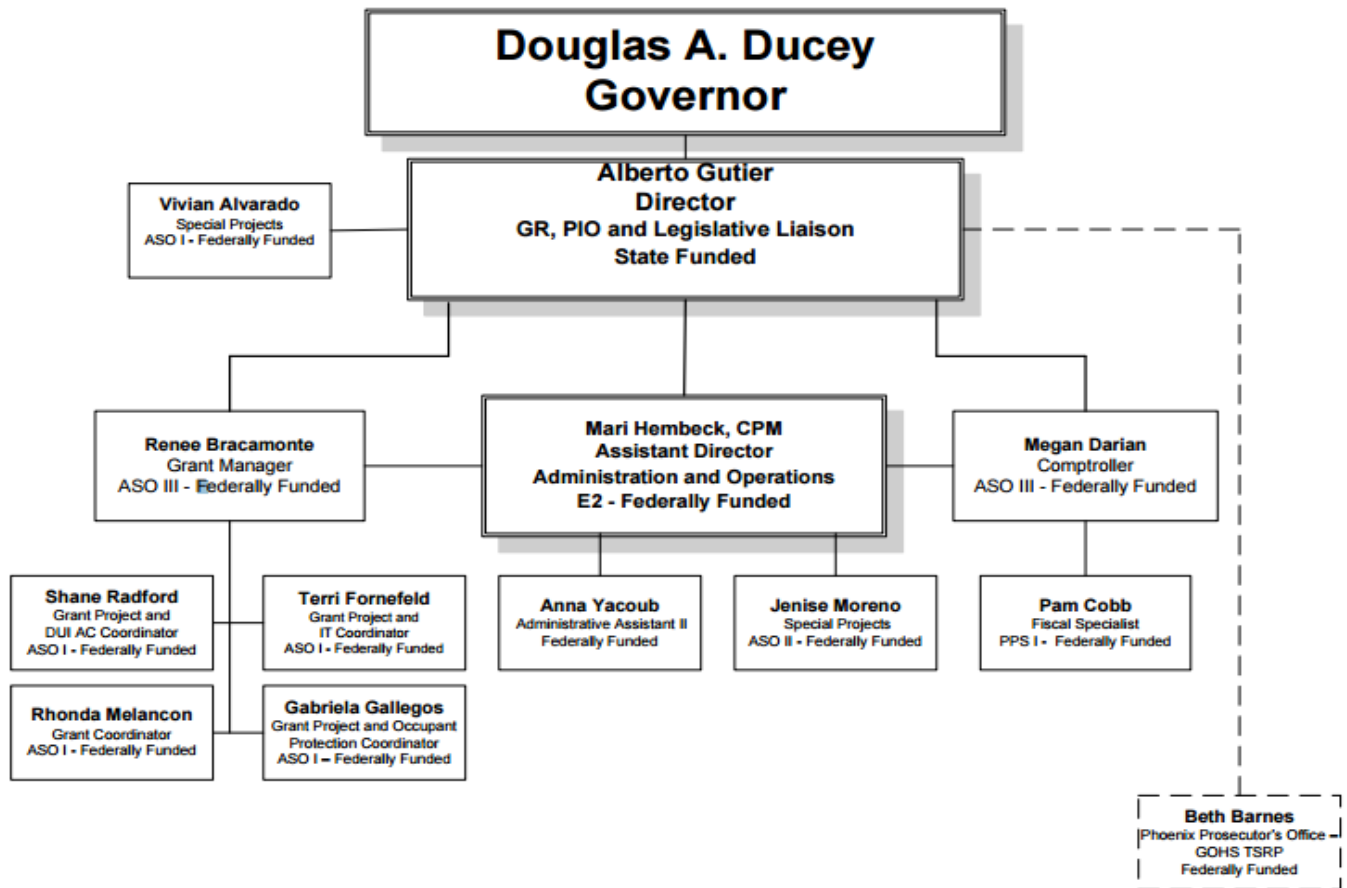
GOHS requires grantees requesting \$100,000 or greater and nonprofit applicants to make formal presentations before GOHS staff. These presentations provide agency background information and an overview of the project request. This process allows the GOHS Director and staff to ask questions and better assess the grant application. GOHS' policy is to fund all proposals that meet the criteria to ensure the HSP is representative of the entire State. Once the grants and funding levels are determined by program area, Executive Staff begin HSP development and Project Coordinators begin writing contracts so they can be mailed to grantees by early September.

Agencies review grant contracts in September and gain approval (if necessary) from appropriate governing boards and councils. Once completed, the GOHS Director signs the contract and the agency can begin incurring costs pursuant to the grant contract.

## 1.2 GOHS ORGANIZATION

GOHS is led by the Director, Alberto C. Gutier, who is appointed by and reports to the Governor of Arizona, Douglas A. Ducey. Mr. Gutier is supported by an administrative staff headed by Assistant Director, Mari Hembeck; grant-funded programs for a variety of agencies and other institutions headed by Grant Manager, Renee Bracamonte; financial staff headed by the Comptroller, Megan Darian; and project management staff. The dotted lines in Figure 1.2 depict the Traffic Safety Resource Prosecutor. This position is supported by GOHS and housed in an office outside of the GOHS office.

Figure 1.2 Organizational Chart



## 1.3 PROBLEM IDENTIFICATION

GOHS supports activities having the greatest potential to save lives, reduce injuries, and improve highway safety in Arizona. A broad range of data was analyzed, together with highway safety research and the expertise of GOHS staff, to identify the most significant safety problems in the State. The relative magnitude of the various contributing crash factors was reviewed and tracked over time, as were the demographic characteristics of drivers and crash victims and whether they used, or did not use, appropriate safety equipment.

Sources of highway safety data and research used by GOHS include the following:

- Fatality Analysis Reporting System (FARS);
- National Occupant Protection and Use Survey;
- National Highway Traffic Safety Administration;
- Arizona Strategic Highway Safety Plan;
- Arizona Governor's Office of Highway Safety, Web Site Reporting System;
- Arizona Department of Transportation, Information Technology Group;
- Arizona Department of Transportation, Motor Vehicle Division;
- Arizona Department of Public Safety, Crime Lab Reports;
- Arizona Department of Health Services, Health and Vital Statistics Section;
- Arizona DUI Abatement Council (state funds);
- Arizona Association of Chiefs of Police;
- Arizona Sheriffs Association;
- Arizona Prosecuting Attorneys Advisory Council; and
- National Safety Council.

Table 1.1 below shows the relative importance of the various contributing crash factors and demographics to crash fatalities in Arizona in 2015.

**Table 1.1 Arizona Crash Factors as Percent of Total Fatalities 2015**

Unrestrained Vehicle Occupant	Alcohol Impaired Driving	Speeding Related	Pedestrians	Motorcycle	Drivers Age 20 and Younger	Bicyclists
35%	33%	34%	18%	15%	2%	3%

Source: ADOT.

These data show that speeding and aggressive driving, alcohol impairment, and unrestrained occupants are the three most important factors contributing to crash

fatalities in Arizona. Therefore GOHS is focusing its resources to address these areas through the following Tier 1 program areas:

- **Police Traffic Services (PT)** - To achieve and maintain compliance with traffic laws such as aggressive driving, speeding, and red light running. Enforcement must be consistent, impartial and uniformly applied to all street and highway users.
- **Alcohol and Other Drugs (AL)** - To reduce the number and severity of crashes in which alcohol and/or drugs are contributing factors.
- **Occupant Protection (OP)** - To increase the statewide seat belt/child safety seat (CSS) usage rate of motor vehicle occupants and to increase public information and education of the benefits of seat belt/CSS usage for adults and children.

Other conditions and contributing crash factors also are addressed in the HSP and are tracked through the following Tier 2 program areas:

- **Accident Investigation (AI)** - To provide training and resources for vehicular crimes units to more effectively aide in the investigation and prosecution of fatal traffic collisions.
- **Emergency Medical Services (EM)** - To support rural first responders with emergency medical services (EMS) equipment.
- **Motorcycle Safety (MC)** - To increase the public's awareness and understanding of and participation in motorcycle safety.
- **Pedestrian and Bicycle Safety (PS)** - To increase the public's awareness and understanding of and participation in pedestrian and bicycle safety.
- **Roadway Safety (RS)** - To improve traffic conditions in identified corridors and local jurisdictions by funding minor traffic engineering improvements, correcting signing deficiencies and promoting safety programs.
- **Traffic Records (TR)** - To develop a comprehensive data processing system that brings together the engineering, enforcement, educational, medical, behavioral health, prosecution, judicial, correctional, and emergency response disciplines.

## 1.4 PERFORMANCE MEASURES

The primary highway safety goal for Arizona is to reduce fatalities across all program areas. GOHS tracks performance measures based on FARS data in combination with several other data sources to understand trends and set safety performance targets. Table 1.2 below summarizes the performance measures tracked by GOHS.

**Table 1.2 Arizona Performance Measures**

Type	Program Area	Performance Measure	Data Source
Outcome	Overall	Number of traffic-related fatalities.	FARS and ADOT
Outcome	Overall	Number of traffic-related serious injuries.	ADOT
Outcome	Overall	Fatalities per 100 million VMT.	FARS and ADOT
Outcome	Alcohol and Other Drugs (AL)	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or greater.	FARS and ADOT
Outcome	Occupant Protection (OP)	Number of unrestrained vehicle occupant fatalities in all seating positions.	FARS and ADOT
Behavior	Occupant Protection (OP)	Percent of front seat vehicle occupants who are observed using safety belts.	Survey
Outcome	Police Traffic Services (PT)	Number of speeding-related fatalities.	FARS and ADOT
Outcome	Police Traffic Services (PT), Alcohol and Other Drugs (AL), Motorcycle, Bicycle, and Pedestrian Safety (MC/PS), and Occupant Protection (OP)	Number of drivers age 20 or younger involved in fatal crashes.	FARS and ADOT
Outcome	Motorcycle Safety (MC)	Number of motorcycle fatalities.	FARS and ADOT
Outcome	Motorcycle Safety (MC)	Number of unhelmeted motorcycle fatalities.	FARS and ADOT
Outcome	Pedestrian Safety (PS)	Number of pedestrian fatalities.	FARS and ADOT
Outcome	Bicycle Safety (PS)	Number of bicycle fatalities.	FARS and ADOT
Activity	Occupant Protection (OP)	Number of Seat Belt Citations issued.	Grant Activity Reports and GOHS Web Site Reporting System
Activity	Alcohol and Other Drugs (AL)	Number of Impaired Driving arrests made during grant-funded enforcement.	Grant Activity Reports and GOHS Web Site Reporting System
Activity	Police Traffic Services (PT)	Number of Speeding Citations issued during grant-funded enforcement.	Grant Activity Reports and GOHS Web Site Reporting System

Sources: Arizona GOHS, ADOT (2010-2015) and FARS (2010-2015).

## 1.5 HIGHWAY SAFETY TRENDS AND GOALS

Table 1.3 below shows the data points associated with the performance measures identified in the previous section.

**Table 1.3 Arizona Highway Safety Trends**

	2011	2012	2013	2014	2015 <sup>a</sup>	5-Year Average
Fatalities	826	821	849	770	895	806
Serious Traffic Injuries	4,570	4,471	4,305	3,910	4,117	4,371
Fatalities/100M VMT	1.39	1.37	1.4	1.23	1.24	1.36
Passenger Unrestrained Vehicle Occupant Fatalities	222	254	228	209		240
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	212	230	219	199		226
Speeding-Related Fatalities	299	302	293	254		278
Total Motorcycle Fatalities	136	141	151	130		129
Unhelmeted Motorcycle Fatalities	73	70	83	69		67
Drivers Age 20 or Younger in Fatal Crashes	116	99	119	86		100
Pedestrian Fatalities	147	122	151	141		144
Bicycle Fatalities	23	18	31	29		24
Percent Observed Belt Use for Passenger Vehicles	82.9%	82.2%	84.7%	87.2%	86.6%	84.7%
Number of Seat Belt Citations Issued	21,828	29,710	27,840	24,848	25,623	25,970
Number of Impaired Driving Arrests Made	31,561	32,174	31,905	29,250	27,647	30,507
Number of Other Citations (including speed) Issued <sup>b</sup>	331,269	377,992	482,190	565,827	583,289	468,113

Source: Fatality Analysis Reporting System (all 2010 through 2014 data except serious injuries); ADOT for serious traffic injury data and all 2015 data. GOHS Reporting System for number of Seat Belt citations, Impaired Driving Arrests Made and Other Citations.

Notes: <sup>a</sup>2015 data is from ADOT. For yearly ADOT fatality data going back to 1984 and monthly data back to 2005, please see Figures B.1, B.2, and B.3 in Appendix B.

<sup>b</sup>Five-Year Averages of fatalities are for 2010 through 2014, the most recent five years of FARS data. Averages for Serious Traffic Injuries, Percent Observed Belt Use for Passenger Vehicles, Seat Belt Citations, Impaired Driving Arrests and Other Citations are for 2011 through 2015.

<sup>c</sup>In 2014, there were 583,289 citations issued for speed and aggressive driving which includes, speed not reasonable or prudent, excessive speed, speed not right for conditions, and reckless driving while speeding or other citations issued for other moving violations like red light running. Arizona is continually improving the capture of citation data recorded in our tracking system.

### **Data Sources and Figure Explanation**

The following figures contain data from the following sources: Fatality Analysis Reporting System (“FARS data”), Arizona Motor Vehicle Crash Facts and ad-hoc data retrieval prepared by the Arizona Department of Transportation (“ADOT/ALISS data”) and the 2015 Arizona Seat Belt/Motorcycle Helmet Use and Driver Survey prepared by the Behavior Research Center and Preusser Research Group (“Seat Belt Survey”). FARS data were unavailable for 2015 at the time of publication. Since GOHS is committed to providing the most accurate and recent data available, ADOT data is included alongside FARS data in any figure where possible.

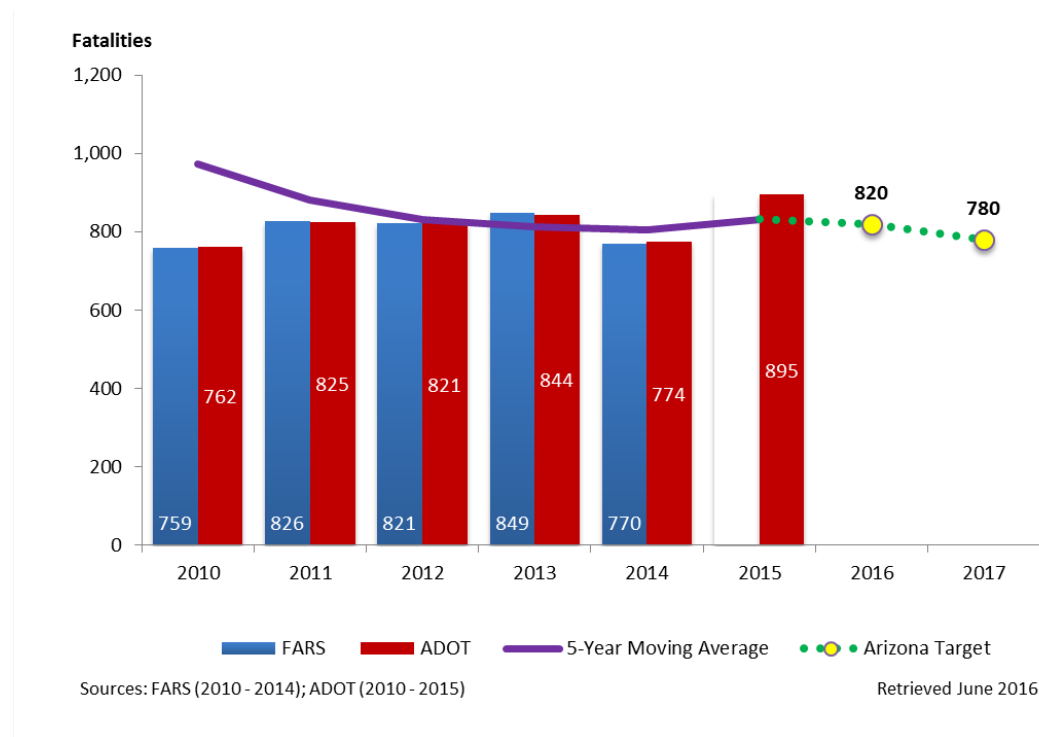
For most performance measures FARS data and ADOT data match very closely. In these cases GOHS strongly believes that 2015 FARS data (from which HSP goals should be made) will match closely to the 2015 ADOT data and goals are made accordingly. However, some performance measures have FARS data and ADOT data that are consistently and significantly different. This is due to differences in defining how fatalities fall into a particular category. For instance, in the alcohol-impaired driving fatalities data, the ADOT data is consistently higher than the FARS data. GOHS uses this knowledge to predict that the missing 2015 FARS data will be lower than the 2015 ADOT data and sets goals with this in mind.

The five-year moving averages in the following figures use FARS data for all years except 2015. The five-year moving average for 2015 incorporates 2010-2014 FARS data and 2015 ADOT data. In years where FARS data and ADOT data match closely this moving average should be quite accurate. In years where the data do not match as closely the average will be skewed slightly from what it would be had the 2015 FARS data been available. It is GOHS’ sincere hope that in the future FARS data will be available in a much more timely and accessible manner so that GOHS and the public can make proper year-to-year comparisons and goals without having to ‘predict’ what the final FARS data will be.

## Fatalities

The total number of traffic fatalities decreased significantly from 849 in 2013 to 770 in 2014. This trend quickly reversed based on Arizona ADOT crash data for 2015. When 2015 FARS data becomes available, we anticipate an increase of over 100 fatalities in 2015 from 2014.

**Figure 1.3 Traffic Fatalities**



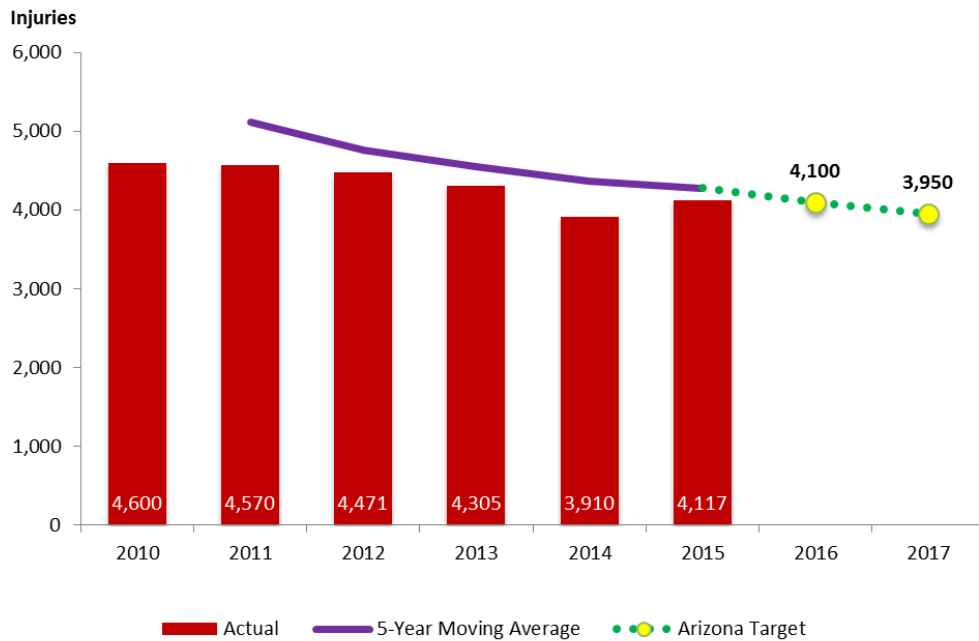
### *Explanation of Fatality Goal-Setting Process*

In the 2016 HSP a goal of 767 fatalities was set for 2016. Due to the sharp increase in fatalities in 2015 from ADOT crash data, GOHS has revised the 2016 goal to be 820 fatalities with a goal for 2017 of 780 fatalities.

## Serious Traffic Injuries

This is the third year serious traffic injuries have been included in the HSP. Previous versions of the HSP have instead included total traffic injuries. Since serious traffic injuries have not been tracked as far back as total traffic injuries, a five-year moving average before 2011 is unavailable. However, it is still apparent that there has been a slight decrease in serious traffic injuries over the past few years.

**Figure 1.4 Serious Traffic Injuries**



Sources: ADOT (2010 - 2015)

Retrieved June 2016

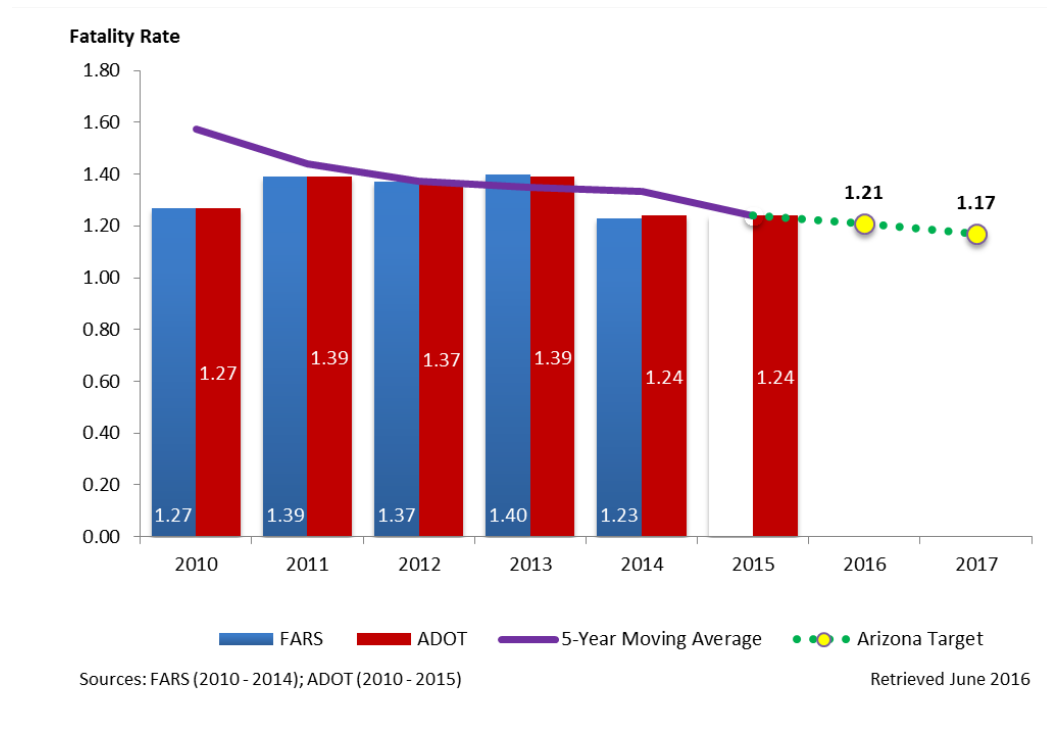
### *Explanation of Serious Traffic Injury Goal-Setting Process*

The 2016 HSP goal of 4,035 serious injuries is now revised up to 4,100 based on 2015 ADOT crash data. In 2017 GOHS aims to continue the decrease in serious traffic injuries to 3,950. These goals aim to continue the trend of decreasing serious traffic injuries seen in the five-year moving average, but do account for the likely increase in crashes and injuries from the anticipated increase in road usage due to a continued economic recovery.

## Fatality Rate

In recent years the VMT has remained fairly constant as evidenced in Figure 1.5. The falling five-year average seen is due mostly to the high level of fatalities seen in 2006, which led to a fatality rate of 2.07 per 100 million VMT. FARS Fatality rate data for 2015 were unavailable at the time of publication.

**Figure 1.5 Fatality Rate**



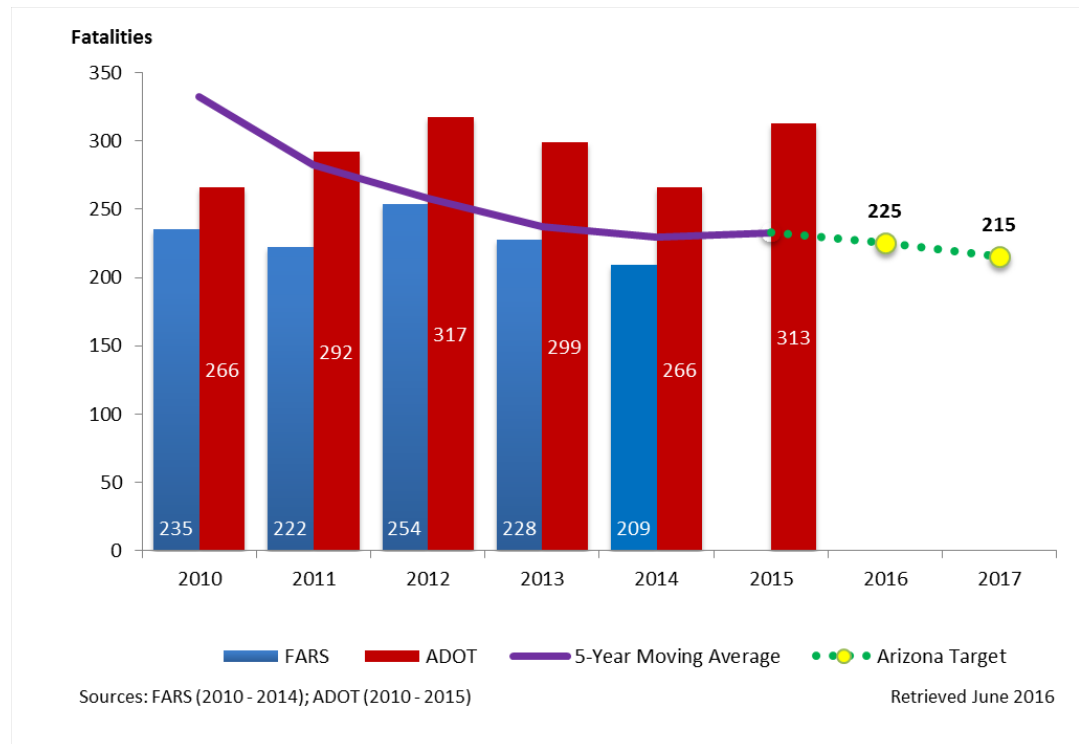
### *Explanation of Fatality Rate Goal-Setting Process*

The goal for 2016 is revised to be 1.21 per 100 million vehicle miles travelled. These goals reflect the 2014 and 2015 trend of consistent decreased rates based on the downward trend in the 5 year moving average. GOHS has set the 2017 goal of 1.17 to further reflect this decreasing rate of fatalities per 100 million VMT.

## Unrestrained Passenger Vehicle Occupant Fatalities

2015 ADOT data shows unrestrained passenger vehicle occupant fatalities have increased to levels as seen in 2012 data. The increase in ADOT fatalities should correspond to a similar increase in 2015 FARS fatalities.

**Figure 1.6 Unrestrained Passenger Vehicle Occupant Fatalities**



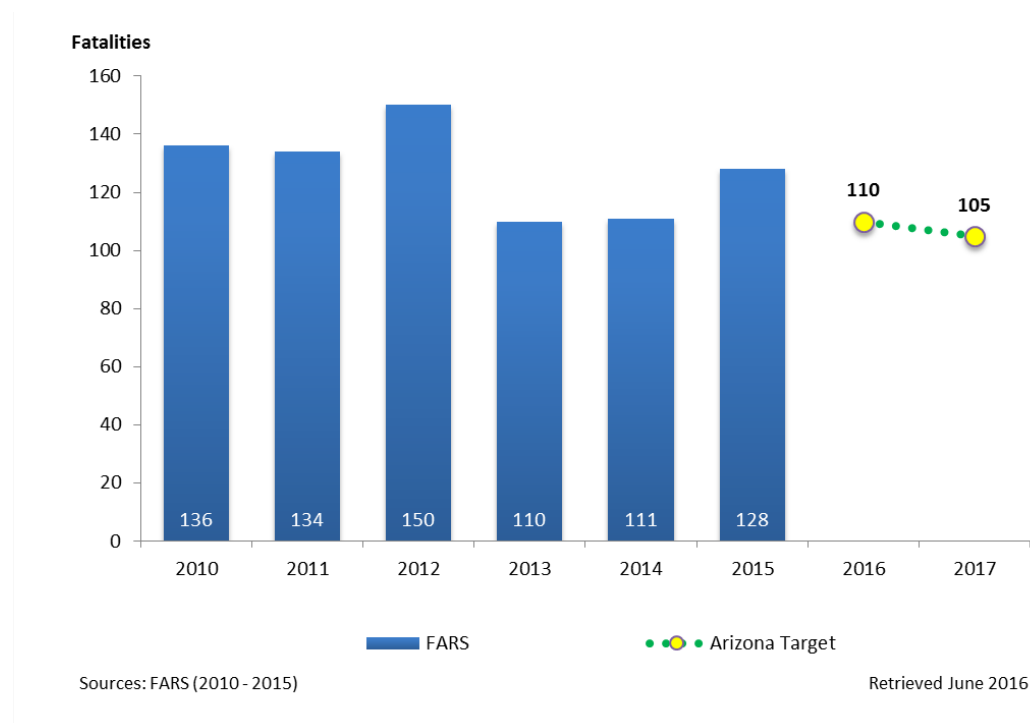
### *Explanation of the Unrestrained Passenger Vehicle Occupant Fatality Goal-Setting Process*

The drop in 2014 data shows promise compared to the State’s observed seat belt use rate of 87.2 percent for the same year. Based on 2015 ADOT crash data, GOHS is certain that the number of unrestrained fatalities will increase from 2014 numbers. Targets have been set in 2016 for 225 fatalities and a 2017 target of 215 fatalities. These targets reflect the slight bump in the moving average, but take in to account its overall downward trend over the past 5 years.

## Unrestrained Occupant Fatalities on Rural Roads

FARS data has shown that unrestrained occupant fatalities on rural roads has been up and down over the past 6 years. Official FARS data from 2010-2014 shows a 5 year moving average of 128. Preliminary 2015 FARS data shows a current fatality rate of 128.

**Figure 1.7 Unrestrained Occupant Fatalities on Rural Roads**



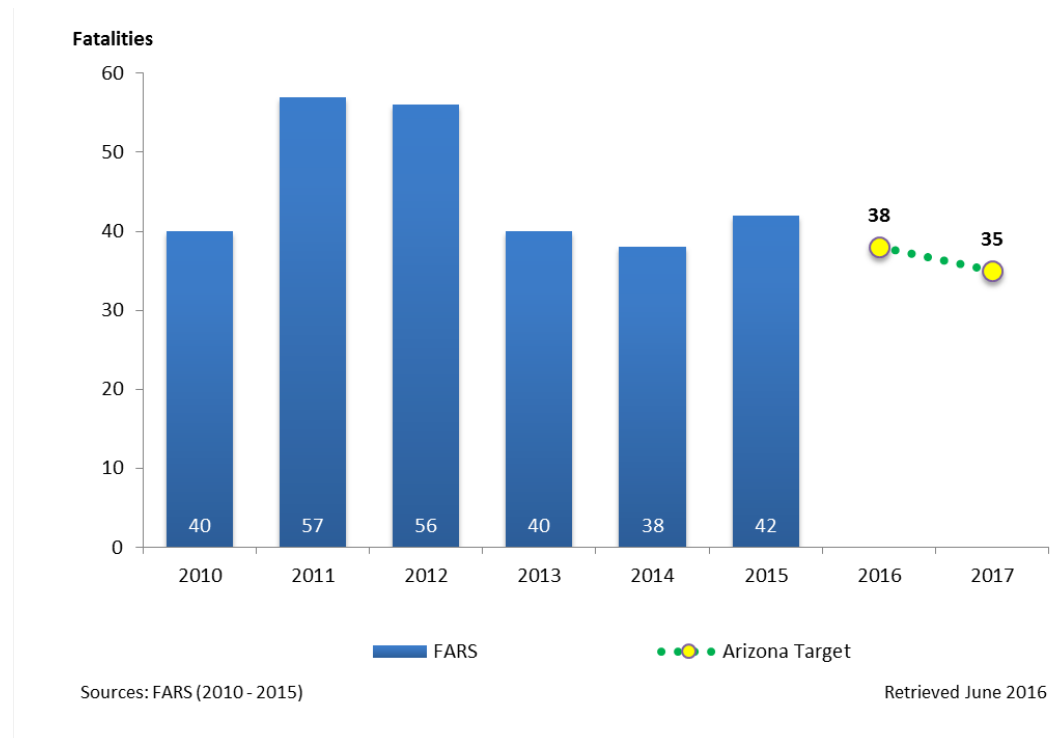
### *Explanation of the Unrestrained Occupant Fatalities on Rural Roads Goal-Setting Process*

The relatively flat increase in fatalities from 2013-2014 showed that going under 100 fatalities may be possible in 2016 and 2017, but preliminary 2015 data shows a spike in fatalities. GOHS has set targets for 2016 and 2017 unrestrained occupant fatalities on rural roads at 110 and 105 respectively.

## Unrestrained Teenage Fatalities Age 15 - 20

FARS crash data from 2010 - 2014 shows a 5 year moving average of 46 unrestrained teenage fatalities. This high average is due to spikes in fatalities in 2012 and 2013. Preliminary 2015 FARS data shows that fatalities have returned to levels of 2013 and 2014.

**Figure 1.8 Unrestrained Teenage Fatalities Age 15-20**



### *Explanation of the Unrestrained Teenage Fatalities Age 15-20 Goal-Setting Process*

The slight decrease in fatalities from 2013 to 2014, along with 2015 preliminary data shows that there is only slight increases or decreases year over year. GOHS has set 2016 and 2017 targets of 38 and 35 respectively in the hopes of starting a downward trend in unrestrained teenage fatalities.

## Unrestrained Occupant Fatalities by County

2014 FARS data shows that approximately 70 percent of unrestrained occupant fatalities have occurred in 5 of Arizona's 15 counties. These counties include; Maricopa, Pima, Pinal, Yavapai, and Coconino. Through the use Occupant Protection enforcement, education, and STEP enforcement measures, GOHS aims to reduce total unrestrained occupant protection fatalities in all counties, but with an emphases on first 5 counties listed in the table below.

**Figure 1.9 Unrestrained Occupant Fatalities by County**

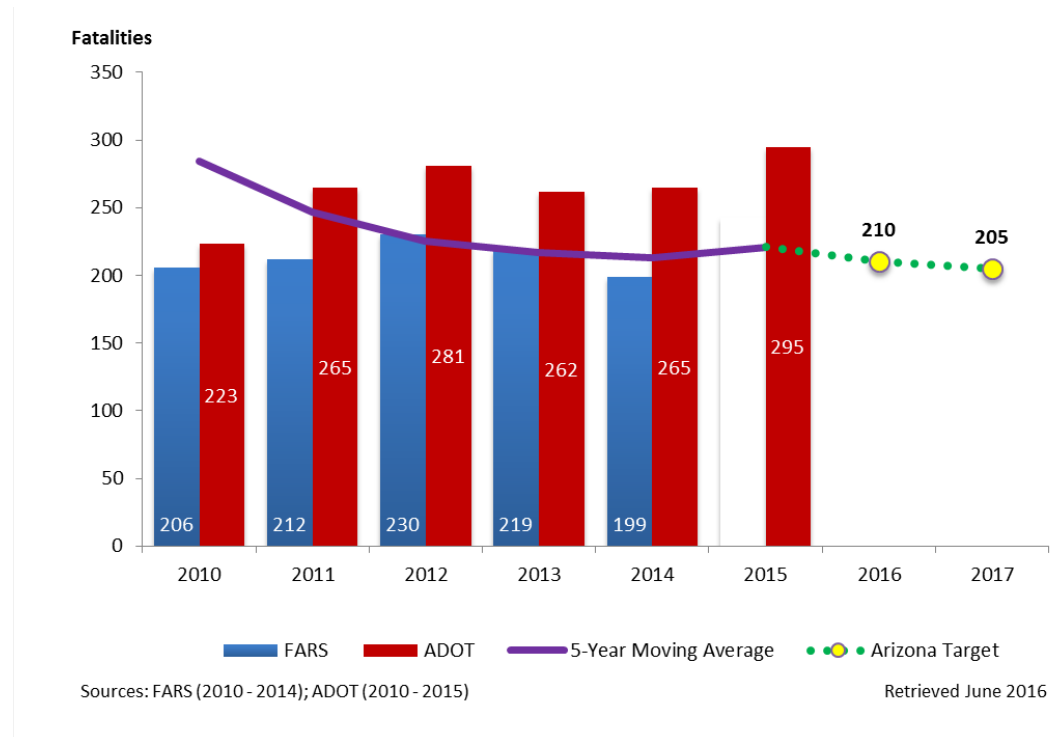
<b>Total Unrestrained Occupant Fatalities by County</b>		<b>% of State</b>
Maricopa County	85	40.7%
Pima County	24	11.5%
Pinal County	16	7.7%
Yavapai County	14	6.7%
Coconino County	11	5.3%
Navajo County	10	4.8%
Cochise County	9	4.3%
Graham County	7	3.3%
Mohave County	7	3.3%
Yuma County	7	3.3%
Gila County	6	2.9%
La Paz County	6	2.9%
Santa Cruz County	4	1.9%
Apache County	2	1.0%
Greenlee County	1	0.5%
	209	100.0%

Source FARS 2014

## Alcohol-Impaired Driving Fatalities

ADOT crash data shows that alcohol impaired fatalities have increased in 2015 from 2014. FARS data are normally lower than ADOT data for alcohol-impaired driving fatalities<sup>1</sup> so GOHS predicts that 2015 FARS data will end up being higher than the 2012 level of 230 alcohol-impaired driving fatalities.

**Figure 1.10 Alcohol-Impaired Driving Fatalities**



### *Explanation of the Alcohol-Impaired Driving Fatality Goal-Setting Process*

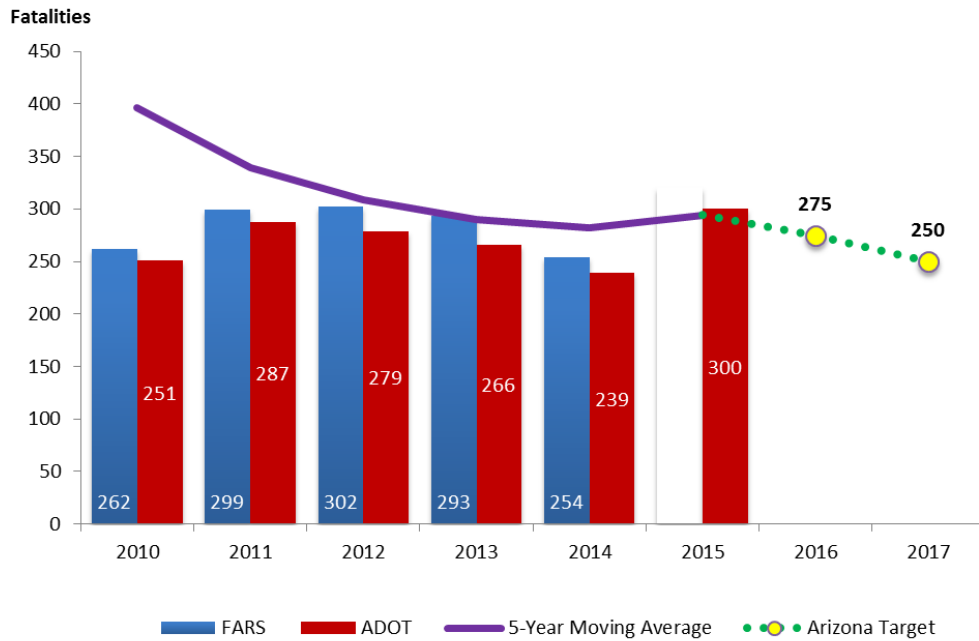
Arizona has some of the toughest impaired driving laws in the nation and is nationally recognized as having the best trained officers in the detection of alcohol- and drug-impaired drivers. Because of this strong enforcement GOHS has set 2016 and 2017 alcohol-impaired driving fatalities goals of 210 and 205 respectively.

<sup>1</sup> ADOT/ALISS data consider a fatality alcohol-impaired if the officer writing the crash report indicated impairment by any person involved in a crash (driver, pedestrian or pedal cyclist) whereas FARS data only count impairment if there is a blood alcohol concentration (BAC) from a driver of 0.08 or above. Thus those crashes where a BAC reading for a driver did not exist, but the officer wrote 'impaired', would be counted in ADOT but not FARS data.

## Speeding-Related Fatalities

According to ADOT crash data, speeding-related fatalities increased by 61 in 2015 from 2014. GOHS expects FARS data for 2015 to go above recent highs of 302 fatalities as seen in 2012 FARS data. 2014 data showed promise in continuing the downward trend of decreased speed-related fatalities.

**Figure 1.11 Speeding-Related Fatalities**



Sources: FARS (2010 - 2014); ADOT (2010 - 2015)

Retrieved June 2016

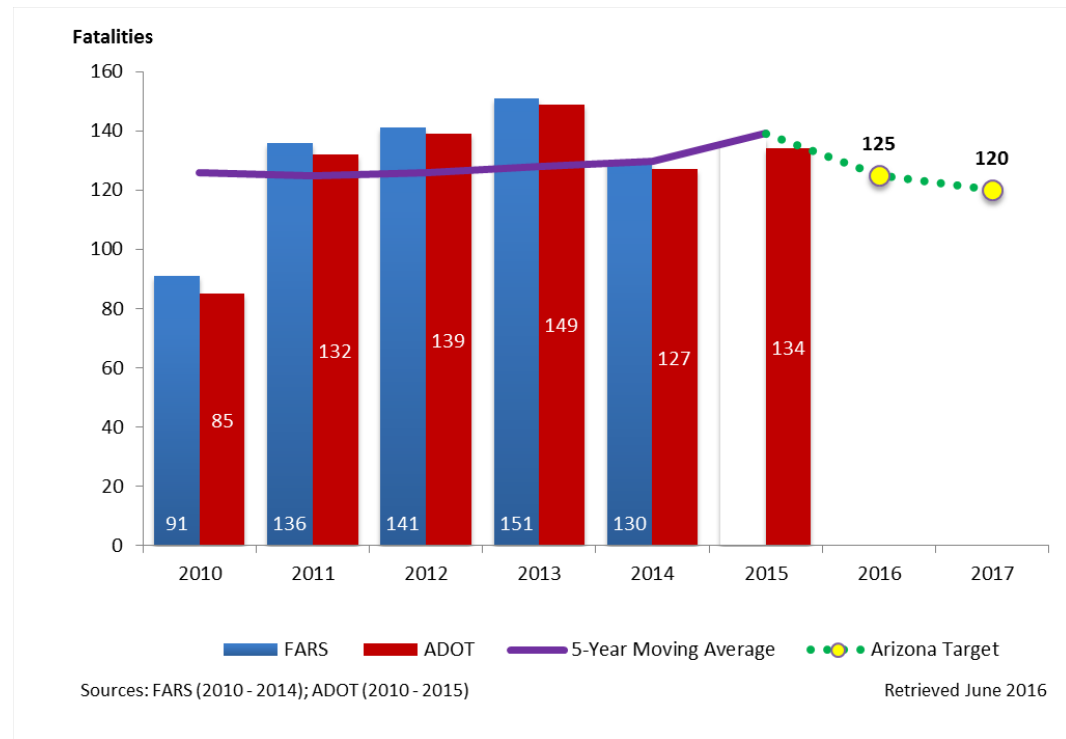
### *Explanation of the Speeding-Related Fatality Goal-Setting Process*

GOHS is revising the 2016 goal set in the 2015 HSP from 251 to 275 to account for the recent increase in fatalities as shown in 2015 ADOT data. The 2017 goal is set for 250 fatalities in the hopes that the moving average trend continues a downward trend as seen in recent years.

## Motorcycle Fatalities

Motorcycle fatalities decreased from 151 in 2013 to 130 in 2014, but increased slightly in 2015 to 134. Unhelmeted motorcycle fatalities account for the majority of the decrease from 2013-2014. GOHS hopes this reversal of the 2010-2013 increase in fatalities holds in the coming years.

**Figure 1.12 Motorcycle Fatalities**



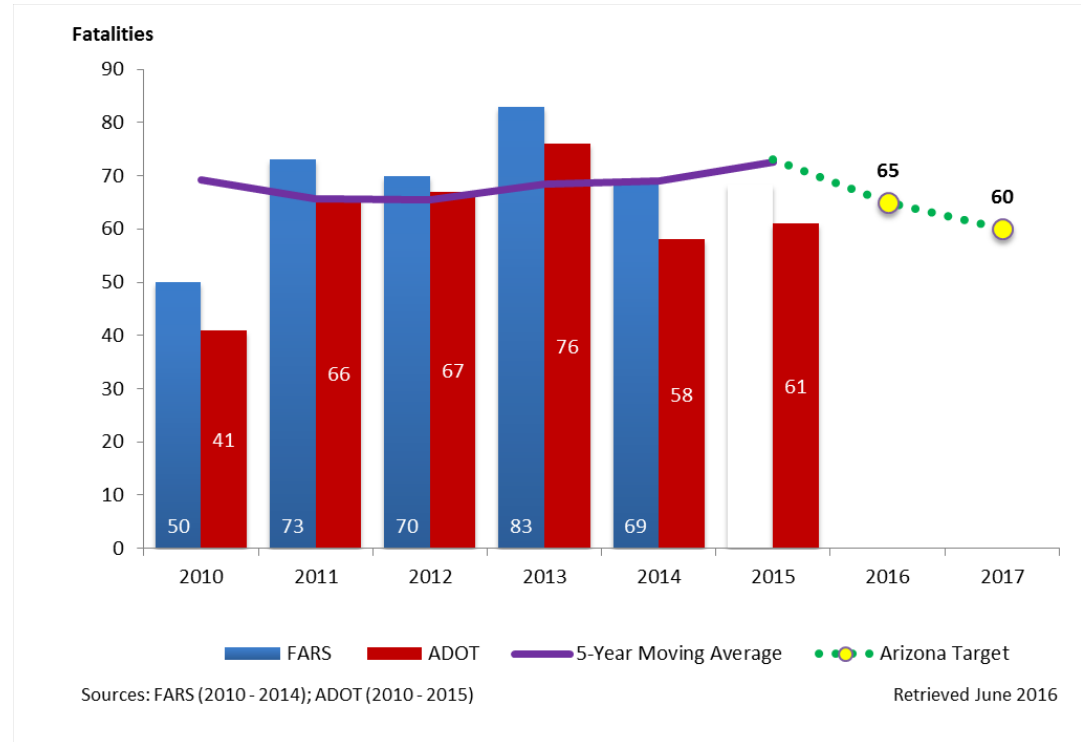
### *Explanation of the Motorcycle Fatality Goal-Setting Process*

Based on slight increase, GOHS has kept the 2016 goal of 125 in place. The 2017 goal for motorcycle fatalities is 120.

## Unhelmeted Motorcycle Fatalities

Unhelmeted motorcycle fatalities decreased from 83 in 2013 to 69 in 2014. GOHS estimates that 2015 FARS data will show an increase in unhelmeted fatalities from 2014 data. According to 2015 ADOT Crash Facts, 3.6 percent of accidents involving a motorcycle operator with a helmet resulted in a fatality, while 8.6 percent of those involving an operator without a helmet resulted in a fatality.

**Figure 1.13 Unhelmeted Motorcycle Fatalities**



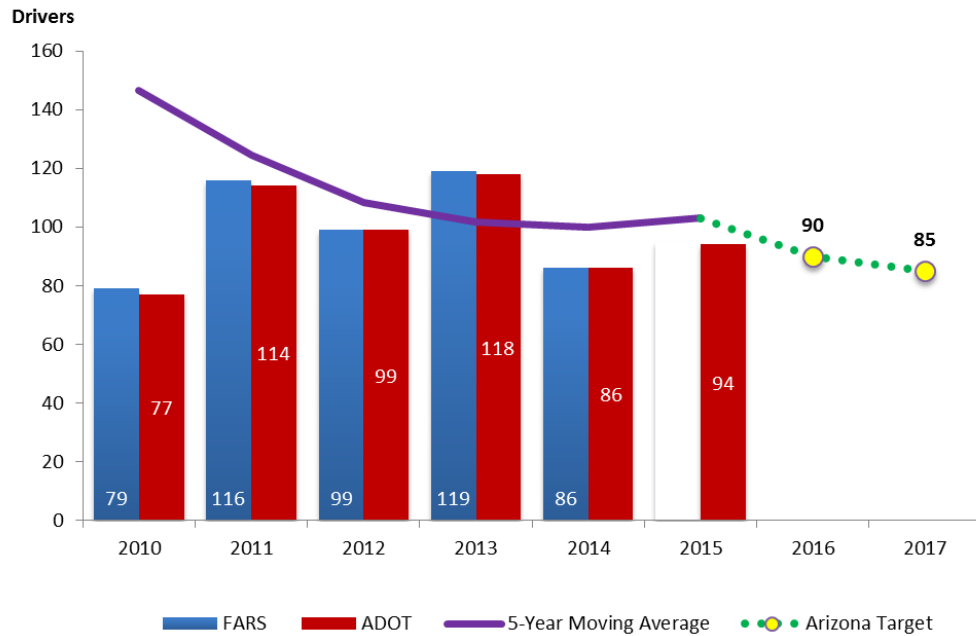
### *Explanation of the Unhelmeted Motorcycle Fatality Goal-Setting Process*

Due to a slight increase in unhelmeted fatalities in 2015, GOHS has revised the 2016 goal to 65. The goal for 2017 is 60. Unhelmeted motorcycle fatalities comprised almost half of the motorcycle fatalities in 2015.

## Young Drivers in Fatal Crashes

The number of drivers age 20 or younger involved in fatal crashes has been very volatile since 2008. In 2014 FARS data, drivers age 20 or younger were involved in 86 fatal crashes, a drop of over 30. 2015 ADOT crash data shows a slight increase to 94 fatalities.

**Figure 1.14 Drivers Age 20 or Younger in Fatal Crashes**



Sources: FARS (2010 - 2014); ADOT (2010 - 2015)

Retrieved June 2016

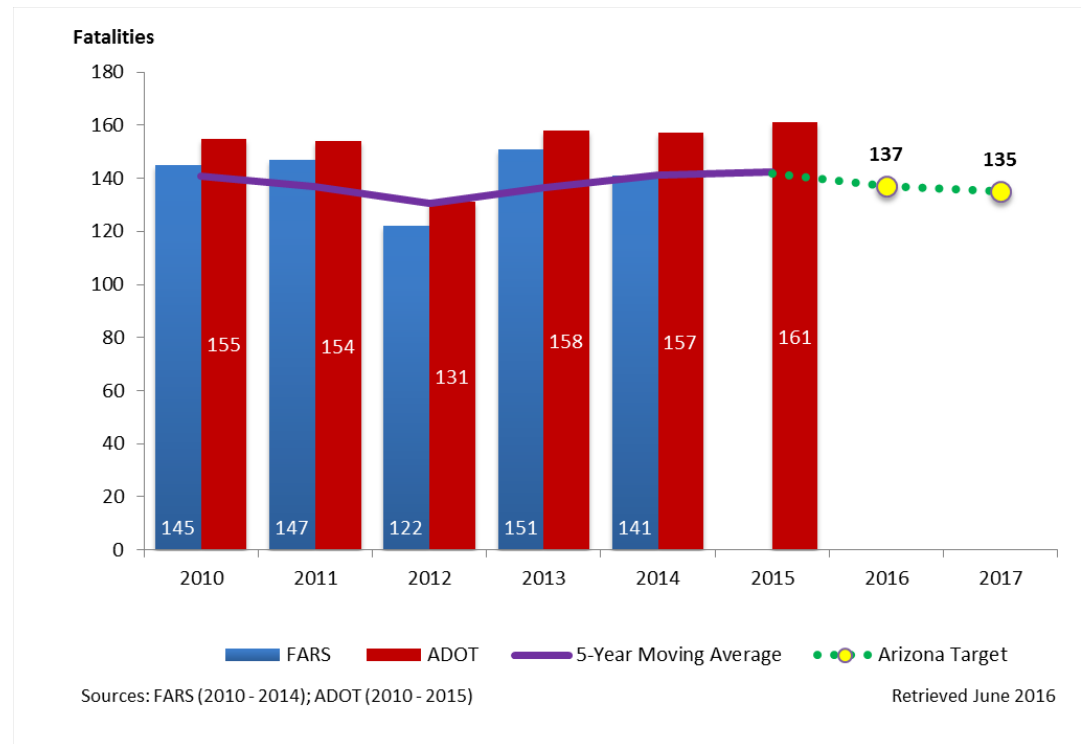
### *Explanation of the Drivers Age 20 or Younger in Fatal Crashes Goal-Setting Process*

The goal for 2016 will remain the same at 90 fatalities, while the 2017 goal is set at 85.

## Pedestrian Fatalities

2014 FARS data shows a slight decrease in pedestrian fatalities from 2013 numbers. Furthermore, the level of pedestrian fatalities has remained fairly flat from 2010 to 2014.

**Figure 1.15 Pedestrian Fatalities**



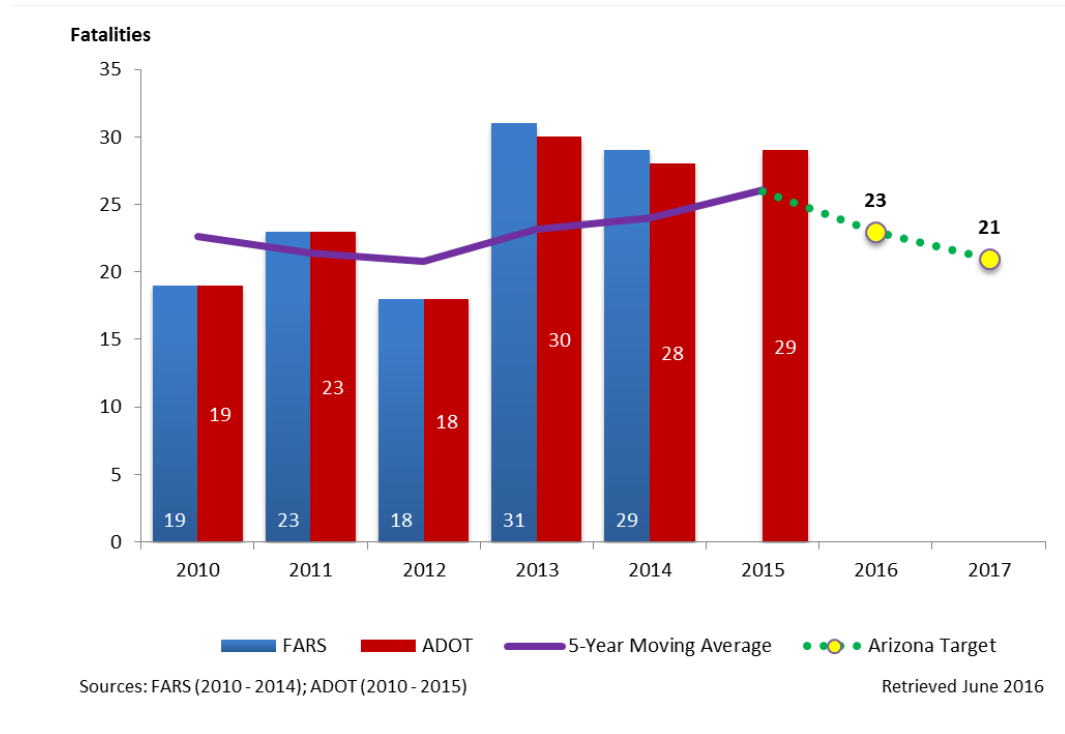
### *Explanation of the Pedestrian Fatalities Goal-Setting Process*

A light rail system was opened in Phoenix in December 2008 and has been steadily expanded since then. GOHS hopes to continue to prevent pedestrian fatalities through implementation of the Arizona Pedestrian and Bicyclist Safety Plan and an enforcement program it started in 2014 to prevent pedestrians from crossing light rail tracks in unsafe locations. Other programs aimed at pedestrian safety target both children and adults in Arizona’s urban areas. Arizona and its major cities are vehicle dependent due to population growth and travel distances. Educating drivers and pedestrians in having mutual respect towards each other will go a long way toward reducing fatalities. Through these measures, GOHS hopes to decrease pedestrian fatalities from 161 in 2015 to a goal of 137 in 2016 and 135 in 2017.

## Bicycle Fatalities

This is the third year that bicycle fatalities are included in the HSP. While bicycle fatalities are a small portion of total fatalities in the state of Arizona, they are certainly a focus of GOHS. Up until 2012, bicycle fatalities hovered around 20 fatalities. However, in 2013 bicycle fatalities jumped to 31 and there was a slight decrease to 29 fatalities in 2014. ADOT crash data shows this number is relatively unchanged in 2015 with 29 reported bicycle fatalities.

**Figure 1.16 Bicycle Fatalities**



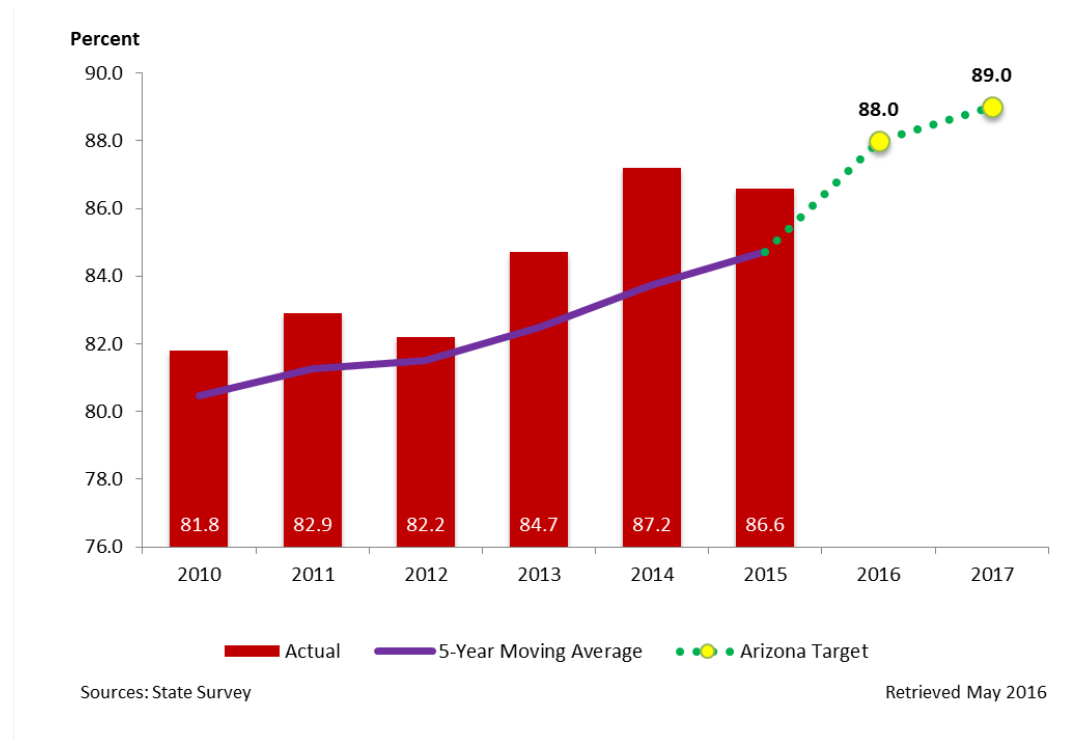
### *Explanation of the Bicycle Fatalities Goal-Setting Process*

GOHS has set the goals for 2016 and 2017 to be 23 and 21 respectively. This will return bicycle fatalities closer to the level seen before 2013. Arizona and its major cities are vehicle dependent due to population growth and travel distances. GOHS will continue implementation of the Arizona Pedestrian and Bicyclist Safety Plan in 2017. Educating drivers and bicyclists in having mutual respect towards each other, coupled with enforcement programs, will go a long way toward reducing fatalities.

### Percent Observed Seat Belt Use for Passenger Vehicles

The observed seat belt rate decreased from 87.2 percent in 2014 to 86.6 percent in 2015. There has been a steady increase in the seat belt use rate since 2008 when seat belt usage was only 79.9 percent.

**Figure 1.17** Percent Observed Seat Belt Use for Passenger Vehicles



#### *Explanation of the Percent Observed Seat Belt Use for Passenger Vehicles Goal-Setting Process*

Based on the trend data shown above, GOHS has revised the 2016 goal for observed seat belt use at 88.0 percent. This continues the steady increases seen since 2008. Even though Arizona is a secondary seat belt law state there has been a continual increase in the seat belt rate.

## 1.6 ADDITIONAL DATA AND ANALYSIS

GOHS analyzes a variety of other safety data as part of the problem identification and performance goal setting process. In particular, GOHS analyzes safety data related to who is being impacted (age and ethnicity), what types of vehicles are involved, where the crashes are occurring (counties), and when they are taking place (time of day, day of week, and month of year). These data are shown in the following series of tables.

Tables 1.4 shows restraint use for vehicle occupants age 4 and under, while Table 1.5 shows restraint use for occupants age 5 and above.

**Table 1.4 Vehicle Occupant Fatalities Age 4 and Below**

	2011	2012	2013	2014	2015
Restrained	3	2	3	5	2
Unrestrained	3	3	7	2	5
Unknown Restraint Use	7	7	1	2	2
<b>Total</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>9</b>	<b>9</b>

Source: ADOT: Arizona Crash Facts, 2011-2015.

**Table 1.5 Vehicle Occupant Fatalities Age 5 and Above**

	2011	2012	2013	2014	2015
Restrained	221	240	240	196	195
Unrestrained	289	310	292	264	226
Unknown Restraint Use	125	111	113	120	91
<b>Total</b>	<b>635</b>	<b>661</b>	<b>656</b>	<b>589</b>	<b>512</b>

Source: ADOT: Arizona Crash Facts, 2011-2015.

Table 1.6 shows fatalities among American Indian, Non-Hispanic/Unknown increased from 86 in 2009 to 96 in 2013. These figures include occupants and non-occupants (pedestrians, pedal cyclists, and unknown non-occupants).

GOHS can only impact two of the 23 tribes in Arizona with Federal grants because the sovereignty issue in GOHS contracts is not waived by the other tribes. GOHS attempts to provide grant assistance to other tribes, but has been told by these tribes they object to the grant reporting requirements of data including impaired driving arrests and convictions of tribal members in and around the reservations.

**Table 1.6 Fatalities by Person Type and Race/Hispanic Origin**

Person Type by Race/Hispanic Origin		2009	2010	2011	2012	2013
<b>Occupants (All Vehicle Types)</b>	Hispanic	150	1	90	142	160
	White, Non-Hispanic	297	13	294	388	376
	Black, Non-Hispanic	25	0	22	17	23
	American Indian, Non-Hispanic/Unknown	67	4	81	86	65
	Asian, Non-Hispanic/ Unknown	5	1	2	2	4
	All Other Non-Hispanic	17	0	14	32	29
	Unknown Race and Unknown Hispanic	97	567	146	4	2
	<b>Total</b>	<b>658</b>	<b>586</b>	<b>649</b>	<b>671</b>	<b>659</b>
<b>Non-Occupants (Pedestrians, Pedal cyclists and Other/Unknown Non- Occupants)</b>	Hispanic	38	2	38	45	51
	White, Non-Hispanic	49	6	55	65	82
	Black, Non-Hispanic	7	0	4	7	10
	American Indian, Non-Hispanic/Unknown	19	4	31	28	31
	Asian, Non-Hispanic/ Unknown	1	0	1	0	1
	Multiple Races, Non- Hispanic/ Unknown	0	0	0	0	1
	All Other Non-Hispanic	8	0	7	3	9
	Unknown Race and Unknown Hispanic	26	161	41	2	5
<b>Total</b>	<b>148</b>	<b>173</b>	<b>177</b>	<b>150</b>	<b>190</b>	
<b>Total</b>	<b>806</b>	<b>759</b>	<b>826</b>	<b>821</b>	<b>849</b>	

Source: Fatality Analysis Reporting System (FARS). 2014 Fatalities by Person Type and Race/Hispanic Origin was not available at time of publication.

**Table 1.7 Fatalities by Person Type**

Person Type	2010		2011		2012		2013		2014	
	No.	%	No.	%	No.	%	No.	%	No.	%
<b>Occupants</b>										
Passenger Car	195	26	200	24	222	27	209	25	216	28
Light Truck - Pickup	113	15	97	12	100	12	116	14	74	10
Light Truck - Utility	101	13	121	15	124	15	100	12	81	11
Light Truck - Van	23	3	20	2	24	3	24	3	21	3
Light Truck - Other	0	0	0	0	0	0	2	0	1	0
Large Truck	5	1	16	2	11	1	11	1	9	1
Bus	6	1	1	0	0	0	0	0	1	0
Other/Unknown Occupants	52	7	58	7	49	6	46	5	53	7
<b>Total Occupants</b>	<b>495</b>	<b>65</b>	<b>513</b>	<b>62</b>	<b>530</b>	<b>65</b>	<b>508</b>	<b>60</b>	<b>456</b>	<b>59</b>
<b>Motorcyclists</b>										
<b>Total Motorcyclists</b>	<b>91</b>	<b>12</b>	<b>136</b>	<b>16</b>	<b>141</b>	<b>17</b>	<b>151</b>	<b>18</b>	<b>130</b>	<b>17</b>
<b>Nonoccupants</b>										
Pedestrian	145	19	147	18	122	15	151	18	141	18
Bicyclist and Other Cyclist	19	3	23	3	18	2	31	4	29	4
Other/Unknown Nonoccupants	9	1	7	1	10	1	8	1	14	2
<b>Total Nonoccupants</b>	<b>173</b>	<b>23</b>	<b>177</b>	<b>21</b>	<b>150</b>	<b>18</b>	<b>190</b>	<b>22</b>	<b>184</b>	<b>24</b>
<b>Total</b>	<b>759</b>	<b>100</b>	<b>826</b>	<b>100</b>	<b>821</b>	<b>100</b>	<b>849</b>	<b>100</b>	<b>770</b>	<b>100</b>

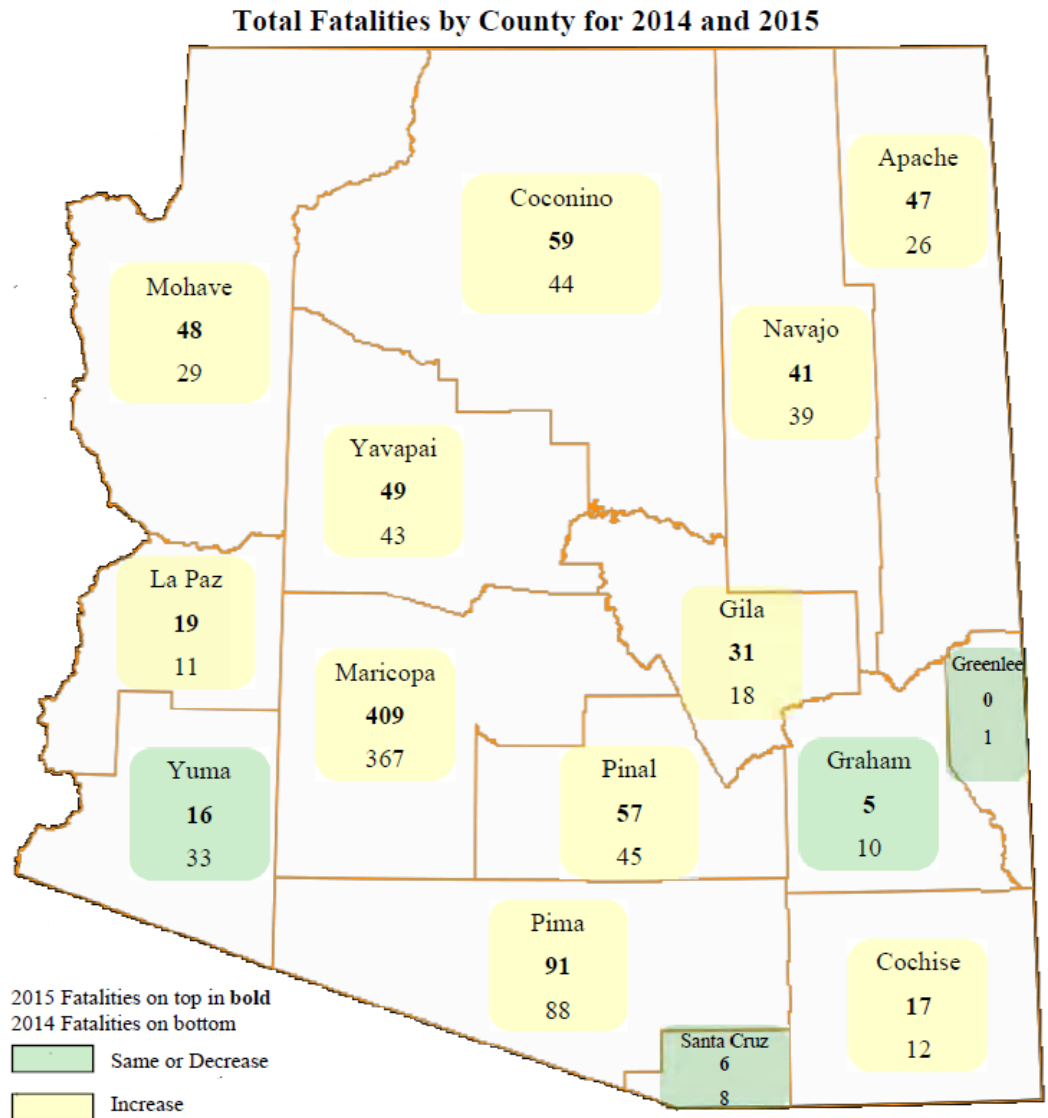
Source: FARS.

**Table 1.8 Fatalities by Crash Type**

Crash Type	2010	2011	2012	2013	2014
<b>Total Fatalities (All Crashes)</b>	<b>759</b>	<b>826</b>	<b>821</b>	<b>849</b>	<b>770</b>
Single Vehicle	477	501	503	506	458
Involving a Large Truck	65	68	85	63	67
Involving Speeding	262	299	302	290	254
Involving a Rollover	264	277	299	259	217
Involving a Roadway Departure	258	316	378	377	301
Involving an Intersection (or Intersection-Related)	185	204	192	239	211

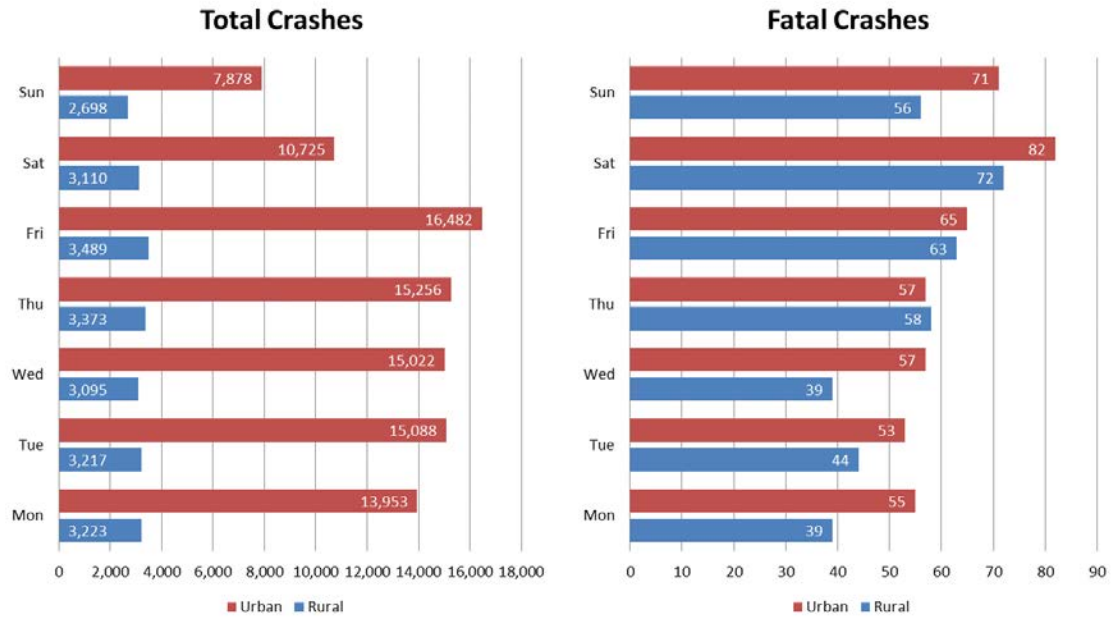
Source: FARS.

**Figure 1.18 Fatalities by County  
2014 and 2015**



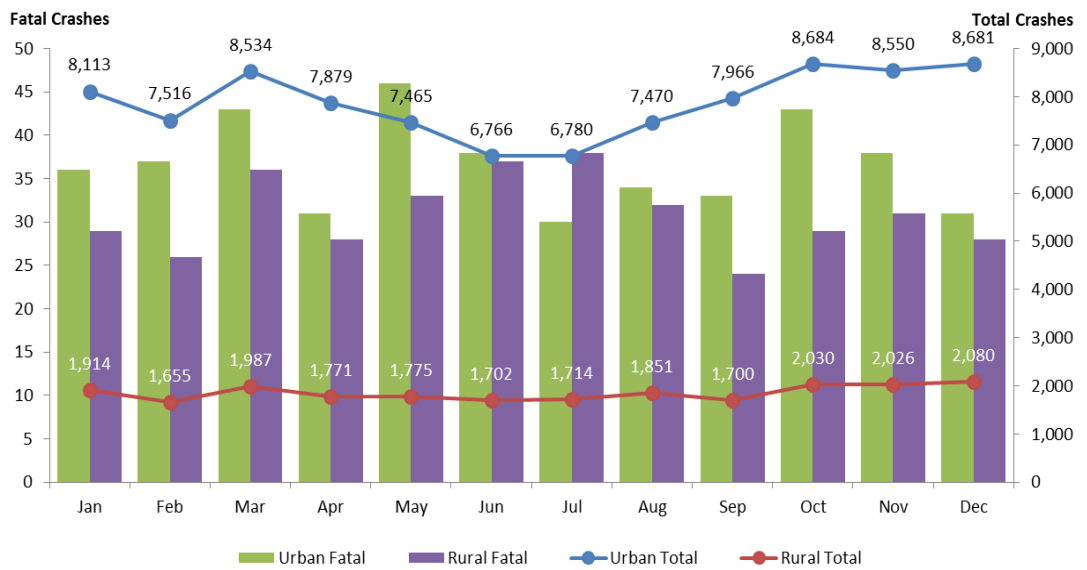
Source: ADOT: Arizona Crash Facts, 2015.

**Figure 1.19 Crashes and Fatal Crashes by Day of Week 2015**



Source: ADOT: Arizona Crash Facts 2014.

**Figure 1.20 Crashes and Fatal Crashes by Month 2015**



Source: ADOT: Arizona Crash Facts 2015.

## 1.7 COORDINATION WITH THE STRATEGIC HIGHWAY SAFETY PLAN

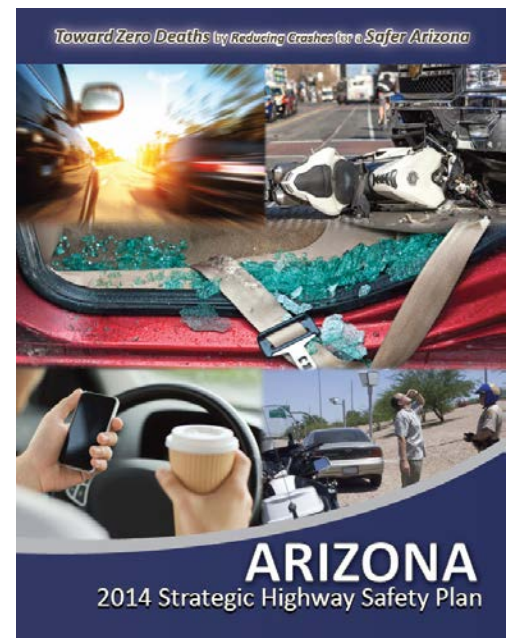
GOHS has been an active partner in Arizona's Strategic Highway Safety Plan (SHSP) process since the first plan which was adopted in 2007. GOHS participated in the recent update of the SHSP which was released in 2014. The plan is data-driven and includes statewide goals, objectives, and emphasis areas which represent the state's crash problems. The 2014 plan includes the following behavioral emphasis areas which are also addressed in the 2017 HSP:

- Speeding and Aggressive Driving
- Impaired Driving
- Occupant Protection
- Motorcycles
- Nonmotorized Users (Pedestrians and Bicycles)

The first four emphasis areas are associated with Arizona's highest number of fatalities and serious injuries and have been designated by the SHSP Executive Committee as a top focus emphasis area. Fact sheets for the above emphasis areas are included in the following pages. It is clear from a review of the strategies section on each fact sheet that GOHS plays a major role in achieving a reduction in the State's fatalities and serious injuries. The FFY 2017 HSP includes strong programs in these areas, which will support SHSP implementation.

The GOHS Director is a member of the SHSP Executive Committee. Director Gutier coordinated with ADOT to ensure the performance measures common between the HSP and their Highway Safety Improvement Program, or HSIP, (fatalities, fatality rate, and serious injuries) are defined identically as coordinated through the SHSP. The Agency will use the HSP and its resources to support the behavioral emphasis areas included in the plan.

GOHS coordinates the HSP with the Highway Safety Improvement Program (HSIP). Targets for fatalities, serious injuries and the fatality rate must be consistent between the FFY 2017 HSP and the HSIP. However, the current HSIP does not include targets for these three performance measures. The HSIP will begin having targets in 2017, at which time GOHS will ensure that the HSP and HSIP targets are identical.



## Arizona Strategic Highway Safety Plan Endorsement

As part of the Arizona 2014 Strategic Highway Safety Plan (SHSP) update process, the Executive Committee serves in a leadership capacity for developing, promoting and implementing cost-effective transportation-safety strategies within the state to reduce the number and severity of crashes on all of Arizona's public roadways.

This SHSP was developed through a data-driven, collaborative approach amongst Arizona's safety stakeholders. The SHSP represents our state safety goal statement and identifies the Emphasis Areas that we will focus on to achieve our goal. The SHSP is an overarching strategic statewide safety document to guide our existing safety planning and programming processes; facilitate implementation of recommended safety strategies and action steps or countermeasures through our existing plans and programs; and modify our current planning processes over time to adopt and institutionalize a change in Arizona's transportation safety culture.

### 2014 SHSP Executive Committee Members

- John S. Halikowski, Director, Arizona Department of Transportation
- Alberto Gutier, Director, Arizona Governor's Office of Highway Safety
- Robert Halliday, Director, Arizona Department of Public Safety
- Dr. David Harden, Strategic Planning and Communications Section Chief, Arizona Department of Health Services
- Karla Petty, Arizona Division Administrator, Federal Highway Administration
- Matthew Fix, Arizona Division Administrator, Federal Motor Carrier Safety Administration
- Christopher Murphy, Region 9 Administrator, National Highway Traffic Safety Administration
- James McLaughlin, Region 9 Program Manager, National Highway Traffic Safety Administration

We, on behalf of the State Agency members of the Arizona Strategic Highway Safety Plan Executive Committee, approve this SHSP.



John S. Halikowski  
Director, Arizona Department of Transportation



Alberto Gutier  
Director, Arizona Governor's Office of Highway Safety



Robert Halliday  
Director, Arizona Department of Public Safety



Will Humble  
Director, Arizona Department of Health Services

In coordination with the following federal transportation-safety agencies:



## Speeding and Aggressive Driving



Speeding is the leading behavioral factor contributing to fatal and serious-injury crashes in Arizona. Speeding is commonly associated with other high-risk behaviors, such as aggressive or impaired driving and lack of restraint use. Speeding substantially increases both the occurrence and severity of collisions. Speeding-related fatalities and serious injuries are counted from all crashes involving at least one motorist driving above the speed limit or driving too fast for conditions. These crashes contributed to 39 percent of all fatalities and 34 percent of all serious injuries in Arizona from 2005 to the end of 2014.

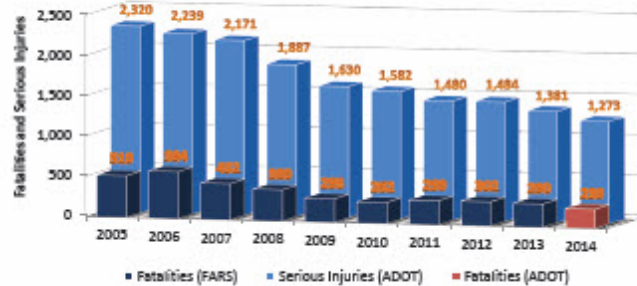
### Purpose Statement

Save lives through education, enforcement and engineering, and promote safe and respectful driving on all Arizona roadways.

### Goal

Reduce fatalities and the occurrence and severity of serious injuries resulting from crashes involving speeding and aggressive driving on all public roadways in Arizona.

Trend in Speeding-Related Crash Fatalities and Serious Injuries\*



Source: 2005-2013 fatality data, FARS; 2014 fatality and 2005-2014 serious injury data, ADOT as of June 2015. \*NHTSA core performance measure (C-6).

### Strategies to Achieve Goal

- Increase highly visible and effective enforcement to reduce the frequency of crashes associated with speeding and aggressive driving.
- Institute a statewide speed-management strategic initiative.
- Educate all road users about the dangers and consequences of speeding and aggressive driving.
- Use engineering design to reduce speeds.
- Use crash-related data to target enforcement and public information campaigns.
- Utilize marketing efforts, such as a multimedia approach, to educate drivers.



Executive Committee designated top focus Emphasis Area.

## Impaired Driving



Impaired-driving fatalities and serious injuries include all instances in which a driver is under the influence of alcohol, drugs or medication. These crashes are more likely to be very severe and represent a far larger proportion of fatalities than that of less-severe crashes. In Arizona, 35 percent of all fatal crashes and 20 percent of crashes resulting in serious injuries involved an impaired driver. While alcohol remains the largest contributor to impaired-driving crashes that result in fatalities or serious injuries, the trend in alcohol-related crashes is steadily declining; however, fatal and serious-injury crashes involving a driver impaired by drugs and medication are increasing.

### Purpose Statement

Prevent alcohol- and drug-related crashes through education and enforcement.

### Goal

Reduce fatalities and the occurrence and severity of serious injuries resulting from impaired-driving-related crashes on all public roadways in Arizona.

Trend in Impaired-Driving-Involved Crash Fatalities and Serious Injuries



Source: 2005-2014 Fatality and Serious Injury data, ADOT as of June 2015.

### Strategies to Achieve Goal

- Conduct high-visibility impaired-driving enforcement initiatives.
- Increase educational efforts for everyone about the dangers and consequences of driving impaired.
- Work with the court system to promote policies and practices that result in the imposition of meaningful penalties for impaired-driving convictions.
- Partner with employers to suggest policies and procedures aimed at reducing impaired driving by their employees.
- Improve public awareness of and access to alternate forms of transportation.
- Improve data collection to understand and address impaired driving more effectively.
- Treat alcohol and drug dependency of DUI offenders.



Executive Committee designated top focus Emphasis Area.

## Occupant Protection



Occupant-protection fatalities and serious injuries are counted in crashes involving drivers or passengers not wearing a seat belt or a child not being properly restrained in the appropriate child safety seat. Just over 30 percent of people who died in a crash in Arizona were not properly restrained. This figure compares to 14 percent of those who sustained serious injuries and 8 percent of those who sustained minor injuries. Simply stated: Crash data show that seat belts and child safety seats save lives. Collisions in which motorists are unrestrained are also associated with a higher number of other behavioral characteristics, such as speeding and impaired driving, where safety risk is further increased.

### Purpose Statement

Everyone is buckled up, every time.

### Goal

Reduce fatalities and the occurrence and severity of serious injuries resulting from crashes involving unrestrained or unprotected occupants on all public roadways in Arizona.

*Trend in Unrestrained-Occupant Crash Fatalities and Serious Injuries\**



Source: 2005-2013 fatality data, FARS; 2014 fatality and 2005-2014 serious injury data, ADOT as of June 2015. \*NHTSA core performance measure (C-4).

### Strategies to Achieve Goal

- Couple enhanced enforcement of existing restraint-use laws with high-visibility marketing about enforcement efforts.
- Strengthen outreach and education about the proper use of seat belts and child-restraint devices to identified target audiences.
- Strengthen driver education and safety-restraint-usage outreach to identified target audiences.
- Improve restraint-usage data collection, integration, analysis and sharing between agencies at all levels.
- Research and identify effective policies to increase restraint usage that can be implemented by state, local and tribal governments.
- Promote employer engagement in efforts to encourage restraint usage 100 percent of the time.



Executive Committee designated top focus Emphasis Area.

## Motorcycles



Motorcycles require more skill to safely operate than a passenger vehicle. The relationship of speed and balance is a key consideration when operating a motorcycle. A motorcycle offers no protection in a crash as opposed to the protective features of passenger vehicles. In Arizona, high-severity motorcycle crashes have reduced substantially since 2005, while most other crash categories have gone down significantly. For most rider age groups, severe motorcycle crashes have actually decreased but, among riders ages 55 and older, these crashes have increased dramatically.

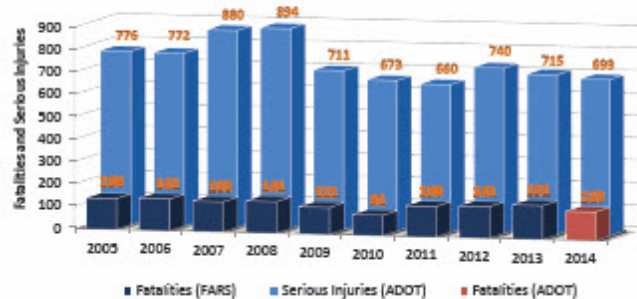
### Purpose Statement

Create a safer Arizona for all motorcyclists through education and training, and promote accountability and responsible attitudes of all road users.

### Goal

Reduce fatalities and the occurrence and severity of serious injuries resulting from crashes involving motorcycles on all public roadways in Arizona.

Trend in Motorcyclist Fatalities and Serious Injuries\*



Source: 2005-2013 fatality data, FARS; 2014 fatality and 2005-2014 serious injury data, ADOT as of June 2015. \*NHTSA core performance measure (C-7).

### Strategies to Achieve Goal

- Improve public awareness, education and training for motorcyclists, motorists and all safety stakeholders to promote safer driving behaviors.
- Research, identify and implement effective policies to improve motorcycle safety at the state, local and tribal government levels.
- Enhance rider training programs to improve motorcycle safety.
- Develop and execute enforcement programs to improve motorcycle safety.
- Improve infrastructure features to help reduce the number and severity of motorcycle crashes.
- Improve motorcycle crash, registration and licensing data collection, integration, analysis and sharing between agencies at all levels.
- Seek funding to support motorcycle-related safety projects and programs.



Executive Committee designated top focus Emphasis Area.

## Nonmotorized Users | Pedestrians



Pedestrian fatalities and serious injuries are counted from all crashes involving a pedestrian and a motor vehicle. Every year in Arizona, more than 1,500 pedestrians are struck by a motor vehicle, and nearly 10 percent of those crashes result in a pedestrian fatality. These crashes contributed to 16 percent of all fatalities and seven percent of serious injuries during the eight-year period analyzed. As populations in Arizona grow and communities and cities become more walkable, pedestrian safety continues to be a critical safety focus.

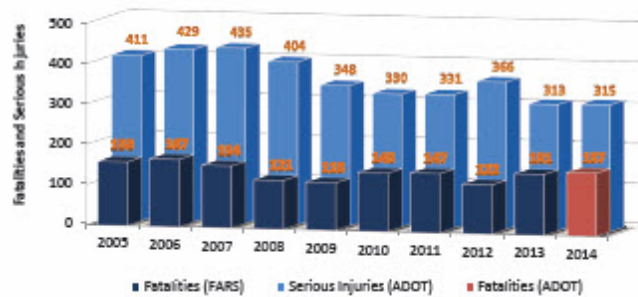
### Purpose Statement

Create a safer Arizona for all nonmotorized users through education and training, and promote accountability and responsible attitudes of all road users.

### Goal

Reduce fatalities and the occurrence and severity of serious injuries resulting from crashes involving nonmotorized users on all public roadways in Arizona.

Trend in Pedestrian Crash Fatalities and Serious Injuries\*



Source: 2005-2013 fatality data, FARS; 2014 fatality and 2005-2014 serious injury data, ADOT as of June 2015. \*NHTSA core performance measure (C-10).

### Strategies to Achieve Goal

- Reduce pedestrian exposure to vehicle traffic.
- Improve sight distance and/or visibility between motor vehicles and pedestrians.
- Increase enforcement of existing laws designed to promote pedestrian safety, such as jaywalking and vehicles failing to stop for pedestrians at pedestrian crossings.
- Increase pedestrian-safety education for all roadway users.
- Reduce vehicle speeds in predictable locations, such as areas of high pedestrian traffic and school bus stops.
- Utilize the Safe Routes to School Program.

## Nonmotorized Users | Bicyclists



Bicyclist fatalities and serious injuries are counted from all crashes involving a motor vehicle and a bicycle or other pedalcycle. These crashes contributed to 2.6 percent of all fatalities and just over four percent of all serious injuries in Arizona during the last ten years. Bicycling is increasing in popularity both as recreation and a means of travel. These nonmotorized road users are more difficult to see and especially vulnerable to impact by motor vehicles. While awareness and efforts related to bicycle safety continue to increase, bicycle fatalities and injuries remain high and have increased in some areas.

### Purpose Statement

Create a safer Arizona for all nonmotorized users through education and training, and promote accountability and responsible attitudes of all road users.

### Goal

Reduce fatalities and the occurrence and severity of serious injuries resulting from crashes involving nonmotorized users on all public roadways in Arizona.

Trend in Bicyclist Crash Fatalities and Serious Injuries\*



Source: 2005-2013 fatality data, FARS; 2014 fatality and 2005-2014 serious injury data, ADOT as of June 2015. \*NHTSA core performance measure (C-11).

### Strategies to Achieve Goal

- Improve public awareness to promote safer behavior by all roadway users relative to bicycle traffic.
- Improve infrastructure features to reduce the frequency of bicycle crashes.
- Conduct enforcement programs for all roadway users relative to bicycle traffic.
- Enhance training programs for all roadway users and safety practitioners.
- Improve data collection, integration, analysis and sharing at all levels.
- Seek funding to support safety programs to improve bicycle safety.
- Research and identify effective policies to improve bicycle safety that can be implemented by state, local and tribal governments.

## 2.0 Highway Safety Performance Plan

During the problem identification process, emphasis was given to assessing changes in severity over a five-year period or a reduction over the previous year's data; whichever showed the most realistic incremental change for improved highway safety. While the HSP is a one-year plan, behavioral change takes time. A countermeasure instituted to address a particular traffic safety problem may not show measurable impact for several years or more. For this reason, GOHS establishes performance targets that reflect incremental but important gains in safety. Measured over a series of years, these reductions in crashes and resulting injuries and fatalities add up to safer travel for everyone on Arizona's roadways.

### 2.1 HIGHWAY SAFETY GOALS FOR FFY 2017

Table 2.1 identifies the program areas, performance targets, and performance measures which are the focus of the GOHS HSP efforts for FFY 2017. The three national activity measures, are included, however no targets have been set for them. Arizona will report progress on the grant activity measures annually.

Table 2.1 Performance Targets and Measures

CORE OUTCOME MEASURES		2010	2011	2012	2013	2014	
C-1	Traffic Fatalities (FARS)	Annual	759	826	821	849	770
		5-Year Moving Average	973	880	830	812	805
	Reduce total fatalities by 3.1 percent from 805 (2010-2014 average) to 780 by 2017						
C-2	Serious Injuries in Traffic Crashes (ADOT)	Annual	4,600	4,570	4,471	4,305	3,910
		5-Year Moving Average	-	5,111	4,756	4,551	4,371
	Reduce serious traffic injuries by 9.6 percent from 4,371 (2010-2014 average) to 3,950 by 2017						
C-3	Fatalities/VMT (FARS/FHWA)	Annual	1.27	1.39	1.37	1.40	1.23
		5-Year Moving Average	1.57	1.44	1.37	1.35	1.33
	Reduce fatalities/VMT by 12 percent from 1.33 (2010-2014 average) to 1.17 by 2017						
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	235	222	254	228	209
		5-Year Moving Average	332	283	258	237	230
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 6.5 percent from 230 (2010-2014) to 215 by 2017						
C-5	Alcohol-impaired Driving Fatalities (FARS)	Annual	206	212	230	219	199
		5-Year Moving Average	284	247	226	217	213
	Reduce alcohol impaired driving fatalities by 3.8 percent from 213 (2010-2014 average) to 205 by 2017						
C-6	Speeding-Related Fatalities (FARS)	Annual	262	299	302	293	254
		5-Year Moving Average	396	339	309	290	282
	Reduce speeding-related fatalities by 11.3 percent from 282 (2010-2014 average) to 250 by 2017						
C-7	Motorcyclist Fatalities (FARS)	Annual	91	136	141	151	130
		5-Year Moving Average	126	125	126	128	130
	Reduce motorcyclist fatalities by 7.7 percent from 130 (2010-2014 average) to 120 by 2017						
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	50	73	70	83	69
		5-Year Moving Average	69	66	65	68	69
	Reduce unhelmeted motorcyclist fatalities 13 percent from 69 (2010-2014 average) to 60 by 2017						
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	79	116	99	119	86
		5-Year Moving Average	146	125	108	102	100
	Reduce drivers age 20 and younger involved in fatal crashes by 15 percent from 100 (2010-2014 average) to 85 by 2017						
C-10	Pedestrian Fatalities (FARS)	Annual	145	147	122	151	141
		5-Year Moving Average	141	137	131	137	141
	Reduce pedestrian fatalities by 4.3 percent from 141 (2010-2014 average) to 135 by 2017						
C-11	Bicyclist Fatalities (FARS)	Annual	19	23	18	31	29
		5-Year Moving Average	23	21	21	23	24
	Reduce bicyclist fatalities 12.5 percent from 24 (2010-2014 average) to 21 by 2017						

CORE BEHAVIOR MEASURE		2011	2012	2013	2014	2015	
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	82.9%	82.2%	84.7%	87.2%	86.6%
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2.8 percentage points from 86.6 percent in 2015 to 89 percent in 2017						

\*DATA SOURCE: Except for C-2, B-1, all figures reflect the most recent FARS figures as shown on the NHTSA State Traffic Safety Information (STSI) Website. 5-Year Moving Averages are unavailable for Serious Injuries before 2011.

## 2.2 EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

A significant portion of Arizona's highway safety grant funds is awarded to law enforcement agencies each year. The GOHS has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program. Arizona incorporates an evidence-based approach in its statewide enforcement program through the following components:

### *Data-driven Problem Identification*

The statewide problem identification process used in the development of the HSP has been described in Section 1.0; the data analyses are designed to identify who is involved in crashes and when, where and why crashes are occurring. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSP.

All enforcement agencies receiving grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the highway safety issue identified must be included in the funding application submitted to GOHS, along with the proven strategies that will be implemented to address the problem.

### *Implementation of Evidence-based Strategies*

To ensure that enforcement resources are deployed effectively, law enforcement agencies are directed to implement evidence-based strategies using the data provided. The HSP narrative outlines Arizona's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures (using Countermeasures That Work and other proven methods) for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as distracted driving and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. High visibility enforcement, including participation in national seat belt and impaired driving mobilizations, is also required. Several mandated holiday enforcement blitzes are also included. The Data Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high crash locations are also proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced. Multi-jurisdictional enforcement efforts are encouraged and supported by the GOHS. Further detail on specific enforcement efforts can be found in each of the program areas.

### *Continuous Monitoring*

Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by GOHS. The law enforcement agencies receiving grant funding are required to report on the progress of their programs in their activity reports. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project.

Enforcement grants are also monitored throughout the year by the GOHS. Representatives of police agencies and associated Law Enforcement Liaisons (LELs); contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls and press events. Enforcement deployment strategies are continuously evaluated for their impact, effectiveness and modifications are made where warranted. A citation/arrest database is used to track and monitor enforcement efforts. Special projects are implemented as needed.

## **3.0 Highway Safety Strategies and Projects**

The Arizona FFY 2017 Highway Safety Plan (HSP) commences October 1, 2016 and ends September 30, 2017. It is a flexible working document that can be revised to accommodate necessary changes to existing programs, as well as to introduce new programs. It contains a statewide overview and detailed summaries of traffic safety data, as well as program and project descriptions and budgets for the allocation of available funding.

Funding for FFY 2017 is estimated based on allocated amounts from prior years plus carry forward funding. The amounts listed with each project are estimates as of the submission date for this Highway Safety Plan. For FFY 2017, GOHS is utilizing the remaining carry forward Section 402 and 405d funding for some projects. Carry forward funding will fund Section 402 and 405d grants until all FFY 2016 funds are expended and new Section 402 and 405d funding is received. Additionally, GOHS manages funding from the Arizona DUI Abatement Fund. These funds are not programmed through the HSP and are addressed separately in Appendix A.

The GOHS philosophy and commitment is “Grants for Performance”; in other words, we treat every taxpayer dollar granted to law enforcement agencies, nonprofits, fire districts, and city and county transportation departments with respect. All funds are

**The GOHS philosophy and commitment is “Grants for Performance”; in other words, we treat every taxpayer dollar granted to law enforcement agencies, nonprofits, fire districts and city and county transportation departments with respect.**

devoted to improving safety on our roadways, and all grantees are required to report their progress and expenditures in a timely manner, in addition to quarterly and final reports of cost incurred. Our monitoring process is designed to fulfill our commitment to the public we serve and ensure State and Federal compliance with statutes, rules, and guidelines.

### Program Overview

The number one predictor of traffic crashes is the amount of travel a state’s citizens experience. The more we travel, the more we are exposed to the possibility of crash involvement. Between 2006 and 2011, Arizona was among the states hardest hit by a severe recession and an increase in fuel prices. Exemplary law enforcement, training, education, and public awareness programs, together with the troubled economy, resulted in the achievement of dramatic reductions in fatal and serious injury crashes. Arizona’s economy has begun to stabilize and improve since the 2007 recession. In 2010, Arizona realized the beginning of a recovery, which resulted in more jobs, increased home values, and increased economic activity. With a strengthened economy and lower fuel prices, our citizens bought new vehicles. They traveled more often and for longer distances. As might be expected, congestion increased on our highways, and with increased exposure, crashes, fatalities and injuries began to increase. Despite the increase in economic activity, there was a tremendous drop in traffic fatalities in 2014 to 770. This fall from 849 traffic fatalities in 2013 is wonderful news.

The following sections provide details on the program areas, goals, performance measures, strategies, task or project descriptions, funding levels and sources. Multiple projects are included under most strategies to provide consistency with the Arizona accounting system.

**The emphasis areas in Arizona’s FFY 2017 HSP include speeding and aggressive driving, impaired driving, occupant protection, motorcycles, pedestrian and bicyclist safety, traffic records, accident investigation, and planning and administration.**

Therefore, a summary budget is included at the end of each section. The emphasis areas in Arizona’s FFY 2017 HSP include speeding and aggressive driving, impaired driving, occupant protection, motorcycles, pedestrian and bicyclist safety, traffic records, accident investigation, and planning and administration. GOHS used *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Eighth Edition, 2015 (CTW) as a primary reference aid

in the selection of effective, evidence-based countermeasure strategies for the FFY 2017 HSP program areas. Citations referencing CTW provide the chapter and the section number (e.g., CTW, Chapter 2, Section 2.1). The citations are identified in the program/project descriptions and denote the effectiveness of the related countermeasure strategy where appropriate. Note: the effectiveness of GOHS administrative and management functions and activities is not evaluated or referenced. The eighth edition of CTW can found on the NHTSA web site at: [www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf](http://www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf).

### Impaired Driving Program Overview

Drivers and pedestrians impaired by alcohol and both legal and illegal drugs continue to be a challenge in Arizona. Reducing the number of alcohol-related fatalities, and injuries occurring on the highways remains a top safety focus area for Arizona. According to the NHTSA Fatality Analysis and Reporting System (FARS), in 2014, 199 fatalities involving at least one driver with a BAC of 0.08 percent or greater occurred. This represents a 9.1 percent decrease from 2013. Research shows sustained, long-term, highly visible enforcement coupled with effective education programs reduces impaired driving crashes and fatalities.



*Southeastern Arizona DUI Task Force.*

In 2015, Arizona law enforcement agencies made over 1,025,000 traffic stops and 27,500 DUI arrests. Though Arizona has some of the toughest impaired driving laws in the country, Arizona is experiencing an alarming increase in arrests stemming from drug impaired driving. Prescription drug abuse is an epidemic, and “medical marijuana” is legal. As drugged driving has become more prevalent in Arizona arrests have increased dramatically, from about 700 in 2008 to about 5,700 in 2015. This increase is most likely due to the focus on drugged driving recognition (DRE) training for law enforcement. The State has a cadre of superbly trained officers in alcohol- and drug-impaired driver detection, but the challenges

continue. Most law enforcement training in drugged driving recognition is through the advanced roadside impaired driving enforcement (ARIDE) course. This course is targeted to NHTSA Standardized Field Sobriety Test (SFST) certified officers.

The Arizona Governor's Office of Highway Safety provides continuing support for aggressive impaired driving enforcement. The law enforcement agencies work closely with Director Alberto Gutier and the GOHS office to communicate the impaired driving issues affecting their respective areas of responsibility. In turn, grantees collaborate with local schools, civic groups and media organizations for public awareness and education opportunities. Because of these working partnerships, GOHS uses data collected on the GOHS DUI reporting website to provide an effective distribution of funding in support of statewide impaired driving enforcement needs.

In FFY 2016, GOHS allocated funding through 78 contracts to law enforcement and non-law enforcement agencies, county sheriff's departments, the state highway patrol and other state agencies to participate in overtime enforcement details and purchase equipment to enhance impaired driving enforcement statewide, including participation in the national high-visibility enforcement mobilization over the Memorial Day holiday period. The purchase of Portable Breath Testing devices (PBTs), Intoxilyzers, Phlebotomy supplies, and mobile Dual Channel Blood Alcohol Analyzers equipment are essential to improve the efficiency of impaired driver processing in addition to decreasing the time an arresting officer spends out of service for processing.

GOHS ensures mobility for the statewide impaired driving task force participants through the purchase of DUI Processing Vehicles. The vehicles are often conversion vans containing equipment, materials and supplies necessary to process an impaired driver. Such equipment often includes phlebotomy chairs, Intoxilyzers and booking capability to include LiveScan equipment. GOHS also provides funding for larger DUI Processing Vehicles to allow law enforcement officers the capability to process more than one suspect at a time in addition to providing space for officers with special training to evaluate and identify drug impaired drivers.

The purchase of capital outlay equipment such as Agilent GC/FID Blood Alcohol Analysis equipment for the agency crime labs is a testament to the dedication exhibited by GOHS toward removing impaired drivers from the roadways. Current issues in impaired driving include not only alcohol but also drug-impaired drivers. The purchase of reliable, current equipment is necessary to process blood evidence collected from drivers arrested for driving under the influence. Properly analyzed evidence is an important component when prosecuting an impaired driver.

GOHS developed a strategic, statewide impaired driving task force which includes members from state, county, local, and tribal law enforcement personnel in addition to non-law enforcement agencies. The strategic task force works to increase impaired driver recognition training for law enforcement personnel and

enhance enforcement efforts in addition to identifying best practices to increase public awareness and education about the dangers and consequences of impaired driving. The strategic task force coordinates with law enforcement agencies statewide to encourage the implementation of additional HVE impaired driving efforts such as saturation patrols, Wolf Packs, and Task Force details.

Each agency schedules enforcement details specific to the impaired driving issues in their respective areas. Overtime details include sobriety checkpoints as well as saturation patrols and DUI Task Force details set up to address holiday and special event enforcement. Staffing for the overtime details includes full time officers, deputies and detention officers, who detect, evaluate, arrest and process impaired drivers.

Media Advisories are sent to all TV stations, their reporters and producers, radio stations and their anchors as well as newspaper reporters, columnists and editorial writers before major enforcement activities. After the holiday enforcement (Cinco de May, Labor Day, etc.), news releases summarizing the arrests and citations made during the activity are released.

During the Thanksgiving to New Year's holiday, these news releases are sent often to the media and they are used in a cumulative manner to show enforcement, citations, and arrests through January 2<sup>nd</sup> of the New Year.

Figure 3.1 is a sample of the Arizona Statewide Cinco de Mayo weekend DUI Enforcement Media Advisory (sent before enforcement begins).

**Figure 3.1 2016 Statewide Cinco de Mayo weekend DUI Enforcement Media Advisory**



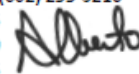
**IMMEDIATE RELEASE**  
May 5, 2016

**DOUGLAS A. DUCEY**  
GOVERNOR

**ALBERTO C. GUTIER**  
DIRECTOR  
GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE

**Cinco de Mayo**  
"Drive Hammered... Get Nailed!"

FOR MORE INFORMATION, CONTACT:  
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**ARIZONA STATEWIDE HOLIDAY DUI ENFORCEMENT**

PHOENIX – These are the Impaired Driving Deployment activities that will occur during the Cinco de Mayo weekend throughout the state. GOHS Director, Alberto Gutier said "We want everyone to enjoy the holiday festivities and to do so responsibly by having a designated driver, calling a friend, a ride service, or taking a taxi home. Don't drive distracted!"

<p><b>EAST VALLEY DUI TASK FORCE</b> Saturation Patrol 6PM-4AM 5/05 through 5/07 -7601 E McKellips Rd, Scottsdale -Cooper and Ray -Gilbert and Baseline Rd -Power and Main -AZ and Germann ASU PD, CHANDLER PD, DLLC, DPS, GILBERT PD, MESA PD, SALT RIVER PD, SCOTTSDALE PD, TEMPE PD, MCSO PARADISE VALLEY PD Sgt. Mescham 480-710-5842</p>	<p><b>TRI-CITY DUI TASK FORCE</b> Saturation Patrol 6PM-3AM 5/07- in respective jurisdictions CHINO VALLEY PD, DPS DISTRICT 12, PRESCOTT PD, PRESCOTT VALLEY PD, YAVAPAI COUNTY SO Sgt. Brian Dever 928-777-1943</p>	<p><b>DPS DISTRICT 11 - GLOBE</b> Saturation Patrol 5/05 through 5/07 Cpt. Jennifer Despain 602-881-3654</p>	<p><b>PINETOP-LAKESIDE POLICE DEPARTMENT</b> Saturation Patrol 6PM-2AM 5/05 through 5/07 -1360 N. Niels Hansen Ln, Lakeside Sgt. Guy Willis 928-368-8803 Ext. 229</p>
<p><b>WEST VALLEY DUI TASK FORCE</b> Saturation Patrol 6PM-4AM 5/05 through 5/07 -11465 W. Civic Center Drive, Avondale AVONDALE PD, BUCKEYE PD, DPS WEST, DPS METRO MOTORS, EL MIRAGE PD, GLENDALE PD, GOODYEAR PD, MCSO, PEORIA PD, SURPRISE PD, TOLLESON PD Sgt. Rich Stringer 602-690-0803</p>	<p><b>APACHE JUNCTION POLICE DEPARTMENT</b> Saturation Patrol 5/05 through 5/07 -Apache Junction Area Sgt. Daniel Saldana 480-797-0386</p>	<p><b>DPS METRO CENTRAL PHOENIX</b> Saturation Patrol 5/05 through 5/07 Cpt. Yeager 602-909-9625</p>	<p><b>SHOW LOW POLICE DEPARTMENT</b> Saturation Patrol until 2AM 5/05 and 5/06- Show Low Area Jeff McNeil 928-537-2491</p>
<p><b>SOUTHERN AZ DUI TASK FORCE</b> Saturation Patrol 7PM-3AM 5/05- in respective jurisdictions 5/06- 1310 W. Miracle Mile, Tucson 5/07- in respective jurisdictions DPS DISTRICT 8, MARANA PD, ORO VALLEY PD, PIMA CC PD, PIMA COUNTY SO, TUCSON PD, SOUTH TUCSON PD, UA PD Terrence O'Hara 520-837-7223</p>	<p><b>APACHE COUNTY SHERIFF'S OFFICE</b> Saturation Patrol 5/05 through 5/07 -Apache County Area Sgt. Shane Bevington 928-337-7577</p>	<p><b>DPS METRO EAST PHOENIX</b> Saturation Patrol 5/05 through 5/07 Cpt. John Seeley 928-814-6787</p>	<p><b>SAHUARITA POLICE DEPARTMENT</b> Saturation Patrol 9PM-3AM 5/05 through 5/07- Sahuarita Area Officer. Shawn Pack 520-344-7000</p>
<p><b>EASTERN AZ DUI TASK FORCE</b> Saturation Patrol 4PM- 6AM 5/05 through 5/07 -523 S. 10<sup>th</sup> Ave. Safford SAFFORD PD, THATCHER PD, DPS DISTRICT 9, PIMA PD, GRAHAM COUNTY SO Officer Tyler Cluff 928-651-7351</p>	<p><b>BENSON POLICE DEPARTMENT</b> Saturation Patrol 7PM-2AM 5/05 through 5/07- Benson Area Sgt. Tim Behr 520-265-0009</p>	<p><b>EAGAR POLICE DEPARTMENT</b> Sustained Enforcement 5/03 – Eagar Area Officer Steve Jones 928-937-4321</p>	<p><b>SANTA CRUZ COUNTY SHERIFF'S OFFICE</b> Saturation Patrol 5/05 through 5/06 2170 N. Congress Drive, Nogales Sgt. Travis W. Arnold 520-377-5253</p>
<p><b>NORTHERN AZ DUI TASK FORCE</b> Saturation Patrol 10PM-3AM 5/05 through 5/07 -98A, 525 E. Pine Knoll Drive, Flagstaff COCONINO COUNTY SO, DOLC, DPS DISTRICT 2, FLAGSTAFF PD, NAU PD Lt. Lance Roberts 928-202-6077</p>	<p><b>CASA GRANDE POLICE DEPARTMENT</b> DUI Enforcement 4:30PM-3AM 5/05 through 5/07- Casa Grande Area Sgt. Al Grijalva 520-840-7072</p>	<p><b>GILA COUNTY SHERIFF'S OFFICE</b> DUI Enforcement 5/05 through 5/07 Lt. Thompson 928-701-2541</p>	<p><b>SPRINGVILLE POLICE DEPARTMENT</b> Saturation Patrol 6PM-2AM 5/05 through 5/07 -418 E. Main Street Sgt. D. Gregory 928-245-0935</p>
<p><b>SOUTHEASTERN DUI TASK FORCE</b> Saturation Patrol 7PM-3AM 5/05 through 5/07 -911 Coronado Drive, Sierra Vista COCHISE COUNTY, SIERRA VISTA PD, DPS DISTRICT 9 Tim Watchel 520-732-7040</p>	<p><b>CAMP VERDE MARSHALL'S OFFICE</b> Saturation Patrol 6PM on 5/05 -646 S. 1<sup>st</sup> St, Camp Verde Corporal Dan Jacobs 928-554-8300</p>	<p><b>GILA RIVER POLICE DEPARTMENT</b> Saturation Patrol 7PM-3AM 5/05 through 5/07 -7102 W. Allison Rd., Chandler Officer Nathaniel Clark 520-610-2033</p>	<p><b>SNOWFLAKE-TAYLOR POLICE DEPARTMENT</b> Saturation Patrol 3PM- 3AM 5/05 through 5/07 602 S. Main, Snowflake Officer David Young 928-587-2730</p>
	<p><b>CLIFTON POLICE DEPARTMENT</b> DUI Detail 8PM-12AM 5/07-Clifton Area Officer Shari Aguilar 928-215-2544</p>	<p><b>LAKE HAVASU POLICE DEPARTMENT</b> Saturation Patrol 3PM-3AM 5/05 through 5/07 -2360 McCulloch, Lake Havasu City Sgt. Jerry Burns 925-208-9083</p>	<p><b>MARICOPA POLICE DEPARTMENT</b> Saturation Patrol 7PM-3AM 5/05 through 5/07 -39675 W. Civic Center Plaza South, Maricopa Sgt. Joshua Paulsen 520-251-2067</p>
	<p><b>COOLIDGE POLICE DEPARTMENT</b> Saturation Patrol 7PM-3AM 5/05 and 5/06 – Coolidge Area Sandra Martinez 520-723-6064</p>	<p><b>MARICOPA POLICE DEPARTMENT</b> Saturation Patrol 5/05 through 5/07 Jessica Poling 928-524-4050</p>	<p><b>WILLCOX POLICE DEPARTMENT</b> Saturation Patrol 7PM-3AM 5/06 through 5/07 -320 W. Rex Allen Drive, Willcox Sgt. Dale Hadfield 520-766-4234</p>
	<p><b>COTTONWOOD POLICE DEPARTMENT</b> Saturation Patrol 5PM-3AM 5/05 through 05/07- Cottonwood Area Officer Roger Scanim 928-634-4246</p>	<p><b>NAVAJO COUNTY SHERIFF'S OFFICE</b> Saturation Patrol 5/05 through 5/07 Sgt. Ben Truebe 520-591-8784</p>	<p><b>WILLIAMS POLICE DEPARTMENT</b> DUI Enhanced Enforcement 10PM-2AM 5/06 through 5/07 -501 W. Route 66, Williams Sgt. Romero/Sgt. Wygal 928-635-4461</p>
	<p><b>DPS DISTRICT 1- KINGMAN</b> Saturation Patrol 5/05 through 5/07 Cpt. Weston White 928-978-4860</p>	<p><b>NOGALES POLICE DEPARTMENT</b> Saturation Patrol 10PM-4AM 5/05 and 5/06- Nogales Area Lt. William Morell 520-285-5808</p>	<p><b>WELLTON POLICE DEPARTMENT</b> Saturation Patrol 5/05 through 5/07- Wellton Area Sgt. David Rodriguez 928-785-4887</p>
	<p><b>DPS DISTRICT 3- HOLBROOK</b> Saturation Patrol 5/05 until 2AM Cpt. Phelps 928-606-0003</p>	<p><b>PARKER POLICE DEPARTMENT</b> Saturation Patrol 5/06 and 5/07- Parker Area Officer Michael Bailey 928-669-2264</p>	<p><b>YUMA POLICE DEPARTMENT</b> Saturation Patrol 8PM-4AM 5/05 through 5/07- Yuma Area Officer Nathan Williams 928-783-4421</p>
	<p><b>DPS DISTRICT 4- YUMA</b> Saturation Patrol 5/05-5/06 at 7PM-3AM Sgt. Ben Truebe 520-591-8784</p>	<p><b>PHOENIX POLICE DEPARTMENT</b> Saturation Patrol in Six Locations Nightly 5/05 through 5/08 -8233 N. 7<sup>th</sup> St., QT Parking Lot -2700 W. Thomas, QT Parking Lot -3443 S. Central, Southern Command Lot -2750 W. Thunderbird, QT Parking Lot -1610 E. Highland, QT Parking Lot -2212 E. Bell Rd., QT Parking Lot Lt. Scott Sowerwine 602-495-6701</p>	
	<p><b>DPS DISTRICT 6- CASA GRANDE</b> Saturation Patrol 5/05-5/07 at 6PM-3AM Cpt. Swavely 520-483-8663</p>		

**Table 3.1 Performance Goals and Measures**

Performance Goal	Performance Measure
Reduce alcohol impaired driving fatalities by 3.8 percent from 213 (2010-2014 average) to 205 by 2017	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or higher.

### Strategies

To combat the prevalence of impaired driving, GOHS devotes significant resources to overtime enforcement, equipment, and training for law enforcement officers statewide. Arizona's impaired driving program utilizes enforcement, education, training, and public awareness to reduce the number of fatalities and injuries resulting from alcohol- and drug-impaired collisions. GOHS will pursue the following strategies in FFY 2017 to reduced impaired driving on our roadways.

1. DUI enforcement program;
2. Funding for equipment and supplies;
3. Training;
4. Traffic Safety Resource Prosecutor; and
5. Public awareness activities.

GOHS will continue to fund these proven effective strategies to reduce the number of alcohol and drug driving-related fatalities by increasing the number of DUI arrests, training law enforcement on effective tools and techniques, and regularly informing the public about the danger associated impaired driving and the threat of arrest for those who break the laws. For an overview of Arizona DUI Enforcement Statistics from 2005 through 2015, see Figure B.5 in Appendix B.

### Programs and Projects

**Project Title:** Impaired Driving Enforcement Program

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with NHTSA's Grant Tracking System (GTS) and the Arizona accounting system (See Table 3.2).

**Description:** Arizona's DUI enforcement program includes parallel enforcement activities: 1) year-long sustained enforcement efforts and 2) periodic enhanced enforcement campaigns, such as the Holiday DUI Task Force enforcement efforts. Arizona's DUI Enforcement Program mobilizes enforcement efforts where a high frequency of fatal and/or serious injury impaired driving collisions occur. The GOHS requires each of the 72 agencies receiving DUI enforcement funds to conduct educational and public awareness campaigns in their respective communities.

**Budget: \$2,649,499.00****Evidence of Effectiveness:** CTW, Chapter 1, Sections 2.1, and 2.2**Table 3.2 Impaired Driving Enforcement Program**

Project Number	Agency	Amount	Source
2017-AL-001	ARIZONA STATE UNIVERSITY PD	\$60,000.00	402
2017-AL-002	ARIZONA DEPT OF LIQUOR LICENSES AND CONTROL	\$55,000.00	402
2017-AL-012	CHANDLER PD	\$18,000.00	402
2017-AL-014	CHINO VALLEY PD	\$10,000.00	402
2017-AL-015	CLIFTON PD	\$4,000.00	402
2017-AL-016	COOLIDGE PD	\$14,000.00	402
2017-AL-017	EL MIRAGE PD	\$15,000.00	402
2017-AL-019	FLAGSTAFF PD	\$30,000.00	402
2017-AL-021	HOLBROOK PD	\$4,500.00	402
2017-AL-024	MARICOPA COUNTY SO	\$30,000.00	402
2017-AL-025	MARICOPA COUNTY SO	\$235,000.00	402
2017-AL-027	MESA PD	\$80,000.00	402
2017-AL-028	NAVAJO COUNTY SO	\$10,000.00	402
2017-AL-033	PHOENIX PD	\$30,000.00	402
2017-AL-034	PHOENIX PD	\$100,000.00	402
2017-AL-035	PHOENIX PD	\$50,000.00	402
2017-AL-036	PIMA COUNTY SD	\$70,000.00	402
2017-AL-038	PRESCOTT VALLEY PD	\$25,711.00	402
2017-AL-040	SANTA CRUZ COUNTY SO	\$8,000.00	402
2017-AL-042	SNOWFLAKE-TAYLOR PD	\$5,000.00	402
2017-AL-043	ST. JOHNS PD	\$7,500.00	402
2017-AL-046	TEMPE PD	\$55,000.00	402
2017-AL-047	UNIVERSITY OF AZ PD	\$25,000.00	402
2017-AL-048	WILLCOX PD	\$5,000.00	402
2017-AL-050	YUMA PD	\$15,000.00	402
2017-II-001	AVONDALE PD	\$50,000.00	405d
2017-II-002	BUCKEYE PD	\$40,000.00	405d
2017-II-003	CASA GRANDE PD	\$20,000.00	405d
2017-II-004	CLARKDALE PD	\$4,000.00	405d
2017-II-005	COCHISE COUNTY SO	\$45,000.00	405d

<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>
2017-II-006	FLAGSTAFF PD	\$30,000.00	405d
2017-II-007	GRAHAM COUNTY SO	\$10,000.00	405d
2017-II-008	HUACHUCA CITY PD	\$10,000.00	405d
2017-II-009	NOGALES PD	\$10,000.00	405d
2017-II-010	PARKER PD	\$8,000.00	405d
2017-II-011	SAFFORD PD	\$7,500.00	405d
2017-II-012	SAHUARITA PD	\$10,000.00	405d
2017-II-013	SAN LUIS PD	\$10,000.00	405d
2017-II-014	SPRINGERVILLE PD	\$5,000.00	405d
2017-II-015	SURPRISE PD	\$30,000.00	405d
2017-II-017	THATCHER PD	\$10,000.00	405d
2017-II-018	TOLLESON PD	\$16,000.00	405d
2017-405d-001	APACHE JUNCTION PD	\$30,000.00	405d
2017-405d-002	AZ DEPARTMENT OF PUBLIC SAFETY	\$80,000.00	405d
2017-405d-003	AZ GAME AND FISH DEPARTMENT	\$20,608.00	405d
2017-405d-004	CHANDLER PD	\$45,000.00	405d
2017-405d-005	COTTONWOOD PD	\$20,000.00	405d
2017-405d-006	DOUGLAS PD	\$20,000.00	405d
2017-405d-007	EAGAR PD	\$4,000.00	405d
2017-405d-008	FLORENCE PD	\$15,000.00	405d
2017-405d-009	GILA RIVER INDIAN COMMUNITY PD	\$30,000.00	405d
2017-405d-010	GILBERT PD	\$100,000.00	405d
2017-405d-011	GLENDALE PD	\$50,000.00	405d
2017-405d-012	GLOBE PD	\$10,000.00	405d
2017-405d-013	GOODYEAR PD	\$45,000.00	405d
2017-405d-014	JEROME PD	\$2,000.00	405d
2017-405d-015	KINGMAN PD	\$20,000.00	405d
2017-405d-016	LA PAZ COUNTY SO	\$20,000.00	405d
2017-405d-017	MARANA PD	\$50,000.00	405d
2017-405d-018	MARICOPA COUNTY SO	\$25,000.00	405d
2017-405d-019	MARICOPA PD	\$20,000.00	405d
2017-405d-020	MESA PD	\$100,000.00	405d
2017-405d-021	NORTHERN ARIZONA UNIVERSITY PD	\$10,080.00	405d
2017-405d-022	ORO VALLEY PD	\$30,000.00	405d
2017-405d-023	PARADISE VALLEY PD	\$15,000.00	405d

Project Number	Agency	Amount	Source
2017-405d-024	PEORIA PD	\$65,000.00	405d
2017-405d-026	PIMA COMMUNITY COLLEGE PUBLIC SAFETY	\$20,000.00	405d
2017-405d-027	PIMA PD	\$2,500.00	405d
2017-405d-028	PINAL COUNTY SO	\$80,000.00	405d
2017-405d-029	PINETOP-LAKESIDE PD	\$5,600.00	405d
2017-405d-030	PRESCOTT PD	\$25,000.00	405d
2017-405d-031	SALT RIVER PIMA MARICOPA INDIAN COMMUNITY	\$50,000.00	405d
2017-405d-032	SCOTTSDALE PD	\$100,000.00	405d
2017-405d-033	SIERRA VISTA PD	\$25,000.00	405d
2017-405d-034	TEMPE PD	\$100,000.00	405d
2017-405d-035	TOMBSTONE MARSHAL'S OFFICE	\$3,000.00	405d
2017-405d-036	TUCSON PD	\$95,000.00	405d
2017-405d-037	WICKENBURG PD	\$6,000.00	405d
2017-405d-038	WILLIAMS PD	\$3,500.00	405d
2017-405d-039	YAVAPAI COUNTY SO	\$30,000.00	405d
<b>Total</b>		<b>\$2,649,499.00</b>	

**Project Title:** Impaired Driving Enforcement Equipment Program

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system (See Table 3.3).

**Description:** GOHS provides funding for equipment that supports and enhances impaired driving enforcement efforts. The equipment purchased includes



Yuma PD DUI Enforcement Motors

Portable Breath Testing Devices (PBT), phlebotomy supplies, PBT and Intoxilyzer mouthpieces, drug testing kits, urine and blood kits, and gas cylinders used to calibrate PBTs, Intoxilyzers, and Livescan Instruments. PBTs are handheld instruments used in the field by law enforcement officers to indicate the presence of alcohol in suspected impaired drivers and underage alcohol offenders. Livescan Instruments take electronic fingerprints, provide for immediate comparison to check DUI suspects for prior arrests, and assist officers in positive suspect identification. 28 enforcement agencies will receive

funding for equipment under this program.

**Budget:** \$238,165.00

**Evidence of Effectiveness:** CTW, Chapter 1, Section 2.3 and improvements to accuracy and timeliness of traffic records data.

**Table 3.3 Impaired Driving Enforcement Equipment Program**

Project Number	Agency	Amount	Source
2017-AL-001	ARIZONA STATE UNIVERSITY PD	\$5,000.00	402
2017-AL-002	AZ DEPT OF LIQUOR LICENSES AND CONTROL	\$1,000.00	402
2017-AL-003	AZ DEPARTMENT OF PUBLIC SAFETY	\$11,250.00	402
2017-AL-005	AZ DEPARTMENT OF PUBLIC SAFETY	\$59,989.00	402
2017-AL-010	BUCKEYE PD	\$7,580.00	402
2017-AL-011	CHANDLER PD	\$9,756.00	402
2017-AL-012	CHANDLER PD	\$2,000.00	402
2017-AL-013	CHANDLER PD	\$2,000.00	402
2017-AL-014	CHINO VALLEY PD	\$1,000.00	402
2017-AL-015	CLIFTON PD	\$2,365.00	402
2017-AL-016	COOLIDGE PD	\$248.00	402
2017-AL-017	EL MIRAGE PD	\$2,000.00	402
2017-AL-018	ELOY PD	\$2,000.00	402
2017-AL-020	GLENDALE PD	\$5,000.00	402
2017-AL-021	HOLBROOK PD	\$1,000.00	402
2017-AL-025	MARICOPA COUNTY SO	\$16,273.00	402
2017-AL-026	MARICOPA PD	\$4,300.00	402
2017-AL-028	NAVAJO COUNTY SO	\$3,700.00	402
2017-AL-029	ORO VALLEY PD	\$3,000.00	402
2017-AL-030	PAGE PD	\$6,536.00	402
2017-AL-031	PEORIA PD	\$3,806.00	402
2017-AL-033	PHOENIX PD	\$5,151.00	402
2017-AL-036	PIMA COUNTY SD	\$4,529.00	402
2017-AL-037	PINAL COUNTY SO	\$32,017.00	402
2017-AL-039	SAHUARITA PD	\$22,000.00	402
2017-AL-041	SIERRA VISTA PD	\$4,000.00	402
2017-AL-043	ST. JOHNS PD	\$2,000.00	402
2017-AL-045	SURPRISE PD	\$7,165.00	402
2017-AL-048	WILLCOX PD	\$2,000.00	402
2017-AL-049	YAVAPAI COUNTY SO	\$7,000.00	402
2017-AL-050	YUMA PD	\$2,500.00	402
<b>Total</b>		<b>\$238,165.00</b>	

**Project Title:** Impaired Driving Training Program

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system (See Table 3.4).

**Description:** GOHS devotes significant resources toward the training of officers in areas such as Standardized Field Sobriety Test (SFST), Drug Recognition Expert (DRE), Horizontal Gaze Nystagmus (HGN), DUI report writing and testimony, law enforcement phlebotomy, Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Impairment Training for Educational Professionals (DITEP). As a result, Arizona continues to be a national leader in the Drug Recognition Experts (DRE) program. Arizona’s robust DRE Certification Night program has proven to be successful, consequently Arizona provides training to law enforcement officials from other states and countries. GOHS has funded DRE certification nights hosted by the Maricopa County Sheriff’s Office for law enforcement officials for over a dozen other states, and are now hosting the return of DRE students from Canada. MCSO has DRE certification nights scheduled for 2016, and has nearly filled the calendar in 2017 with scheduled certification nights.

During the last fiscal year, GOHS provided more than \$160,000 in support of law enforcement training programs, including support for: travel reimbursement, training, books, materials and supplies, conference speakers in support of special training knowledge, and conference registration to provide necessary updates to the knowledge of Arizona’s DREs, as well as training for Law Enforcement Phlebotomists are all covered by GOHS.

The majority of law enforcement training in drugged driving recognition is through the Advanced Roadside Impaired Driving Enforcement (ARIDE) course. This course targets NHTSA SFST certified officers. Arizona takes drugged driving impairment seriously and to date all DPS officers are mandated to attend ARIDE training. GOHS also conducts training for prosecutors and judges on DUI law issues through the Arizona Prosecuting Attorney’s Advisory Council (“APAAC”) and the Arizona Supreme Court.

**Budget:** \$332,096.00

**Evidence of Effectiveness:** CTW, Chapter 1, Section 7.1

**Table 3.4 Impaired Driving Training Program**

Project Number	Agency	Amount	Source
2017-AL-004	AZ DEPARTMENT OF PUBLIC SAFETY	\$41,536.00	402
2017-AL-006	AZ GAME AND FISH DEPARTMENT	\$25,088.00	402
2017-AL-008	AZ SUPREME COURT	\$31,343.00	402
2017-AL-011	CHANDLER PD	\$2,229.00	402
2017-AL-040	SANTA CRUZ CSO	\$1,900.00	402
2017-AL-500	GOHS - LifeSavers Conference	\$15,000.00	402

2017-405d-501	GOHS - DRE/SFST Support/Training	\$100,000.00	405d
2017-405d-502	GOHS - Judges Conference	\$25,000.00	405d
2017-405d-504	GOHS - Phlebotomy	\$60,000.00	405d
2017-405d-500	GOHS - 2017 DRE Conference	\$30,000.00	405d
<b>Total</b>		<b>\$332,096.00</b>	

**Project Title:** Traffic Safety Resource Prosecutor Program

**Project Number:** 2017-405d-025

**Description:** Arizona's Traffic Safety Resource Prosecutor (TSRP) is housed in the City of Phoenix Prosecutor's Office. The TSRP assists prosecutors statewide in the adjudication of impaired driving cases. The TSRP focuses on two goals: 1) increase the visibility of traffic safety cases with prosecutors and prosecutors' visibility with the traffic safety community and 2) increase the confidence of prosecutors in the courtroom. Funding is provided for personnel services, employee-related expenses, materials and supplies, and travel. (Note: Additional funding totaling \$107,778.00 is provided by the Arizona DUI Abatement Council.

**Budget:** \$107,778.00

**Evidence of Effectiveness:** CTW, Chapter 1, Section 3

**Table 3.5 Traffic Safety Resource Prosecutor Program**

Project Number	Agency	Amount	Source
2017-405d-025	CITY OF PHOENIX PROSECUTOR'S OFFICE	\$107,778.00	405d

**Project Title:** Impaired Driving Awareness Program

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system (See Table 3.6).

**Description:** The GOHS Director conducts press conferences and frequent media interviews in English and Spanish throughout the year and during Holiday enforcement campaigns. The event is widely covered by local TV, radio, and print media. GOHS' on-line DUI reporting system and press releases during planned enforcement events are distributed daily to the media with updated impaired driving statistics from the previous evening's activity and prior events. These releases provide constant news reports on DUI arrests and a plea to the public to reduce these numbers. GOHS also conducts an annual survey to track public perception and behavior with respect to impaired driving, occupant protection, and speeding.

Earned media is supplemented by targeted paid media efforts. Targeted media efforts include the following activities:

- Law enforcement agencies and fire departments conduct “Mock Crashes” to educate high school students about the risks associated with underage alcohol consumption;
- SADD implements programs to education high school students on the dangers of impaired driving;
- MADD’s court monitoring programs informs GOHS, the TSRP, and others about prosecution and adjudication practices;
- GOHS develops, prints, and distributes public information and education materials to promote public awareness of and compliance with Arizona’s DUI laws;
- GOHS “Public Safety Days” at the Arizona State Fair provide the public with information and education about Arizona DUI laws, children, family and general traffic safety issues; and
- GOHS maintains a storage unit for DUI public information and education materials to ensure they are available when needed.

**Budget: \$253,747.00**

**Evidence of Effectiveness:** CTW, Chapter 1, Sections 3.3, 5.2, and 6.5

**Table 3.6 Impaired Driving Awareness Program**

Project Number	Agency	Amount	Source
2017-AL-007	AZ SADD	\$55,000.00	402
2017-AL-009	ARIZONA YOUTH PARTNERSHIP	\$12,000.00	402
2017-AL-012	CHANDLER PD	\$20,000.00	402
2017-AL-022	MADD	\$35,000.00	402
2017-AL-023	MADD	\$25,000.00	402
2017-AL-032	PHOENIX FIRE DEPARTMENT	\$20,000.00	402
2017-AL-044	SURPRISE FIRE DEPT	\$6,551.00	402
2017-II-016	SURPRISE PD	\$7,500.00	405d
2017-AL-501	GOHS - PI&E	\$7,500.00	402
2017-AL-502	GOHS - Public Safety Days	\$30,000.00	402
2017-AL-503	GOHS - Storage Unit	\$5,196.00	402
2017-405d-503	GOHS - Law Enforcement Conference	\$30,000.00	405d
<b>Total</b>		<b>\$253,747.00</b>	

**Table 3.7 Impaired Driving Program Summary Budget**

Program Area	Budget Amount
Impaired Driving Enforcement Program	\$2,649,499.00

Impaired Driving Enforcement Equipment Program	\$238,165.00
Impaired Driving Training Program	\$332,096.00
Traffic Safety Resource Prosecutor Program	\$107,778.00
Impaired Driving Awareness Program	\$253,747.00
<b>Total</b>	<b>\$3,581,285.00</b>

## 3.2 OCCUPANT PROTECTION PROGRAM OVERVIEW

According to 2014 FARS data, unrestrained fatalities decreased 8.3 percent from 228 in 2013 to 209 in 2014. GOHS accomplishes its goal of improving safety belt and child safety seat use through strong, cohesive statewide enforcement and education campaigns under the banner of “*Buckle Up Arizona...It’s the Law!*” Arizona is a secondary safety belt violation state, but the law enforcement agencies implement a zero-tolerance policy when they encounter nonuse of safety belts coincidental to a stop for another traffic infraction. Occupant protection enforcement is a consistent component of all grant supported traffic safety projects. Enforcement is supported by extensive education and public awareness activities conducted by GOHS together with public and private sector partners. The activities include safety belt and child safety seat classes and inspections, media awareness campaigns, participation in the national high-visibility enforcement mobilization Click It or Ticket over the Memorial Day holiday period and other events.

**Table 3.8 Performance Goals and Measures**

Performance Goal	Performance Measure
Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 6.5 percent from 230 (2010-2014 average) to 215 by 2017	Number of unrestrained vehicle occupant fatalities in all seating positions.
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2.8 percentage points from 86.6 percent in 2015 to 89.0 percent by 2017	Percent of front seat vehicle occupants observed using safety belts.

### Strategies

GOHS will implement seven strategies for increasing the use of safety belts and child safety, including:

1. An annual safety belt and child safety seat use survey;
2. Rigorous law enforcement;
3. High Risk Population Enforcement Program;
4. Equipment to support enforcement efforts;
5. Training and education;
6. Public awareness campaigns; and

7. Program management.

**Programs and Projects**

**Project Title:** Safety Belt and Child Safety Seat Survey

**Project Number:** 2017-405b-500

**Description:** GOHS will contract to provide an annual safety belt and child safety seat survey.

**Budget:** \$58,800.00

**Evidence of Effectiveness:** CTW Chapter 1, Section 1.2; Chapter 2, Section 2.1; Chapter 3, Section 3.2; Chapter 4, 4.1

**Table 3.9 Safety Belt Survey**

Project Number	Agency	Amount	Source
2017-405b-500	GOHS Annual Safety Belt Survey	\$58,800.00	405b

**Project Title:** Occupant Protection Law Enforcement

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** This task supports funding personnel services (overtime) and associated employee-related expenses for law enforcement agencies to enforce safety belt and child safety seat laws. Funding also is provided to fire departments to conduct child safety seat clinics within their jurisdictions.



*Children at a Car Seat Event*

The Arizona enforcement community actively participates in the *Buckle Up Arizona...It's the Law/Click it or Ticket (CIOT)* and Child Passenger Safety campaigns and related events. Funding is provided to the top performing agencies as measured by the number of citations written during these periods in 2016. GOHS will determine these agencies in early January 2017. In 2016, twenty agencies received funding for occupant protection enforcement. One additional

agency participated in an enforcement campaign using their own funding mechanism.

In addition to the CIOT campaign, GOHS supports and funds high visibility enforcement throughout the federal fiscal year. In addition to occupant protection enforcement programs, as a secondary offense seatbelt law state, agencies receiving high visibility traffic enforcement funds are encouraged to educate and enforce seat belt law when making a traffic stop. The majority of seat belt and child restraint enforcement and education occurs within the first 5 counties listed in figure 1.9.

**Budget: \$309,072.00**

**Evidence of Effectiveness:** CTW, Chapter 2, Section 2.1, 5.1, and 7.3

**Table 3.10 Occupant Protection Enforcement Program**

Project Number	Agency	Amount	Source
2017-OP-001	AZ DEPARTMENT OF PUBLIC SAFETY	\$30,000.00	402
2017-OP-002	CHANDLER FIRE, HEALTH AND MEDICAL DEPT	\$20,000.00	402
2017-OP-005	EL MIRAGE FIRE DEPT	\$1,197.00	402
2017-OP-008	MARICOPA PD	\$5,630.00	402
2017-OP-016	TEMPE PD	\$20,000.00	402
2017-OP-018	TUCSON PD	\$26,120.00	402
2017-405b-001	CHANDLER PD	\$25,000.00	405b
2017-405b-003	GLENDALE PD	\$20,000.00	405b
2017-405b-005	SHOW LOW PD	8,025.00	405b
2017-405b-503	CLICK IT OR TICKET (CIOT) ENFORCEMENT WAVE	\$154,000.00	405b
<b>Total</b>		<b>\$309,972.00</b>	

**Project Title:** Occupant Protection High Risk Population Programs

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** These projects provide support for extensive education and public awareness activities conducted by GOHS together with public and private sector partners. The activities focus on seat belt use, child restraint use awareness, education, target drivers on rural roadways (small communities) and teenage drivers. Figures 1.7 and 1.8 show data relating to these at-risk populations. Effective enforcement and education will be paramount in reducing fatalities related to these populations. In support of the high risk countermeasure program, GOHS has community partnerships that focus the need of child safety restraint awareness to low income Hispanic and Native American populations in Arizona. Please see 405b application, attachment #3 for GOHS brochures and articles relating to recent efforts to impact these high risk populations.

**Budget: \$147,932.00**

**Evidence of Effectiveness:** CTW, Chapter 2, Section 2.1, 5.1, and 7.3

**Table 3.11 Occupant Protection High Risk Population Programs**

Project Number	Agency	Amount	Source
2017-OP-012	PHOENIX FIRE DEPARTMENT	\$95,832.00	402
2017-OP-013	PHOENIX PD	\$35,100.00	402
2017-405b-002	FLORENCE PD	\$5,000.00	405b
2017-405b-004	PIMA COUNTY SD	\$12,000.00	405b
Total		<b>\$147,932.00</b>	

**Project Title:** Equipment and Child Safety and Booster Seats

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** This program provides equipment and child safety seats to support enforcement and child safety seat fitting stations to fifteen agencies through a competitive grant process which includes statistical review of agency enforcement activities and data analysis of regions non-use and misuse of CPS devices.

**Budget:** \$293,459.00

**Evidence of Effectiveness:** CTW, Chapter 2, Section 7.2

**Table 3.12 Occupant Protection Equipment Program**

Project Number	Agency	Amount	Source
2017-OP-002	CHANDLER FIRE, HEALTH AND MEDICAL DEPT	\$9,571.00	402
2017-OP-003	CHILD AND FAMILY RESOURCES - PINAL	\$25,000.00	402
2017-OP-004	COCONINO COUNTY PHSD	\$12,348.00	402
2017-OP-005	EL MIRAGE FIRE DEPT	\$4,635.00	402
2017-OP-006	FRY FIRE DIST	\$10,000.00	402
2017-OP-007	MARICOPA INTEGRATED HEALTH SYSTEM	\$16,117.00	402
2017-OP-008	MARICOPA PD	\$1,500.00	402
2017-OP-009	MARIPOSA COMMUNITY HEALTH CENTER	\$5,000.00	402
2017-OP-010	NOGALES PD	\$3,839.00	402
2017-OP-011	PHOENIX CHILDREN'S HOSPITAL	\$30,000.00	402
2017-OP-014	SANTA CRUZ COUNTY SO	\$4,250.00	402
2017-OP-015	SNOWFLAKE-TAYLOR PD	\$717.00	402
2017-OP-017	TUCSON MEDICAL CENTER HEALTH CARE	\$30,000.00	402
2017-OP-019	VERDE VALLEY FIRE DISTRICT	\$8,000.00	402
2017-OP-020	YAVAPAI REGIONAL MEDICAL CENTER	\$6,650.00	402
2017-405b-502*	GOHS - Car seats	\$30,000.00	405b
<b>Total</b>		<b>\$293,459.00</b>	

\* GOHS plans to utilize project number 2017-405b-502 using the five percent limit on distributed 405b funds to purchase and distribute child restraints to low-income families provided by 23 CFR 1300.21 (f)(1)(vi).

**Project Title:** Occupant Protection Training and Education Program

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** GOHS facilitates the statewide Children are Priceless Passengers (CAPP) program. The program is open to the general public, but is focused on child passenger safety law violators. It provides an opportunity for education on the proper installation and use of child safety seats. CAPP operates in 10 locations and is expanding to additional locations in FFY 2017. GOHS also sponsors child safety seat certification classes in three geographic areas across the State in proximity to individuals who want to become certified technicians.

GOHS supports “Public Safety Days” at the Arizona State Fair to provide the public information and education about Arizona occupant protection laws and general traffic safety issues. A storage unit is maintained to ensure materials are readily available when needed.

**Budget:** \$87,500.00

**Evidence of Effectiveness:** CTW, Chapter 2, Sections 3.1, 3.2, 6.1, 6.2, and 7.2

**Table 3.13 Occupant Protection Training and Education Program**

Project Number	Agency	Amount	Source
2017-405b-501	GOHS - CAPP Support	\$50,000.00	405b
2017-405b-505	Lifesavers Conference	\$15,000.00	405b
2017-405b-507	GOHS - PI&E	\$7,500.00	405b
2017-405b-508	GOHS - Public Safety Days	\$10,000.00	405b
2017-405b-509	GOHS - Storage Unit	\$5,000.00	405b
<b>Total</b>		<b>\$87,500.00</b>	

**Project Title:** Governor’s Office of Highway Safety Paid Media

**Project Number:** Two project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** This task provides funding for the development and distribution of paid media campaigns (electronic, print, radio, and broadcast) to promote public awareness of and compliance with Arizona’s occupant protection, safety belt, and child safety seat laws. This task also will provide funding for paid media for the FFY 2017 *Buckle Up Arizona...It’s the Law!/Click it or Ticket* campaign.

**Budget:** \$25,000.00

**Evidence of Effectiveness:** CTW, Chapter 2, Sections 3.1, 3.2, 6.1, and 6.2

**Table 3.14 Occupant Protection Awareness Program**

Project Number	Agency	Amount	Source
2017-405b-504	GOHS – CIOT Paid Media	\$25,000.00	405b

**Table 3.15 Occupant Protection Program Summary Budget**

Program Area	Budget Amount
GOHS Annual Safety Belt Survey	\$58,800.00
Occupant Protection High Risk Programs	\$147,932.00
Occupant Protection Law Enforcement	\$362,072.00
Equipment and Child Safety Seats	\$293,459.00
Occupant Protection Training and Education Program	\$87,500.00
GOHS – CIOT Paid Media	\$25,000.00
<b>Total</b>	<b>\$974,763.00</b>

### 3.3 SPEEDING, AGGRESSIVE DRIVING, AND RED LIGHT RUNNING PROGRAM OVERVIEW

Speeding is the number one contributing factor in the State’s fatal crashes. According to FARS data, in 2014, 254 speed-related fatalities occurred, which constitutes an almost 13.3 percent decrease from 2013. Speeding-related fatalities made up 33 percent of all traffic fatalities in 2014.

Throughout the year, the public hears about the number of persons arrested for impaired driving and wonders about the danger on our streets and highways posed by these dangerous drivers, but the public does not seem to perceive the danger posed by speeders. Countless tragedies are caused by excessive speed crashes, which injure and kill innocent people. Arizona’s wide thoroughfares are conducive to driving far in excess of the posted speed limit, changing lanes, tailgating, and passing dangerously on the daily commute. Some drivers ignore the most important rules of safe driving, which are common sense and courtesy.

Law enforcement officers are aided by strong statutes governing speeding and aggressive driving. Arizona has a “Double Fine” program to reduce persistent speeding and aggressive driving violations in construction zones. The program provides for a driver license suspension when eight or more points are accumulated within a 12-month period. The “Double Fine” program also applies to speeding in excess of the posted speed limit in construction zones when workers are present. Enforcement deters speeders, but adjudication by prosecutors and the courts also is essential. Posted speed limits are not a suggestion; they are the law. Reasonable and prudent speeds require drivers to realize the dangers posed to themselves and others while speeding.

Arizona also aggressively prosecutes and adjudicates red light violators. In addition to providing overtime for Selective Traffic Enforcement (STEP), GOHS funds laser and radar guns, speed trailers, and aggressive driving vehicles for law enforcement agencies.

**Table 3.16 Performance Goals and Measures**

Performance Goal	Performance Measure
Reduce speeding-related fatalities by 11.3 percent from 282 (2010-2014 average) to 250 by 2017	Number of speeding-related fatalities.

### Strategies

GOHS supports several strategies to reduce speeding, aggressive driving, and red light running. They include:

1. Law enforcement overtime;
2. Equipment purchases;
3. Materials and support for public information and media campaigns;
4. Training for project and program managers (Lifesavers Conference);
5. An annual public opinion survey; and
6. Program management support.

### Programs and Projects

**Project Title:** Law Enforcement Overtime

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** GOHS provides support for Selective Traffic Enforcement Programs (STEP), which are sustained traffic enforcement campaigns conducted by law enforcement agencies throughout the year. Participating law enforcement agencies enforce speed, aggressive driving, red light running, and DUI laws. Law enforcement funding is provided to: a) agencies with a proven track record of aggressively enforcing Arizona's traffic laws; b) agencies with a high number of fatalities resulting from speeding or aggressive driving; and c) agencies implementing unique speed management and aggressive driving enforcement programs. This program provides support to 48 law enforcement agencies.

**Budget:** \$841,856.00

**Evidence of Effectiveness:** CTW, Chapter 3, Section 2.2

**Table 3.17 Speeding, Aggressive Driving, and Red Light Running Enforcement Program**

<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>
2017-PT-001	APACHE COUNTY SO	\$14,900.00	402
2017-PT-003	AZ DEPARTMENT OF PUBLIC SAFETY	\$30,000.00	402
2017-PT-004	AZ DEPARTMENT OF PUBLIC SAFETY	\$20,000.00	402
2017-PT-005	AZ DEPARTMENT OF PUBLIC SAFETY	\$25,000.00	402
2017-PT-007	BUCKEYE PD	\$3,000.00	402
2017-PT-010	CHINO VALLEY PD	\$10,000.00	402
2017-PT-011	CLARKDALE PD	\$4,000.00	402
2017-PT-012	CLIFTON PD	\$4,000.00	402
2017-PT-013	COOLIDGE PD	\$6,000.00	402
2017-PT-014	COTTONWOOD PD	\$10,000.00	402
2017-PT-015	EAGAR PD	\$4,000.00	402
2017-PT-016	EL MIRAGE PD	\$5,000.00	402
2017-PT-018	FLORENCE PD	\$13,000.00	402
2017-PT-020	GILA RIVER INDIAN COMMUNITY PD	\$20,000.00	402
2017-PT-021	GLENDALE PD	\$25,000.00	402
2017-PT-023	GLOBE PD	\$3,500.00	402
2017-PT-025	GRAHAM COUNTY SO	\$5,000.00	402
2017-PT-026	GREENLEE COUNTY SO	\$20,000.00	402
2017-PT-027	JEROME PD	\$2,000.00	402
2017-PT-028	MARANA PD	\$40,000.00	402
2017-PT-029	MARICOPA COUNTY SO	\$40,000.00	402
2017-PT-030	MARICOPA PD	\$3,178.00	402
2017-PT-031	MESA PD	\$70,000.00	402
2017-PT-033	NOGALES PD	\$8,000.00	402
2017-PT-035	PARADISE VALLEY PD	\$20,000.00	402
2017-PT-037	PAYSON PD	\$8,000.00	402
2017-PT-038	PEORIA PD	\$23,928.00	402
2017-PT-039	PHOENIX PD	\$40,000.00	402
2017-PT-040	PIMA COUNTY SD	\$15,000.00	402
2017-PT-042	PIMA PD	\$2,500.00	402
2017-PT-043	PINAL COUNTY SO	\$50,000.00	402
2017-PT-046	PINETOP-LAKESIDE PD	\$5,600.00	402
2017-PT-047	PRESCOTT PD	\$10,000.00	402

Project Number	Agency	Amount	Source
2017-PT-048	PRESCOTT VALLEY PD	\$20,000.00	402
2017-PT-049	SAFFORD PD	\$5,000.00	402
2017-PT-050	SAHUARITA PD	\$10,000.00	402
2017-PT-051	SALT RIVER PIMA MARICOPA INDIAN COMMUNITY	\$10,000.00	402
2017-PT-052	SAN LUIS PD	\$10,000.00	402
2017-PT-053	SANTA CRUZ COUNTY SO	\$5,000.00	402
2017-PT-057	ST. JOHNS PD	\$7,500.00	402
2017-PT-058	TEMPE PD	\$75,000.00	402
2017-PT-059	THATCHER PD	\$10,000.00	402
2017-PT-060	TUCSON PD	\$75,000.00	402
2017-PT-061	WELLTON PD	\$5,000.00	402
2017-PT-062	WICKENBURG PD	\$4,000.00	402
2017-PT-063	WILLIAMS PD	\$1,750.00	402
2017-PT-064	YAVAPAI COUNTY SO	\$8,000.00	402
2017-PT-065	YUMA COUNTY SO	\$20,000.00	402
2017-PT-066	YUMA PD	\$15,000.00	402
<b>Total</b>		<b>\$841,856.00</b>	

**Project Title:** Law Enforcement Equipment

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** This task will fund equipment, such as police package motorcycles, speed trailers, LASER and Radar guns and tint meters to aide in the enforcement of Arizona traffic laws. Equipment is provided to 31 law enforcement agencies.

**Budget:** \$457,865.00

**Evidence of Effectiveness:** CTW, Chapter 3, Section 2.3

**Table 3.18 Speeding, Aggressive Driving, and Red Light Running Equipment Program**

Project Number	Agency	Amount	Source
2017-PT-002	APACHE JUNCTION PD	\$5,492.00	402
2017-PT-004	AZ DEPARTMENT OF PUBLIC SAFETY	\$68,100.00	402
2017-PT-007	BUCKEYE PD	\$5,340.00	402
2017-PT-008	BULLHEAD CITY PD	\$11,454.00	402
2017-PT-009	CASA GRANDE PD	\$15,000.00	402

<b>Project Number</b>	<b>Agency</b>	<b>Amount</b>	<b>Source</b>
2017-PT-010	CHINO VALLEY PD	\$10,283.00	402
2017-PT-015	EAGAR PD	\$3,140.00	402
2017-PT-016	EL MIRAGE PD	\$9,500.00	402
2017-PT-017	ELOY PD	\$6,000.00	402
2017-PT-019	GILA COUNTY SO	\$11,000.00	402
2017-PT-021	GLENDALE PD	\$16,500.00	402
2017-PT-022	GLENDALE PD	\$6,770.00	402
2017-PT-024	GLOBE PD	\$5,320.00	402
2017-PT-025	GRAHAM COUNTY SO	\$5,000.00	402
2017-PT-029	MARICOPA COUNTY SO	\$18,000.00	402
2017-PT-030	MARICOPA PD	\$24,000.00	402
2017-PT-032	NORTHERN ARIZONA UNIVERSITY PD	\$6,225.00	402
2017-PT-034	ORO VALLEY PD	\$17,000.00	402
2017-PT-036	PARADISE VALLEY PD	\$27,000.00	402
2017-PT-039	PHOENIX PD	\$16,000.00	402
2017-PT-040	PIMA COUNTY SD	\$10,000.00	402
2017-PT-041	PIMA COUNTY SD	\$52,000.00	402
2017-PT-044	PINAL COUNTY SO	\$37,209.00	402
2017-PT-045	PINAL COUNTY SO	\$9,701.00	402
2017-PT-048	PRESCOTT VALLEY PD	\$5,521.00	402
2017-PT-049	SAFFORD PD	\$7,500.00	402
2017-PT-054	SANTA CRUZ COUNTY SO	\$9,570.00	402
2017-PT-055	SNOWFLAKE-TAYLOR PD	\$340.00	402
2017-PT-056	SPRINGERVILLE PD	\$14,100.00	402
2017-PT-066	YUMA PD	\$4,800.00	402
2017-PT-067	YUMA PD	\$20,000.00	402
<b>Total</b>		<b>\$457,865.00</b>	

**Project Title:** Materials and Support for Public Information and Media Campaigns

**Project Number:** Two project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** GOHS provides funding to organizations to reduce speeding and aggressive driving around commercial vehicles and to promote “Share the Road” programs with those vehicles.

**Budget: \$35,000.00**

**Evidence of Effectiveness:** CTW, Chapter 3, Sections 2.2 and 4.1

**Table 3.19 Speeding, Aggressive Driving, and Red Light Running Awareness Program**

Project Number	Agency	Amount	Source
2017-PT-006	ARIZONA TRANSPORTATION EDUCATION FOUNDATION	\$20,000.00	402
2017-PT-500	GOHS PAID MEDIA	\$15,000.00	402
<b>Total</b>		<b>\$35,000.00</b>	

**Project Title:** GOHS Annual Survey to Track Public Attitudes and Behaviors

**Project Number:** 2017-PT-501

**Description:** GOHS conducts an annual survey to track public attitudes and behaviors associated with red light running and speeding.

**Budget: \$12,000.00**

**Evidence of Effectiveness:** CTW, Chapter 4, Sections 2.1

**Table 3.20 Speeding, Aggressive Driving, and Red Light Running Survey**

Project Number	Agency	Amount	Source
2017-PT-501	GOHS Annual Survey	\$12,000.00	402

**Table 3.21 Speeding, Aggressive Driving, Red Light Running Program Summary Budget**

Program Area	Budget Amount
Law Enforcement Overtime	\$841,856.00
Law Enforcement Equipment	\$457,865.00
Materials and Support for Public Information and Media Campaigns	\$35,000.00
GOHS Annual Survey to Track Public Attitudes and Behaviors	\$12,000.00
<b>Total</b>	<b>\$1,346,721.00</b>

### 3.4 MOTORCYCLE SAFETY PROGRAM OVERVIEW

According to 2014 FARS data, motorcycle fatalities in Arizona decreased from 151 in 2013 to 130 in 2014 – a decrease of 13.4 percent. GOHS provides grant funding to support an annual motorcycle helmet survey, enforcement of legal motorcycle

driving practices, training for safe motorcycle driving, and a motorcycle safety awareness campaign geared to the general motoring public.

GOHS receives supplemental state funding derived from fees paid in conjunction with motorcycle registration. These additional dollars support paid media and other awareness campaigns and other awareness activities, safe motorcycle training, and the publication of safety materials.

**Table 3.22 Performance Goals and Measures**

Performance Goal	Performance Measure
Reduce motorcyclist fatalities 7.7 percent from 130 (2010-2014 average) to 120 by 2017	Number of motorcycle fatalities.
Reduce unhelmeted motorcyclist fatalities 13 percent from 69 (2010-2014 average) to 60 by 2017	Number of unhelmeted motorcycle fatalities.

### Strategies

GOHS will address motorcycle safety through the use of three strategies:

1. Track helmet use to measure the effectiveness of public information programs;
2. Enforce the laws governing motorcycle riding;
3. Raise public awareness, especially among passenger vehicle drivers, with respect to motorcycle safety.

**Project Title:** Motorcycle Enforcement

**Project Number:** Three project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** Conduct overtime enforcement patrols to ensure motorcyclists and motorists alike, conform to the traffic laws. These agencies conduct targeted enforcement focusing on speeding, illegal lane changes, unsafe turns and licensing issues.

**Budget:** \$50,445.00

**Evidence of Effectiveness:** CTW, Chapter 5, Section 2.1

**Table 3.23 Motorcycle Enforcement Program**

Project Number	Agency	Amount	Source
2017-MC-001	CHANDLER PD	\$16,500.00	402
2017-MC-002	PEORIA PD	\$8,945.00	402
2017-MC-003	PHOENIX PD	\$25,000.00	402
<b>Total</b>		<b>\$50,445.00</b>	

**Project Title:** Motorcycle Safety Training and Awareness

**Project Number:** 2017-405f-001

**Description:** This project will provide funding to the Arizona Motorcycle Safety Awareness Foundation (AMSAF) to promote public awareness about motorcycles and the need to be alert and watch for them. The campaigns also promote motorcyclist compliance with Arizona’s traffic laws. This project includes development of brochures and other collateral materials, as well as print, electronic, and radio and broadcast media to include “Look out for Motorcycles” and “Share the Road” messages.

AMSAF works diligently to increase the number of properly licensed motorcycle riders in Arizona. AMSAF’s activities include, and are not limited to:

1. Monthly Rider Training Scholarship Contest (website link: <http://www.amsaf.org/scholarships/>)
2. AMSAF receives award winners from all over the State
3. AMSAF partners with GOHS and other Grantors to provide rider training funds.

AMSAF promotes rider awareness by promoting the motorcycle rider training message via news sources. AMSAF also uses social media to promote rider training and education on a weekly basis. AMSAF also posts billboards asking motorists to “LOOK OUT FOR MOTORCYCLISTS” throughout the state, and attends several events that promote rider training including:

- Arizona Centennial
- Arizona Bike Week
- Westgate Bike Nights
- Motorcycle Business Grand Openings
- Phoenix Bike Fest
- Riding for the Long Haul

**Budget:** \$100,000.00

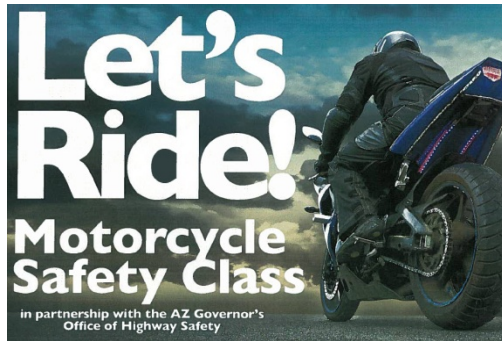
**Evidence of Effectiveness:** CTW, Chapter 5, Sections 4.1 and 4.2

**Table 3.24 Motorcycle Safety Training and Awareness Program**

Project Number	Agency	Amount	Source
2017-405f-001	AMSAF	\$100,000.00	405f

**Table 3.25 Motorcycle Safety Program Summary Budget**

Program Area	Budget Amount
Motorcycle Enforcement Program	\$50,445.00
Motorcycle Safety Training and Awareness Activities	\$100,000.00
<b>Total</b>	<b>\$150,445.00</b>



Arizona annually generates \$205,000 in state funds from motorcycle registrations. This money is deposited into the GOHS account and is used for programs and paid awareness campaigns. Some outreach is geared to older adults in the heavy early winter and spring travel periods, but all Arizona’s motorcycle facilities are spread among all groups of riders

including young students traveling at excessive speed on highways and streets. GOHS also promotes the message of mutual respect in sharing the road and cautions all road users on the need to watch out for motorcycles. This message is included in awareness campaigns via paid media and other outreach efforts.

GOHS works in tandem with the Motorcycle Safety Foundation, law enforcement agencies and non-profit organizations to link new riders to specialized training conducted by qualified instructors. These efforts provide motorcycle training, covering a wide range of skill levels from beginning rider to advanced, offered in communities across Arizona. GOHS hopes that linking more people to a wide variety of training options will lead to greater numbers of motorcyclists who will comply with licensing requirements, and practice safe driving to reduce injuries and fatalities. All funded law enforcement agencies throughout the state enforce motorcycle rider speeding, aggressive driving, and impaired riding.

### 3.5 CRASH INVESTIGATION PROGRAM OVERVIEW

GOHS provides funding to support three strategies related to crash investigations and timely and accurate crash reconstruction of serious bodily injury and fatal motor vehicle crashes.

**Table 3.26 Performance Goals and Measures**

Performance Goal	Performance Measure
Increase the number of enforcement officers trained in the use of crash investigation procedures and equipment	Number of officers trained in crash and reconstruction techniques.

#### Strategies

GOHS will address motorcycle safety through the use of three strategies:

1. Enforcement overtime;
2. Training; and
3. Equipment.

## Programs and Projects

**Project Title:** Enforcement Overtime for Crash Investigations

**Project Number:** 2017-AI-003

**Description:** This project provides overtime funding to the Maricopa County Sheriff's Office, which serves over 65% of the population, for crash investigations of serious bodily injury and fatal crashes.

**Budget:** \$40,000.00

**Evidence of Effectiveness:** CTW Chapter 1, Sections 2.5 and 6.2;

**Table 3.27 Crash Investigation Enforcement Program**

Project Number	Agency	Amount	Source
2017-AI-003	MARICOPA CSO	\$40,000.00	402

**Project Title:** Crash Investigation Equipment

**Project Number:** 2017-AI-002

**Description:** This project supports equipment purchases for crash investigation units, such as ARAS 360 HD Software, Sokkia, AIMS and Nikon Total Station units to assist in accurate and timely reconstruction of traffic accident investigations that may have involved an impaired driver. The new equipment will allow these agencies to perform crash investigation without having to rely on other agencies' expertise and equipment.

**Budget:** \$18,296.00

**Evidence of Effectiveness:** CTW Chapter 1, Sections 2.5 and 6.2

**Table 3.28 Crash Investigation Equipment Program**

Project Number	Agency	Amount	Source
2017-AI-002	GLENDALE PD	\$18,296.00	402

**Project Title:** Crash Investigation Training

**Project Number:** Two project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** This project provides funding for crash investigation training programs to support the ongoing efforts to stay trained on current investigation techniques. Training will produce accurate, timely and well organized investigations to eliminate potential procedural mistakes that could lead to the suppression of evidence in impaired driving cases. Training funds will be used to provide the necessary training needed to develop and maintain skills of its employees for investigating vehicular crimes.

**Budget: \$30,520.00**

**Evidence of Effectiveness:** CTW Chapter 1, Sections 2.1, 2.4, 3.1, 5.1, 6.2

**Table 3.29 Crash Investigation Training Program**

Project Number	Agency	Amount	Source
2017-AI-001	GLENDALE PD	\$8,880.00	402
2017-AI-004	TUCSON PD	\$21,640.00	402
<b>Total</b>		<b>\$30,520.00</b>	

**Table 3.30 Crash Investigation Program Summary Budget**

Program Area	Budget Amount
Enforcement Overtime for Crash Investigations	\$40,000.00
Crash Investigation Equipment	\$18,296.00
Crash Investigation Training	\$30,520.00
<b>Total</b>	<b>\$88,816.00</b>

### 3.6 EMERGENCY MEDICAL SERVICES PROGRAM OVERVIEW

GOHS provides funding predominately to rural fire departments and fire districts throughout Arizona.

**Table 3.31 Performance Goals and Measures**

Performance Goal	Performance Measure
Increase the number of fire departments/districts receiving equipment	Number of new fire departments/districts receiving equipment.
Increase the number of first responders receiving training in the use of crash extrication equipment	Number of first responders trained.

#### Strategies

The strategies utilized are twofold:

1. Crash extrication equipment purchases; and
2. Training on use of the equipment.

#### Programs and Projects

**Project Title:** Crash Extraction Equipment Purchases

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** This project provides funding for crash extraction equipment purchases, including Spreaders, Cutters, Struts and Hydraulic Pumps. Equipment will improve the timeliness of critical response care provided to seriously injured occupants of crashes to improve their chances of survival and reduce long term injuries.

**Budget: \$127,411.00**

**Evidence of Effectiveness:** Michigan Rural Preventable Mortality Study, DOT HS 808 341; The REACT Project: Rural Enhancement on Access and Care for Trauma, DOT HS 809 521.

**Table 3.32 Crash Extrication Equipment Program**

Project Number	Agency	Amount	Source
2017-EM-001	COOLIDGE FIRE DEPT	\$39,750.00	402
2017-EM-002	FLAGSTAFF FIRE DIST	\$13,500.00	402
2017-EM-003	FOREST LAKES FIRE DIST	\$10,500.00	402
2017-EM-004	SUN CITY FIRE DIST	\$23,661.00	402
2017-EM-005	TOLLESON FIRE DEPT	\$15,000.00	402
2017-EM-006	WHETSTONE FIRE DIST	\$25,000.00	402
<b>Total</b>		<b>\$127,411.00</b>	

**Table 3.33 Emergency Medical Services Program Summary Budget**

Program Area	Budget Amount
Extrication Equipment Purchases	\$127,411.00
<b>Total</b>	<b>\$127,411.00</b>

## 3.7 PEDESTRIAN AND BICYCLE SAFETY PROGRAM OVERVIEW

GOHS provides support for a program to improve pedestrian and bicycle safety.

**Table 3.34 Performance Goals and Measures**

Performance Goal	Performance Measure
Reduce pedestrian fatalities by 4.3 percent from 141 (2010-2014 average) to 135 by 2017	Number of pedestrian fatalities.
Reduce bicyclist fatalities 12.5 percent from 24 (2010-2014 average) to 21 by 2017	Number of bicycle fatalities.

### Strategies

The four strategies supporting this program include:

1. Enforcement;
2. Equipment;
3. Education and awareness services; and
4. Signage to protect pedestrians and bicyclists.

## Programs and Projects

**Project Title:** Pedestrian and Bicycle Safety Enforcement Program

**Project Number:** Five project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** GOHS provides overtime funding for selected agencies representing cities with identified problems, such as speeding through school zones and crashes involving motor vehicles and pedestrians and bicycles. These agencies participate in “Wolf Pack” enforcement details within their communities to aggressively enforce school zone and pedestrian traffic laws.

Since April 14, 2014 the Phoenix Police Department in conjunction with the Governor’s Office of Highway Safety have been improving the overall safety for the pedestrians who frequent the light rail public transit system. The goal of this Pedestrian Safety Program is to reduce the number of pedestrians who illegally cross the light rail tracks/guideway. This will be accomplished by specifically targeting pedestrians illegally crossing the light rail tracks through education and enforcement.

Since the start of this program officers have issued numerous citations for pedestrians crossing the light rail tracks illegally along with other citations such as other light rail violations, hazardous/moving violations, and non-hazardous/non-moving traffic violations. This program has also resulted in numerous arrests, several departmental reports, and several quality service opportunities/educational contacts.

**Budget:** \$100,903.00

**Evidence of Effectiveness:** CTW Chapter 8, Sections 3.2, 4.1, 4.2, 4.3 and 4.4; Chapter 9, Sections 3.3 and 3.4

**Table 3.35 Pedestrian and Bicycle Safety Enforcement Program**

Project Number	Agency	Amount	Source
2017-PS-006	NORTHERN ARIZONA UNIVERSITY PD	\$4,000.00	402
2017-405h-001	ARIZONA STATE UNIVERSITY PD	\$3,080.00	405h
2017-405h-002	PHOENIX PD	\$60,000.00	405h
2017-405h-003	TUCSON PD	\$25,000.00	405h
2017-405h-004	UNIVERSITY OF ARIZONA PD	\$8,823.00	405h

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**Total** **\$100,903.00**

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*Maricopa PD Bicycle Rodeo*

**Project Title:** Pedestrian and Bicycle Community Education and Awareness.

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** GOHS supports the purchase of bicycle helmets, bicycles, print and electronic media, and other materials for bicycle and pedestrian safety events throughout the state,

such as bicycle rodeos. This project also provides funding to GOHS for the development of public education and awareness materials relating to pedestrian and bicycle safety.

**Budget: \$115,061.00**

**Evidence of Effectiveness:** CTW Chapter 8 Sections 2.1, 2.2 and 2.3; Chapter 9 Sections 1.3, 1.4, 2.2, 3.2 and 4.2.

**Table 3.36 Pedestrian and Bicycle Safety Awareness Program**

Project Number	Agency	Amount	Source
2017-PS-001	CARDON CHILDREN'S MEDICAL CENTER	\$10,000.00	402
2017-PS-002	COCONINO COUNTY PHSD	\$1,075.00	402
2017-PS-003	EL MIRAGE FIRE DEPT	\$405.00	402
2017-PS-004	MARICOPA INTEGRATED HEALTH SYSTEM	\$5,033.00	402
2017-PS-005	MARICOPA PD	\$4,200.00	402
2017-PS-007	PEORIA PD	\$19,973.00	402
2017-PS-008	PHOENIX CHILDREN'S HOSPITAL	\$13,875.00	402
2017-PS-009	PHOENIX FIRE DEPARTMENT	\$20,000.00	402
2017-PS-010	PHOENIX STREET TRANSPORTATION	\$25,000.00	402
2017-PS-011	PHOENIX STREET TRANSPORTATION	\$10,000.00	402
2017-PS-012	YAVAPAI COUNTY SO	\$500.00	402
2017-PS-500	GOHS - PI&E	\$5,000.00	402
<b>Total</b>		<b>\$115,061.00</b>	

**Project Title:** School Zone and School Bus Operations Enforcement

**Project Number:** Three project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** GOHS provides overtime funding to several agencies for school zone and school bus operations enforcement. "Operation BUS" was designed to target enforcement in school zones as well as violators who pass school buses while loading and unloading children.

**Budget:** \$76,480.00

**Evidence of Effectiveness:** CTW Chapter 8 Sections 2.2, 2.3, 4.1 and 4.4.

**Table 3.37 School Bus Safety**

Project Number	Agency	Amount	Source
2017-SB-001	GILBERT PD	\$50,000.00	402
2017-SB-002	PEORIA PD	\$6,480.00	402
2017-SB-003	PIMA COUNTY SD	\$20,000.00	402
<b>Total</b>		<b>\$76,480.00</b>	

**Table 3.38 Pedestrian and Bicycle Safety Program Summary Budget**

Program Area	Budget Amount
Pedestrian and Bicycle Safety Enforcement Program	\$100,903.00
Pedestrian and Bicycle Community Education and Awareness	\$115,061.00
School Zone and School Bus Operations Enforcement Program	\$76,480.00
<b>Total</b>	<b>\$292,444.00</b>

### 3.8 TRAFFIC RECORDS PROGRAM OVERVIEW

The goal of Arizona's Traffic Records program is to ensure GOHS, ADOT, and law enforcement communities are able to access accurate and complete data. The data are critical for identifying problem areas in need of attention by GOHS and its partners.

ADOT's Motor Vehicle Division (MVD) collects, manages, and analyzes traffic records data for GOHS. With funding from GOHS, MVD, and the Traffic Records Coordinating Committee (TRCC) maintain the database on motor vehicle fatalities and injuries. Arizona made great strides in data processing improvement including the redesign of the Crash Report Form and the implementation of AZ TraCS (Traffic and Criminal Software) for data collection. The TRCC, at the direction of GOHS and ADOT, continue to work on a number of projects to enhance data collection.

**Table 3.39 Performance Goals and Measures**

Performance Goal	Performance Measure
Improve the timeliness and accessibility of traffic records	Timeliness and accessibility of traffic records.

### Strategies

The strategies Arizona uses to address the traffic records program area include:

1. Equipment and materials purchases; and
2. Program management costs.

### Programs and Projects

**Project Title:** Data Collection Equipment

**Project Number:** 2017-405c-002

**Description:** The purpose of this task is to provide Tough Pads and Dashboard Software System to law enforcement agencies to assist officers entering data in a timelier, accurate, complete, uniform and integrated manner with the GTS and Arizona accounting system. This in turn will improve accessibility of the data for analysis for the GOHS staff.

**Budget:** \$40,000.00

**Evidence of Effectiveness:** Improved timeliness, accuracy, completeness, uniformity, integration and accessibility of data.

**Table 3.40 Traffic Records Data Collection Equipment Program**

Project Number	Agency	Amount	Source
2017-405c-002	LAKE HAVASU CITY PD	\$40,000.00	405c

**Project Title:** Data Collection, Evaluation, and Analysis

**Project Number:** 2017-405c-001

**Description:** This task provides funding to the Arizona Department of Transportation's Motor Vehicle Division to manage projects relating to the timeliness, completeness and accessibility of traffic data throughout the State of Arizona.

**Budget:** \$354,000.00

**Evidence of Effectiveness:** Improved timeliness, completeness and accessibility of traffic data.

**Table 3.41 Data Collection, Evaluation, and Analysis**

Project Number	Agency	Amount	Source
2017-405c-001	ARIZONA DEPARTMENT OF TRANSPORTATION MVD	\$354,000.00	405c

**Table 3.42 Traffic Records Program Summary Budget**

Program Area	Budget Amount
Data Collection Equipment	\$40,000.00
Data Collection, Evaluation, and Analysis	\$354,000.00
<b>Total</b>	<b>\$394,000.00</b>

### 3.9 PLANNING AND ADMINISTRATION PROGRAM OVERVIEW

The Program Planning and Administration (PA) program areas include those activities and costs necessary for the overall management and operations of the Arizona GOHS. The Director of GOHS is responsible for Arizona's Highway Safety Program and serves as the Governor's Highway Safety Representative.

**Table 3.43 Performance Goals and Measures**

Performance Goal	Performance Measure
Efficiently and effectively manage Arizona's Highway Safety Program	Required program and financial deadlines
Conduct a risk assessment for every subgrantee	Risk assessments completed and documented before contracts signed
Prepare GOHS 2016 Annual Report	Submitted to Region 9 December 31, 2016
Closeout 2016 Highway Safety Program and move unexpended funds into 2017 Highway Safety Plan	Submitted to Region 9 December 31, 2016

#### Strategies

GOHS personnel will administer and manage all 402 and 405 programs. Functions include writing, managing, and monitoring grants and contracts. GOHS personnel coordinate the activities outlined in the Highway Safety Plan and provide status reports and updates on project activity to the GOHS Director and other parties as required. GOHS personnel monitor project activity, ensure project expenditures are allowable, reasonable, and compliant with regulations, prepare and maintain project documentation and evaluate task accomplishments for their grant portfolio. Personnel also coordinate training as well as fiscally manage and audit funds. Funding will support personnel services, employee-related expenses, and other operating expenses for GOHS fiscal and project coordinators.

The GOHS embraces a *Grants for Performance* philosophy. Risk assessments are completed and documented for every subgrantee before contracts are signed and grant funds are awarded. Our monitoring process is designed to fulfill our commitment to the public we serve and ensure State and Federal compliance with statutes, rules, and guidelines and achievement of performance goals.

## Programs and Projects

**Project Title:** Planning and Administration

**Project Number:** Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system.

**Description:** This task funds salaries, materials, supplies, etc. to support overall administration of GOHS and the Highway Safety Plan.

**Budget:** \$1,100,000.00

Table 3.41 shows the cost summary for GOHS program administration.

**Table 3.44 Program Administration Cost Summary**

Project Number	Program Area	Amount	Source
2017-PA-300	Planning and Administration	\$600,000.00	402-PA
2017-AI-300	Accident Investigation	\$10,000.00	402-AI
2017-AL-300	Impaired Driving	\$140,000.00	402-AL
2017-EM-300	Emergency Medical Services	\$20,000.00	402-EM
2017-OP-300	Occupant Protection	\$25,000.00	402-OP
2017-PS-300	Pedestrian/Bicycle Safety	\$10,000.00	402-PS
2017-PT-300	Police Traffic Services	\$115,000.00	402-PT
2017-405b-300	Occupant Protection	\$35,000.00	405b
2017-405d-300	Impaired Driving and Arizona Impaired Driving Coordinator	\$145,000.00	405d
<b>Total</b>		<b>\$1,100,000.00</b>	

## 3.10 NHTSA EQUIPMENT APPROVAL

GOHS provides funding for equipment to support and enhance highway safety programs. The following tables list equipment purchases exceeding \$5,000.00 from 405c and 402 funds. As equipment needs become apparent throughout a fiscal year, GOHS will request NHTSA's approval for the purchases.

**Table 3.45 Equipment Program in Excess of \$5,000.00 for NHTSA Approval**

Project Number	Agency	Equipment	Amount	Source
2017-AI-002	GLENDALE PD	Intercomp LP600-RFX Low Profile Mobile Scale System	\$18,296.00	402
2017-AL-010	BUCKEYE PD	One (1) Intoxilyzer 8000	\$7,580.00	402
2017-AL-011	CHANDLER PD	One (1) Evidence Refrigerator	\$9,756.00	402
2017-AL-030	PAGE PD	One (1) DUI Graphics for 50/50 Vehicle	\$6,536.00	402
2017-AL-037	PINAL COUNTY SO	DUI Van equipment	\$32,017.00	402
2017-AL-039	SAHUARITA PD	One (1) DUI Message Board	\$22,000.00	402
2017-AL-045	SURPRISE PD	One (1) Drager DrugTest 5000 Analyzer	\$7,165.00	402
2017-AL-049	YAVAPAI COUNTY SO	One (1) Intoxilyzer 8000	\$7,000.00	402
2017-PT-009	CASA GRANDE PD	Two (2) Lidars	\$15,000.00	402
2017-PT-016	EL MIRAGE PD	Raptor Radar Unit	\$9,500.00	402
2017-PT-022	GLENDALE PD	One (1) Message Trailer	\$6,770.00	402
2017-PT-025	GLOBE PD	One (1) STEP Radar Trailer	\$5,320.00	402
2017-PT-036	PARADISE VALLEY PD	One (1) Police Package Motorcycle	\$27,000.00	402
2017-PT-041	PIMA COUNTY SD	Two (2) Police Package Motorcycles	\$52,000.00	402
2017-PT-044	PINAL COUNTY SO	One (1) Police Package Motorcycle	\$37,209.00	402
2017-PT-045	PINAL COUNTY SO	One (1) STEP Mobile Light Trailer	\$9,701.00	402
2017-PT-054	SANTA CRUZ COUNTY SO	One (1) STEP Message Board	\$9,570.00	402

<b>Project Number</b>	<b>Agency</b>	<b>Equipment</b>	<b>Amount</b>	<b>Source</b>
2017-PT-056	SPRINGERVILLE PD	One (1) STEP Message Trailer	\$14,100.00	402
2017-PT-067	YUMA PD	One (1) STEP Message Trailer	\$20,000.00	402
2017-EM-001	COOLIDGE FIRE DEPT	Extrication Equipment	\$39,750.00	402
2017-EM-002	FLAGSTAFF FIRE DIST	Extrication Equipment	\$13,500.00	402
2017-EM-003	FOREST LAKES FIRE DIST	Extrication Equipment	\$10,500.00	402
2017-EM-004	SUN CITY FIRE DIST	Extrication Equipment	\$23,661.00	402
2017-EM-005	TOLLESON FIRE DEPT	Extrication Equipment	\$15,000.00	402
2017-EM-006	WHETSTONE FIRE DIST	Extrication Equipment	\$25,000.00	402
2017-405c-002	LAKE HAVASU CITY PD	30 L-Tron License Reader (\$9,747); TraCS Software (\$6,289)	\$16,036.00	405c
<b>Total</b>			<b>\$459,967.00</b>	

### 3.11 PAID ADVERTISING

GOHS captures a large amount of earned media through the distribution of public service announcements, media interviews, press conferences, and media alerts. Arizona also uses paid media to support the national mobilizations in impaired driving and occupant protection. The following table shows the amount and distribution of these funds.

**Table 3.46 Paid Advertising Summary**

Project Number	Agency	Amount	Source
2017-405b-506	GOHS Paid Media	\$25,000.00	405b
2017-405d-505	GOHS Paid Media	\$100,000.00	405d
<b>Total</b>		<b>\$125,000.00</b>	

The Agency measures the effectiveness of these activities through a consultant service that tracks the number of commercial images produced by a campaign and reports on Gross Rating Points which show the frequency and value associated with individual radio and television station activity.



## 4.0 Performance Report

Table 4.1 shows Arizona's progress in meeting the national core performance measures identified in the FFY 2016 HSP. The end date for each performance target, which is December 31, 2016, has been omitted from the figure below for conciseness of presentation.

**Figure 4.1 Progress in Meeting FFY 2016 Performance Targets**

Core Performance Measured	FFY 2016 Performance Targets	2010	2011	2012	2013	2014	2015*	5-Year Average <sup>a</sup>	2016 Target
Fatalities	Decrease 5.7% from 813 (2009-2013 average) to 767 in 2016	759	826	821	849	770	895	805	767
Serious Traffic Injuries <sup>a</sup>	Decrease 7.7% from 4,371 (2009-2013 average) to 4,035 in 2016	4,600	4,570	4,471	4,305	3,910	4,275	4,371	4,035
Fatalities/100M VMT	Decrease 0.8% from 1.35 (2009-2013 average) to 1.34 in 2016	1.27	1.39	1.37	1.40	1.23	1.24	1.33	1.34
Unrestrained Passenger Vehicle Occupant Fatalities	Decrease 6.4% from 237 (2009-2013 average) to 222 in 2016	235	222	254	228	209	313	230	222
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	Decrease 2.8% from 216 (2009-2013 average) to 210 in 2016	206	212	230	219	199	295	213	210
Speeding-Related Fatalities	Decrease 12.9% from 288 (2009-2013 average) to 251 in 2016	262	299	302	293	254	300	282	251
Total Motorcycle Fatalities	Decrease 2.3% from 128 (2009-2013 average) to 125 in 2016	91	136	141	151	130	134	130	125
Unhelmeted Motorcycle Fatalities	Decrease 7.4% from 68 (2009-2013 average) to 63 in 2016	50	73	70	83	69	61	69	63
Drivers Age 20 or Younger in Fatal Crashes	Decrease 11.8% from 102 (2009-2013 average) to 90 in 2016	79	116	99	119	86	94	100	90
Pedestrian Fatalities	Decrease 0.8% from 137 (2009-2013 average) to 136 in 2016	145	147	122	151	141	161	141	136
Bicycle Fatalities	Decrease 4.4% from 23 (2009-2013 average) to 22 in 2016	19	23	18	31	29	29	24	22
Percent Observed Belt Use for Passenger Vehicles	Increase 1.6% from 87.2% in 2014 to 88.8% in 2016	81.8%	82.9%	82.2%	84.7%	87.2%	86.6%	83.8%	88.8
Number of Seat Belt Citations Issued	Target not required	5,439	21,828	29,710	27,840	24,848	25,623	25,970	
Number of Impaired Driving Arrests Made	Target not required	19,482	31,561	32,171	31,905	29,250	27,647	30,507	
Number of Other Citations (including speed) Issued <sup>b</sup>	Target not required	101,848	331,269	377,992	482,190	565,827	583,289	468,113	

Sources: Fatality Analysis Reporting System (all 2010 through 2014 data except serious injuries, citations and arrests); \*ADOT for serious traffic injury data and all 2015 data; GOHS Reporting System for citation and arrest data.

Notes: <sup>a</sup> Five-Year Averages of fatalities are for 2010 through 2014, the most recent five years of FARS data. Averages for Serious Traffic Injuries, Percent Observed Belt Use for Passenger Vehicles, Seat Belt Citations, Impaired Driving Arrests and Other Citations are for 2011 through 2015.

<sup>b</sup> In 2014 there were 565,827 citations issued for speed and aggressive driving which includes, speed not reasonable or prudent, excessive speed, speed not right for conditions, and reckless driving while speeding or other citations issued for other moving violations like red light running. Arizona is continually improving the capture of citation data recorded in our tracking system.

# 5.0 Cost Summary

State: Arizona

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2017-00-00-00		\$0.00	\$187,194.96	\$0.00	\$600,000.00	\$600,000.00	\$0.00
		<b>Planning and Administration Total</b>	<b>\$0.00</b>	<b>\$187,194.96</b>	<b>\$0.00</b>	<b>\$600,000.00</b>	<b>\$600,000.00</b>	<b>\$0.00</b>
<b>Alcohol</b>								
	AL-2017-00-00-00		\$0.00	\$173,744.20	\$0.00	\$1,653,219.00	\$1,653,219.00	\$760,480.74
		<b>Alcohol Total</b>	<b>\$0.00</b>	<b>\$173,744.20</b>	<b>\$0.00</b>	<b>\$1,653,219.00</b>	<b>\$1,653,219.00</b>	<b>\$760,480.74</b>
<b>Emergency Medical Services</b>								
	EM-2017-00-00-00		\$0.00	\$15,492.08	\$0.00	\$147,411.00	\$147,411.00	\$66,334.95
		<b>Emergency Medical Services Total</b>	<b>\$0.00</b>	<b>\$15,492.08</b>	<b>\$0.00</b>	<b>\$147,411.00</b>	<b>\$147,411.00</b>	<b>\$66,334.95</b>
<b>Motorcycle Safety</b>								
	MC-2017-00-00-00		\$0.00	\$5,301.49	\$0.00	\$50,445.00	\$50,445.00	\$22,700.25
		<b>Motorcycle Safety Total</b>	<b>\$0.00</b>	<b>\$5,301.49</b>	<b>\$0.00</b>	<b>\$50,445.00</b>	<b>\$50,445.00</b>	<b>\$22,700.25</b>
<b>Occupant Protection</b>								
	OP-2017-00-00-00		\$0.00	\$44,823.43	\$0.00	\$426,506.00	\$426,506.00	\$191,927.70
		<b>Occupant Protection Total</b>	<b>\$0.00</b>	<b>\$44,823.43</b>	<b>\$0.00</b>	<b>\$426,506.00</b>	<b>\$426,506.00</b>	<b>\$191,927.70</b>
<b>Pedestrian/Bicycle Safety</b>								
	PS-2017-00-00-00		\$0.00	\$13,563.61	\$0.00	\$129,061.00	\$129,061.00	\$58,077.45
		<b>Pedestrian/Bicycle Safety Total</b>	<b>\$0.00</b>	<b>\$13,563.61</b>	<b>\$0.00</b>	<b>\$129,061.00</b>	<b>\$129,061.00</b>	<b>\$58,077.45</b>
<b>Police Traffic Services</b>								
	PT-2017-00-00-00		\$0.00	\$154,144.29	\$0.00	\$1,466,721.00	\$1,466,721.00	\$660,024.45
		<b>Police Traffic Services Total</b>	<b>\$0.00</b>	<b>\$154,144.29</b>	<b>\$0.00</b>	<b>\$1,466,721.00</b>	<b>\$1,466,721.00</b>	<b>\$660,024.45</b>
<b>Accident Investigation</b>								
	AI-2017-00-00-00		\$0.00	\$10,385.02	\$0.00	\$98,816.00	\$98,816.00	\$44,467.20

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decr)	Current Balance	Share to Local
<b>Accident Investigation Total</b>			\$0.00	\$10,385.02	\$0.00	\$98,816.00	\$98,816.00	\$44,467.20
<b>Pupil Transportation Safety</b>								
	SB-2017-00-00-00		\$0.00	\$8,037.63	\$0.00	\$76,480.00	\$76,480.00	\$34,416.00
<b>Pupil Transportation Safety Total</b>			\$0.00	\$8,037.63	\$0.00	\$76,480.00	\$76,480.00	\$34,416.00
<b>NHTSA 402 Total</b>			\$0.00	\$612,686.71	\$0.00	\$4,648,659.00	\$4,648,659.00	\$1,838,428.74
<b>MAP 21 405b OP Low</b>								
<b>405b Low HVE</b>								
	M2HVE-2017-00-00-00		\$0.00	\$121,331.25	\$0.00	\$485,325.00	\$485,325.00	\$0.00
<b>405b Low HVE Total</b>			\$0.00	\$121,331.25	\$0.00	\$485,325.00	\$485,325.00	\$0.00
<b>MAP 21 405b OP Low Total</b>			\$0.00	\$121,331.25	\$0.00	\$485,325.00	\$485,325.00	\$0.00
<b>MAP 21 405c Data Program</b>								
<b>405c Data Program</b>								
	M3DA-2017-00-00-00		\$0.00	\$98,500.00	\$0.00	\$394,000.00	\$394,000.00	\$0.00
<b>405c Data Program Total</b>			\$0.00	\$98,500.00	\$0.00	\$394,000.00	\$394,000.00	\$0.00
<b>MAP 21 405c Data Program Total</b>			\$0.00	\$98,500.00	\$0.00	\$394,000.00	\$394,000.00	\$0.00
<b>MAP 21 405d Impaired Driving Mid</b>								
<b>405d Impaired Driving Mid</b>								
	M5X-2017-00-00-00		\$0.00	\$492,516.50	\$0.00	\$1,970,066.00	\$1,970,066.00	\$0.00
<b>405d Impaired Driving Mid Total</b>			\$0.00	\$492,516.50	\$0.00	\$1,970,066.00	\$1,970,066.00	\$0.00
<b>MAP 21 405d Impaired Driving Mid Total</b>			\$0.00	\$492,516.50	\$0.00	\$1,970,066.00	\$1,970,066.00	\$0.00
<b>MAP 21 405d Impaired Driving Int</b>								
<b>405d Int Court Support</b>								
	M7CS-2017-00-00-00		\$0.00	\$80,750.00	\$0.00	\$323,000.00	\$323,000.00	\$0.00
<b>405d Int Court Support Total</b>			\$0.00	\$80,750.00	\$0.00	\$323,000.00	\$323,000.00	\$0.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decr)	Current Balance	Share to Local
<b>MAP 21 405d Impaired Driving Int Total</b>			\$0.00	\$80,750.00	\$0.00	\$323,000.00	\$323,000.00	\$0.00
<b>MAP 21 405f Motorcycle Programs</b>								
<b>405f Motorcycle Programs</b>								
	M9X-2017-00-00-00		\$0.00	\$25,000.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
<b>405f Motorcycle Programs Total</b>			\$0.00	\$25,000.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
<b>MAP 21 405f Motorcycle Programs Total</b>			\$0.00	\$25,000.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
<b>NHTSA Total</b>			\$0.00	\$1,430,784.46	\$0.00	\$7,921,050.00	\$7,921,050.00	\$1,838,428.74
<b>Total</b>			\$0.00	\$1,430,784.46	\$0.00	\$7,921,050.00	\$7,921,050.00	\$1,838,428.74

## A. Appendix: Arizona DUI Abatement Council (State Funds)

The Oversight Council on Driving or Operating Under the Influence Abatement (DUI Abatement Council) was established by the Arizona Legislature in 1996 and became effective on October 1, 1997. GOHS was one of the agencies that created and staffed the council twice before and began staffing it for the third time in June 2011 to the present. The funds are derived from a \$250 assessment or fine on every Extreme or Aggravated DUI Conviction in Arizona. These funds are used for DUI Enforcement overtime and equipment and for Innovative programs as approved by the Council. The GOHS Director, Alberto Gutier, is a statutory member of the council and also a voting member as he represents the Arizona Speaker of the House of Representatives since 1998. ARS-28-1401-1402.

### **28-1304. Driving under the influence abatement fund**

A. The driving under the influence abatement fund is established consisting of monies deposited pursuant to section 4-213, subsection J, section 5-396, subsection I, paragraph 2, section 5-397, subsection D, paragraph 3 and subsection F, paragraph 3, section 28-1382, subsection D paragraph 3 and subsection E paragraph 3 and section 28-1383, subsection J, paragraph 2.

B. The oversight council on driving or operating under the influence abatement established by section 28-1303 shall administer the fund.

C. Twenty-five per cent of the monies deposited in the fund shall be used for grants for innovative programs pursuant to section 28-1303, subsection H, paragraph 2 and seventy per cent of the monies in the fund shall be used for grants to political subdivisions and tribal governments pursuant to section 28-1303, subsection H, paragraph 1.

D. Not more than five per cent of the monies deposited in the fund shall be used for both of the following:

1. Administrative purposes of the oversight council on driving or operating under the influence abatement.



**Table A.1 Arizona DUI Abatement Council (State Funds) Grant Awards as of July 1, 2016**

<b>Agency Name</b>	<b>Agreement</b>	<b>Title/Purpose</b>	<b>Executed (Start)</b>	<b>End</b>	<b>Awarded</b>
Avondale PD	DUIAC-E-065	DUI Enforcement & Overtime	12/1/2015	9/30/2016	\$20,000.00
AZ Department of Public Safety	DUIAC-E-074	DUI Enforcement & Overtime	3/21/2016	3/31/2017	\$106,505.00
AZ Dept of Liquor Licenses & Control	DUIAC-E-075	Underage Drinking Enforcement	3/21/2016	3/31/2017	\$25,000.00
BACIC	DUIAC-I-023	Own Up Campaign	12/1/2015	9/30/2016	\$110,000.00
Glendale PD	DUIAC-I-025	Know Your Limit	3/21/2016	3/31/2017	\$50,000.00
Goodyear PD	DUIAC-E-066	DUI Enforcement & Overtime	12/1/2015	9/30/2016	\$30,000.00
Maricopa County SO	DUIAC-E-069	DUI Enforcement & Overtime	12/1/2015	9/30/2016	\$30,100.00
Phoenix PD	DUIAC-E-070	DUI Enforcement & Overtime	12/1/2015	9/30/2016	\$50,000.00
Phoenix Prosecutor's Office	DUIAC-I-022	TSRP Program	12/1/2015	9/30/2016	\$112,992.00
Pima County SD	DUIAC-E-072	DUI Enforcement & Overtime	3/21/2016	3/31/2017	\$50,000.00
Pinal County SO	DUIAC-E-068	DUI Enforcement & Overtime	12/1/2015	9/30/2016	\$30,000.00
Scottsdale PD	DUIAC-E-067	DUI Enforcement & Overtime	12/1/2015	9/30/2016	\$100,000.00
Tucson PD	DUIAC-I-024	Know Your Limit	3/21/2016	3/31/2017	\$60,000.00
Tucson PD	DUIAC-E-071	DUI Enforcement & Overtime	3/21/2016	3/31/2017	\$75,000.00
Yuma County SO	DUIAC-E-073	DUI Enforcement & Overtime	3/21/2016	3/31/2017	\$35,000.00
<b>Total Awarded</b>					<b>\$884,597.00</b>



# B. Appendix: Supporting Information

## Know Your Limit Program

Starting as a pilot program in 2009, Scottsdale Police Department's, "Know Your Limit" program has turned in to a wildly successful campaign aimed at the education and deterrence of impaired driving. Making contact with citizens at night in front of crowded bar districts and areas, Scottsdale PD would let citizens take a voluntary breath test to show them how easy it was to reach the legal BAC limit in Arizona. Citizens are then educated on DUI laws in Arizona and the smart decision to either take a taxi cab home or designate a sober driver for the night. The Know Your Limit program quickly went from a once-in-a-while thing to an every month campaign that now has 17 law enforcement agencies partnering in conjunction with GOHS to provide this innovative program to the citizens of Arizona.

In addition to police officers conducting the program around bars and nightlife districts, Scottsdale PD leads the Know Your Limit program in conducting the program at major sporting and entertainment events throughout the valley. These major events include the annual PGA Tour Waste Management Open in Scottsdale, where the program first took place, which draws in 200,000 fans on Saturday. In recent years, agencies have conducted Know Your Limit details during high profile events such as the Super Bowl and the College Football Championship.

GOHS currently partners with 17 agencies in providing the Know Your Limit program to citizens of Arizona. Each year, new agencies are provided funding to conduct campaigns in their city or county.

**KNOW YOUR LIMIT!**  
**DUI PENALTIES**


You can be arrested for DUI if you are *impaired to the slightest degree.*

These are the minimum standard penalties. Other potential costs are attorney's fees, increased auto insurance, refusal of admission to college, loss of employment, and inability to obtain employment.

<b>DUI [BAC .08]</b> <ul style="list-style-type: none"> <li>\$3,200 in Fines &amp; Fees*</li> <li>10 days in jail</li> <li>90 days suspended license</li> <li>Ignition Interlock for 1 year</li> </ul>	<b>Extreme DUI [BAC .15 — .19]</b> <ul style="list-style-type: none"> <li>\$6,000 in Fines &amp; Fees*</li> <li>30 days in jail</li> <li>90 days suspended license</li> <li>Ignition Interlock for 1 year</li> </ul>
<b>Super Extreme DUI [BAC .20+]</b> <ul style="list-style-type: none"> <li>\$8,300 in Fines &amp; Fees*</li> <li>45 days in jail</li> <li>90 days suspended license</li> <li>Ignition Interlock for 18 months</li> </ul>	

\*Includes additional surcharges added to Fines & Fees

**Drive Hammered... Get Nailed!**  
**Get a DD...Not a DUI!**



**KNOW YOUR LIMIT!**  
**What is a "Standard Drink?"**

A standard drink is any drink that contains about .48 oz of pure alcohol. For example, 1 Long Island Iced Tea contains approximately 4 standard drinks of alcohol.



12 oz Beer	4 oz Wine	1.25 oz Shot	
Common Drinks	Standard Drinks	Max BAC	Time to Burnoff
Beer (12 oz)	1	0.05%	2 hrs
Wine (8 oz)	2	0.06%	4 hrs
Margarita	2	0.06%	4 hrs
Martini	3	0.09%	6 hrs
Rum & Coke	3	0.09%	6 hrs
Long Island Ice Tea	4	0.12%	8 hrs




Below is the list of agencies currently partnering with GOHS

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These are the minimum standard penalties. Other potential costs are attorney's fees, increased auto insurance, refusal of admission to college, loss of employment, and inability to obtain employment.

**DUI [BAC .08]**

- \$3,200 in Fines & Fees\*
- 30 days in jail
- 90 days suspended license
- Ignition Interlock for 12 months

**Extreme DUI [BAC .15 - .19]**

- \$5,000 in Fines & Fees\*
- 30 days in jail
- 90 days suspended license
- Ignition Interlock for 12 months

**Super Extreme DUI [BAC .20+]**

- \$8,300 in Fines & Fees\*
- 45 days in jail
- 90 days suspended license
- Ignition Interlock for 18 months

\*Includes additional surcharges added to Fines & Fees.

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12 oz Beer	4 oz Wine	1.25 oz Shot
Common Drinks	Standard Drinks	Max BAC
Beer (12 oz)	1	0.02%
Wine (4 oz)	1	0.02%
Mix & Coke	1	0.02%
Mojito & Red Bull	1	0.02%
Margarita	2	0.04%
Long Island Ice Tea	4	0.12%

Time to Breathe:  
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2 hours: 2 hours  
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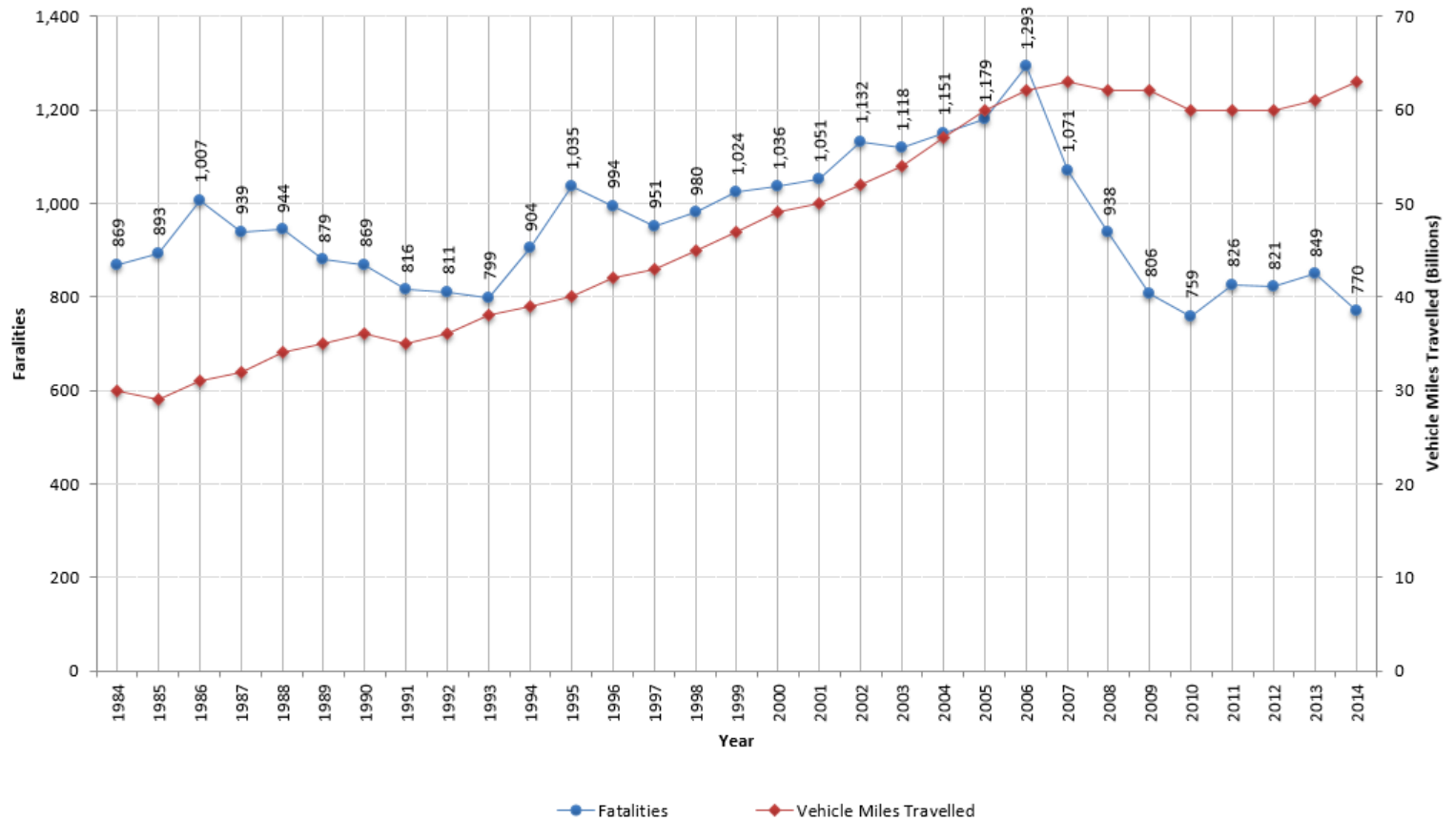
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Figure B.1 Arizona Statewide Roadway Fatalities Trend



Sources: Fatality Analysis Reporting System (1994-2014); Arizona HSP (1984-1993)

Retrieved June 2016

**Figure B.2 Arizona Motor Vehicle Traffic Fatalities by Month**

Wednesday, June 01, 2016  
 ARIZONA DEPARTMENT OF TRANSPORTATION - TRAFFIC RECORDS SECTION  
 \*NOTE: TRAFFIC RECORDS IS CURRENTLY ENTERING MARCH 2016 REPORTS

**ARIZONA MOTOR VEHICLE TRAFFIC FATALITIES BY MONTH**

MONTH	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015		
										TOTAL	URBAN	RURAL
JANUARY	92	63	68	64	55	53	65	61	47	71	38	33
FEBRUARY	78	82	84	63	56	58	60	61	52	69	40	29
MARCH	112	91	90	61	70	71	85	77	79	84	47	37
APRIL	138	113	85	88	62	62	68	78	67	64	32	32
MAY	120	89	87	70	77	63	76	86	79	87	50	37
JUNE	106	95	67	89	51	69	71	63	64	81	41	40
JULY	130	97	85	60	65	70	70	67	46	77	35	42
AUGUST	119	87	88	61	70	85	71	76	72	76	38	38
SEPTEMBER	118	97	91	64	61	77	72	76	57	64	33	31
OCTOBER	115	88	73	57	63	78	66	72	71	76	43	33
NOVEMBER	92	92	66	66	67	72	52	71	74	80	40	40
DECEMBER	81	77	54	63	62	69	65	61	66	66	34	32
<b>TOTAL</b>	<b>1,301</b>	<b>1,071</b>	<b>938</b>	<b>806</b>	<b>759</b>	<b>827</b>	<b>821</b>	<b>849</b>	<b>774</b>	<b>895</b>	<b>471</b>	<b>424</b>
<b>FATALITY RATE*</b>	<b>2.08</b>	<b>1.70</b>	<b>1.52</b>	<b>1.34</b>	<b>1.27</b>	<b>1.39</b>	<b>1.37</b>	<b>1.40</b>	<b>1.24</b>	<b>N/A</b>		

\*FATALITY RATE IS THE NUMBER OF FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED

**ARIZONA CRASH HISTORY**

YEAR	TOTAL CRASHES	FATAL CRASHES	TOTAL FATALITIES	INJURY CRASHES	TOTAL INJURIES	PDO CRASHES
2006	143,504	1,126	1,301	45,395	70,013	96,983
2007	141,193	952	1,071	43,560	66,062	96,681
2008	120,557	843	938	37,515	56,539	82,199
2009	107,149	709	806	33,506	50,809	72,934
2010	106,900	695	759	33,419	50,463	72,786
2011	103,952	756	827	33,221	49,851	69,975
2012	103,926	738	821	33,586	50,072	69,602
2013	107,552	782	849	34,127	50,426	72,643
2014	109,664	709	774	34,509	50,989	74,446
2015	116,609	811	895	36,139	53,554	79,659

**POPULATION, VEHICLE REGISTRATION, LICENSED DRIVERS, AND VMT**

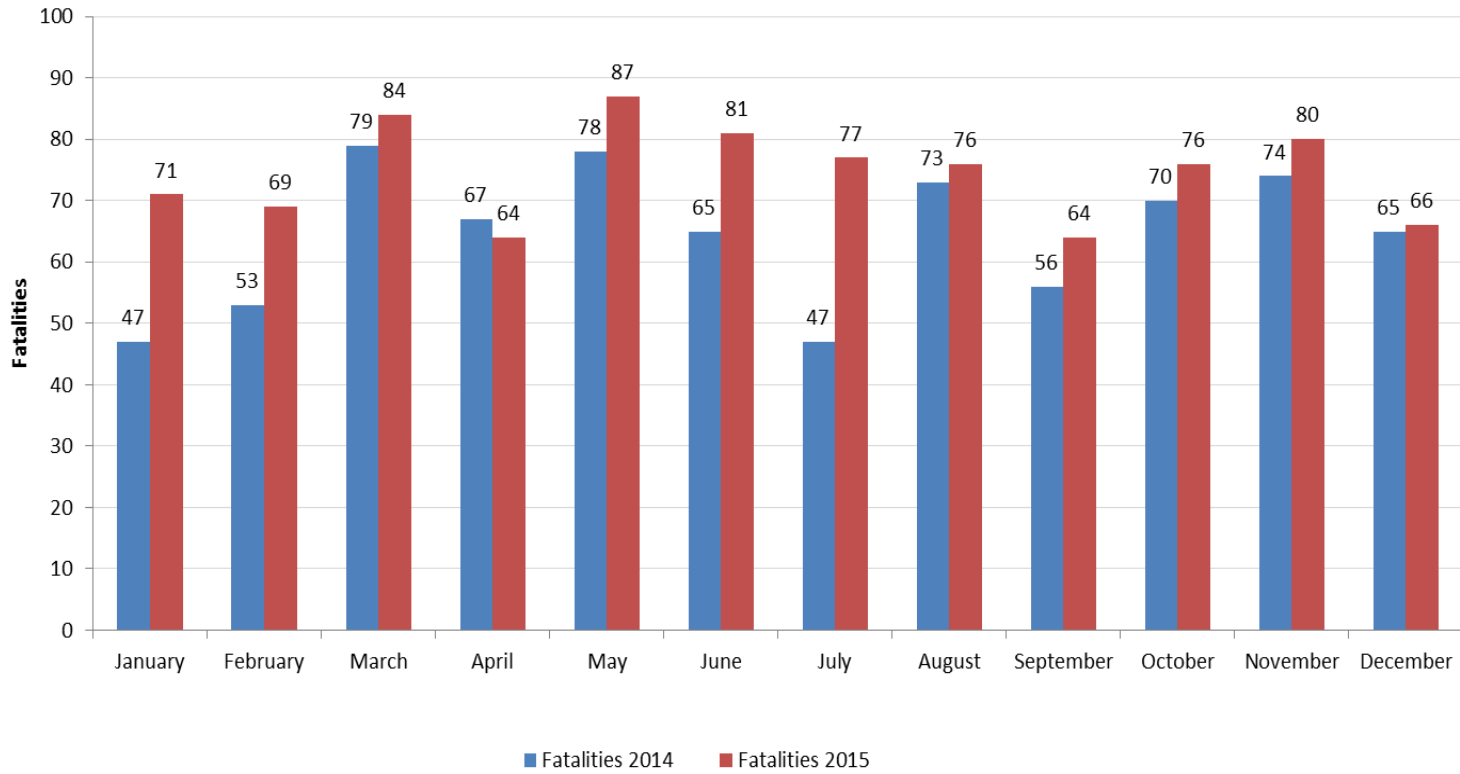
YEAR	LICENSED DRIVERS*	REGISTERED VEHICLES*	TOTAL POPULATION**	VEHICLE MILES TRAVELED***
2006	4,091,789	4,748,957	6,239,482	62,486
2007	4,212,393	4,848,162	6,432,007	62,962
2008	4,360,711	4,842,188	6,534,921	61,628
2009	4,434,719	4,787,350	6,595,778	59,978
2010	4,537,653	4,805,904	6,392,017	59,906
2011	4,634,405	4,855,014	6,438,178	59,575
2012	4,736,517	4,969,620	6,498,571	60,129
2013	4,826,903	5,130,780	6,581,054	60,586
2014	4,922,676	5,300,980	6,667,241	62,631
2015	5,025,811	5,487,058	N/A	N/A

\*SOURCE FOR LICENSED DRIVERS AND REGISTERED VEHICLES:  
 ADOT - MOTOR VEHICLE DIVISION

\*\*SOURCE FOR POPULATION DATA: ARIZONA DHS

\*\*\*SOURCE FOR VEHICLE MILES TRAVELED: ADOT MPD - DATA BUREAU

**Figure B.3 Arizona Traffic Fatalities**  
*Monthly Trend*



Source: ADOT: Arizona Motor Vehicle Traffic Fatalities By Month

Figure B.4 Arizona DUI Enforcement Statistics for Calendar Year 2015



MEDIA CONTACT:  
 Alberto Gutier  
 602.255.3216 - Office  
 602.377.1365 - Cell  
 602.908.8900 - Cell  
 602.944.1015 - Home

### Arizona DUI Enforcement Statistics

Entered by Statewide Agencies on the GOHS Reporting System.

#### Yearly Data from Calendar Year 2005 to 2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<b>Contacts (Traffic Stops)</b>	49230	72057	112555	96243	148063	228146	702921	877617	839268	1130222	1048873
<b>Sober Designated Drivers Contacted</b>					1450	9692	6790	6641	6759	14487	12596
<b>Total DUI Arrests</b>	6501	6847	10133	10409	14154	19482	31561	32174	31905	29250	27705
<b>DUI Aggravated</b>	435	542	906	994	1429	2007	3473	3698	3645	3525	4053
<b>DUI Misdemeanor</b>	6066	6305	9227	9415	12725	17475	28088	28476	28260	25725	23652
<b>DUI Extreme (.15 or above)</b>	1616	1622	3410	3302	4369	5943	9466	9002	8217	8414	7350
<b>Under 21 DUI Arrests</b>	427	421	655	590	783	910	1337	1532	1464	1461	1379
<b>Average BAC</b>	0.146	0.145	0.148	0.151	0.152	0.152	0.152	0.151	0.151	0.152	0.158
<b>Seat Belt Citations</b>	1259	1387	1137	1132	3323	5439	21828	29710	27840	24848	25633
<b>Child Restraint Citations</b>	177	241	317	215	617	988	3435	3671	4476	4755	4821
<b>Minor Consumption / Possession Citations</b>	943	1540	1502	1571	2019	3169	7708	7988	8585	7493	5402
<b>DUI Drug Arrests</b>	424	541	538	694	1153	1679	3579	4511	4520	4190	5683
<b>Criminal Speed Citations</b>									5639	15560	14817
<b>Aggressive Driving Citations</b>									192	388	406
<b>Civil Speed Citations</b>									70215	225639	207243
<b>Other Citations *</b>	28789	28095	38348	43846	73600	101848	331269	378010	406144	324240	361456
<b>Participating Officer/Deputies (Cumulative)</b>	6081	6522	11483	10225	15809	34300	47927	51654	46210	53867	53070

*These three categories of citations will be broken down by statute starting in mid - 2013 Calendar year.*

\*2005 - 2012 'Other Citations' statistics include Speed