State of Arizona Highway Safety Plan

Federal Fiscal Year 2014

prepared for

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

prepared by

Arizona Governor's Office of Highway Safety

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State of Arizona
Highway Safety Plan

Federal Fiscal Year 2014

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date

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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 2014 HSP is composed of seven sections – Arizona's Highway Safety Planning Process, Highway Safety Performance Plan, Highway Safety Strategies and Projects, Performance Report, Program Cost Summary, Certifications and Assurances, and Section 405 Grant Application. 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).

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 (State and Community Highway Safety Program), 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) is a new Federal requirement. This program area report focuses on Arizona's success in meeting the performance targets for the core performance measures identified in the FFY 2013 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 the GOHS estimates its share will be under the Federal grant programs for the 2014 Federal Fiscal Year. The Certifications and Assurances (Section 6.0) chapter includes a certification statement signed by the Governor's Representative for Highway Safety. This outlines the measures the State will take to ensure compliance with all applicable laws and regulations, and financial and programmatic requirements mandated under the Section 402 program.

The Section 405 application Appendix D is presented in Section 7.0. In previous years, national-priority safety programs were funded through a variety of Federal grant programs. Under the recently enacted Federal transportation funding legislation known as MAP-21 (Moving Ahead for Progress in the 21st Century), these grant programs (e.g., Section 405 Occupant Protection, Section 408 Traffic Safety Information System, Section 410 Alcohol Incentive, Section 2010 Motorcycle Safety, Section 2011 Child Safety and Child Booster Seats) were merged into a single program, Section 405. In FFY 2014, Arizona is applying for Section 405 funds to address State Traffic Safety Information System Improvements, Impaired Driving Countermeasures, and Motorcyclist Safety.

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 Director Alberto Gutier opens the GOHS 2012 Statewide DUI News Conference at the Arizona Capitol. Present were six members from Governor Jan Brewer's Cabinet, Sheriff Joe Arpaio, a couple dozen police chiefs, including new Phoenix Chief of Police Danny Garcia, representatives from MADD, SADD, prosecutors, and over 100 police officers and sheriff deputies from all over Arizona. This yearly event that was started by Director Gutier in 1995 emphasizes besides DUI, seat belt, child seats, speeding, and the enforcement of all traffic laws.

1.0 Arizona's Highway Safety Planning Process

Arizona Revised Statutes §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 the 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.

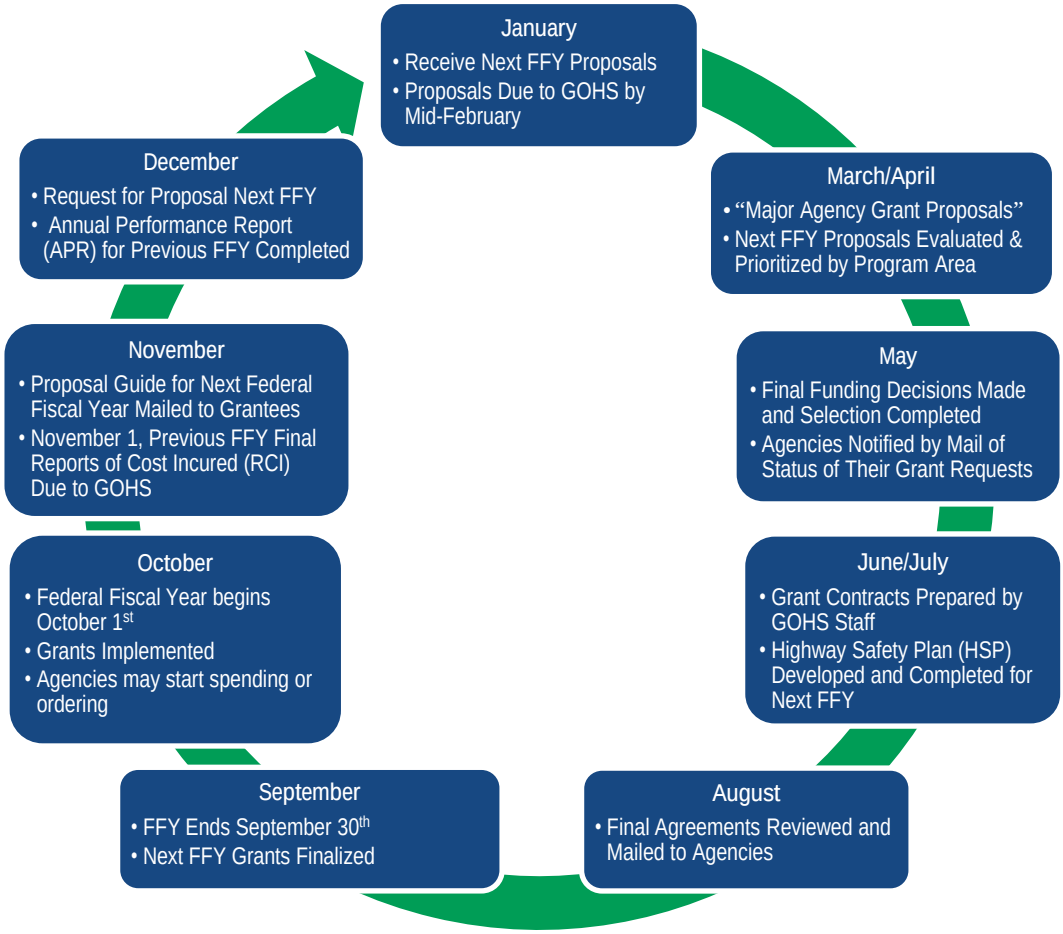
The three leading causes of death from vehicular collisions in Arizona are impaired driving, speeding and aggressive driving, and unrestrained vehicle occupants. Consequently, the majority of funding in the FY 2014 HSP is devoted to Impaired Driving, Police Traffic Services, and Occupant Protection. 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

In Federal Fiscal Year (FFY) 2013, the reauthorization legislation known as Moving Ahead for Progress in the 21st Century (MAP-21) advanced the HSP grant cycle five months. As a result, GOHS will submit the HSP by July 1 and be able to fund FFY 2014 grants on October 1, 2013. 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 web site.

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

Meetings with the GOHS Director, Executive Assistant, Comptroller, Grant Coordinator, and Project Coordinators to review the proposals take place from March through April. During these meetings each proposal is discussed and the level of funding is determined. These discussions are centered on the following 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?

GOHS Grants Philosophy: Grants for Performance

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

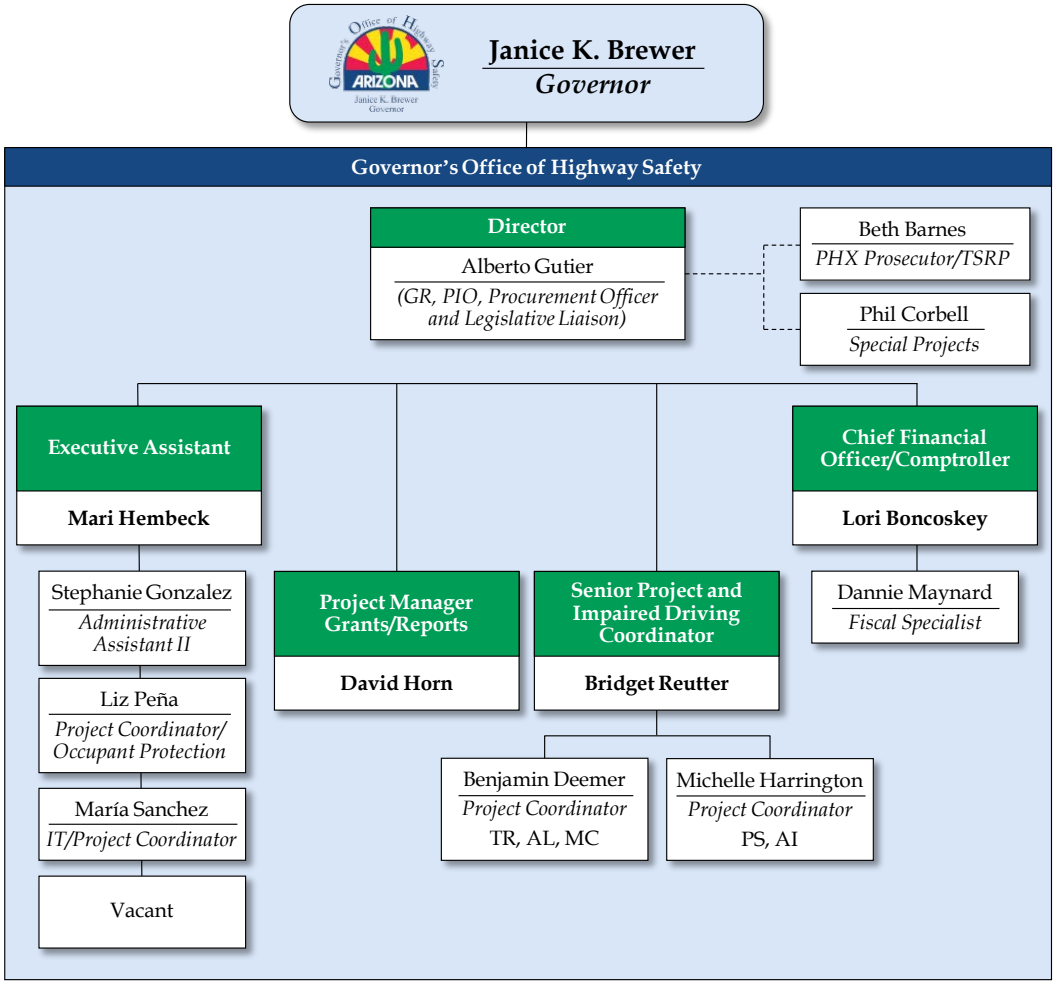
GOHS requires grantees requesting $100,000 or greater and nonprofit applicants to make formal presentations before GOHS staff. These presentations provide agency background information and an overview of the project request. This process allows the GOHS Director and staff to ask questions and better assess the grant application. GOHS's 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, Project Coordinators begin writing contracts so they can be mailed to grantees by early September. During this time, the Director, Project Manager, and Comptroller begin HSP development.

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, Janice K. Brewer. Mr. Gutier is supported by an administrative staff headed by Executive Assistant, Mari Hembeck; financial staff headed by the Chief Financial Officer Comptroller, Lori Boncoskey; and project management staff. The dotted lines in Figure 1.2 depict The Traffic Safety Resource Prosecutor and Special Project coordinator. These two positions are supported by GOHS and housed in offices outside the GOHS office.

Figure 1.2 Organizational Chart



GOHS staff.

1.3 PROBLEM IDENTIFICATION

The 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 the GOHS include the following:

- Fatality Analysis Reporting System (FARS);
- National Occupant Protection and Use Survey;
- National Highway Traffic Safety Administration;
- 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 Motorcycle Safety Council;
- Arizona DUI Abatement Council;
- 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 2012.

Table 1.1 Arizona Crash Conditions as Percent of Total Fatalities *2012*

Unrestrained Vehicle Occupant	Alcohol Impaired Driving	Speeding Related	Motorcycle	Drivers Age 20 and Younger	Pedestrians
38%	34%	34%	17%	12%	16%

Source: ADOT.

These data show that speeding, unrestrained occupants, and alcohol impairment are the three most important factors contributing to crash fatalities in Arizona. Therefore the GOHS is focusing its resources to address these areas through the following Tier 1 program areas:

- **Alcohol and Other Drugs (AL) –** To reduce the number and severity of crashes in which alcohol and/or drugs are contributing factors.
- **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.
- **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.
- **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.
- **Emergency Medical Services (EM) –** To support rural first responders with emergency medical services (EMS) equipment.
- **Motorcycle, Bicycle, and Pedestrian Safety (MC/PS) –** To increase the public's awareness and understanding of and participation in motorcycle, bicycle, and pedestrian 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.

1.4 PERFORMANCE MEASURES

The primary highway safety goal for Arizona is to reduce fatalities across all program areas. The 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 the GOHS.

Table 1.2 Arizona Performance Measures

Type	Program Area	Performance Measure	Data Source
Outcome	Overall	Number of traffic-related fatalities.	FARS, ADOT
Outcome	Overall	Number of traffic-related injuries.	ADOT
Outcome	Overall	Fatalities per 100 million VMT.	FARS
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, ADOT
Outcome	Occupant Protection (OP)	Number of unrestrained vehicle occupant fatalities in all seating positions.	FARS, 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, 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, ADOT
Outcome	Motorcycle, Bicycle, and Pedestrian Safety (MC/PS)	Number of motorcycle fatalities.	FARS, ADOT
Outcome	Motorcycle, Bicycle, and Pedestrian Safety (MC/PS)	Number of unhelmeted motorcycle fatalities.	FARS, ADOT
Outcome	Motorcycle, Bicycle, and Pedestrian Safety (MC/PS)	Number of pedestrian fatalities.	FARS, 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 and NHTSA.

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

	2008	2009	2010	2011	2012[a]	5-Year Average	2014 Goal
Fatalities	938	806	759	825	823	830	820
Traffic Injuries[a]	56,009	50,786	50,421	49,710	49,646	51,314	49,551
Fatalities/100M VMT	1.52	1.31	1.26			1.44	1.37
Passenger Unrestrained Vehicle Occupant Fatalities	330	248	235	219	313	269	265
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	262	218	206	215	281	236	270
Speeding-Related Fatalities	389	293	262	294	279	303	279
Total Motorcycle Fatalities	141	121	91	136	139	126	136
Unhelmeted Motorcycle Fatalities	68	66	50	73	66	65	65
Drivers Age 20 or Younger in Fatal Crashes	153	95	79	116	97	108	96
Pedestrian Fatalities	121	118	145	147	132	133	131
Percent Observed Belt Use for Passenger Vehicles	79.9%	80.8%	81.8%	82.9%	82.2%	81.5%	83.1%
Number of Seat Belt Citations Issued	1,132	3,323	5,409	21,828	28,778	12,094	N/A
Number of Impaired Driving Arrests Made	10,409	14,154	19,353	31,561	30,548	21,205	N/A
Number of Other Citations (including speed) Issued[b]	43,846	73,600	99,833	331,269	349,703	179,650	N/A

Sources: Fatality Analysis Reporting System (all 2008 through 2011 data except injuries); ADOT for traffic injury data and all 2012 data. GOHS Reporting System.

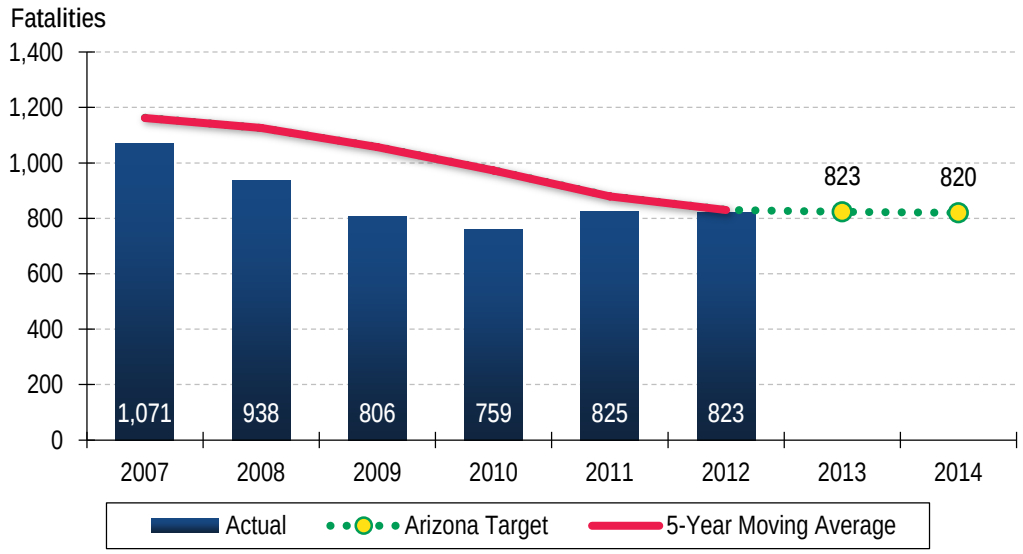
Notes: [a] Five-Year Average is for 2008 through 2012, except for the fatality rate which is the 5-year average of years 2007 through 2011. For yearly ADOT fatality data going back to 1984 and monthly data back to 2003, please see Figures B.1, B.2, and B.3 in Appendix B.

[b] In 2012, there were 349,703 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.

Fatalities

The total number of fatalities decreased slightly from 825 in 2011 to 823 in 2012. This level is significantly higher than the 759 fatalities in 2010 but much lower than the record year of 2006 when Arizona recorded 1,293 fatalities. These numbers can be explained in part by the economic recovery that began in 2011. This resulted in higher employment, rising home values, and increasing business activity and created new demand for automobiles and motorcycles and increased VMT. The overall fatality trend is shown in Figure 1.3 below.

Figure 1.3 Fatalities



Sources: Fatality Analysis Reporting System (2007 through 2011 data); ADOT for 2012 data.

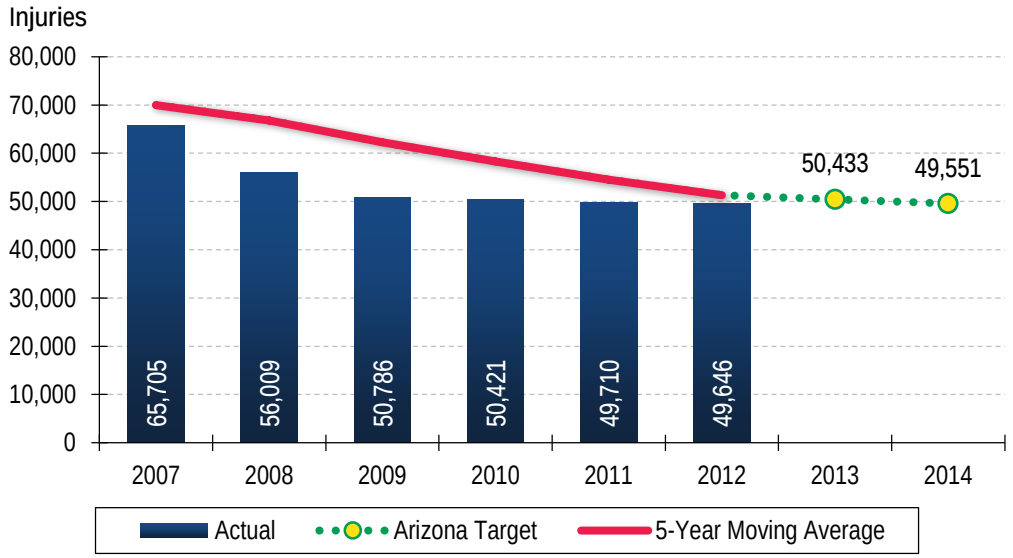
Explanation of Fatality Goal-Setting Process

The GOHS has set the 2014 fatality goal at 820. This is three less than the 823 fatalities experienced in 2012 and 10 less than the 5-year moving average of 830. Because of the facts of an improving economy and continued increases in VMT combined with an apparent regression to the mean (as evident in Figure 1.3 above) the GOHS considers the goal of 820 fatalities in 2014 to be aggressive yet achievable.

Injuries

The total number of injuries has remained essentially constant in 2012 as compared to 2011. This level is significantly higher than the 68,574 injuries recorded in 2006. The leveling process seen in recent years can be explained with the same economic growth argument as described in the fatality discussion in the previous section. Essentially, the economic recovery that began in 2010 resulted in higher employment, rising home values, and increasing business activity and created new demand for automobiles and motorcycles and increased VMT along with a corresponding number of injuries. The overall injury trend is shown in Figure 1.4 below.

Figure 1.4 Traffic Injuries



Source: ADOT.

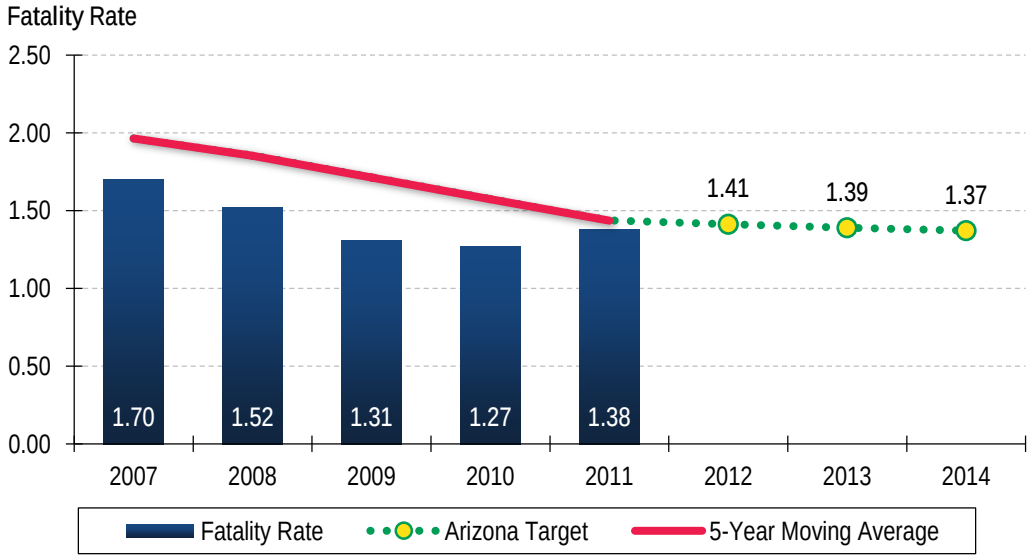
Explanation of Injury Goal-Setting Process

Based on the trend data shown above, the GOHS has set the 2014 injury goal at 49,551. This is slightly less than the 49,646 injuries experienced in 2012 and 3.4 percent less than the 5-year moving average of 51,314. Because of the facts of an improving economy and continued increases in VMT combined with an apparent regression to the mean (as evident in Figure 1.4 above) the GOHS considers this goal to be aggressive yet achievable.

Fatality Rate

The fatality rate per 100 million VMT increased from 1.26 in 2010 to 1.39 in 2011. This increase followed a succession of years where the rate decreased from 2.07 per 100 million VMT in 2006 and likely represents a regression to the mean. The 5-year moving average data show a nearly straight line decrease from 2007 to 2011. The overall fatality rate trend is shown in Figure 1.5 below.

Figure 1.5 Fatality Rate



Source: Fatality Analysis Reporting System

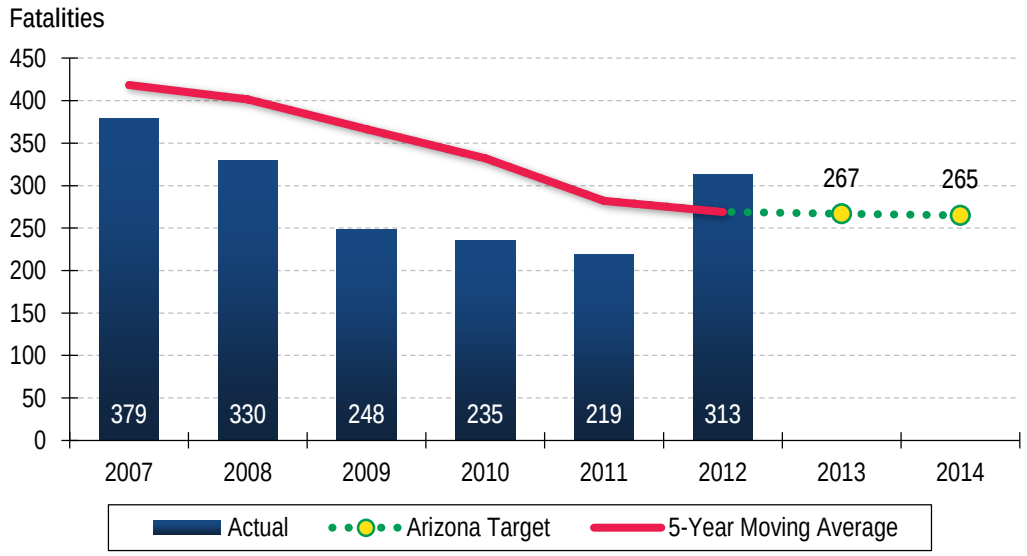
Explanation of Fatality Rate Goal-Setting Process

Based on the trend data shown above, the GOHS has set the 2014 fatality rate goal at 1.37 per 100 million VMT. This is nearly the same as the 1.38 million per 100 million VMT experienced in 2011 but 4.9 percent less than the 2011 5-year moving average of 1.44.

Unrestrained Passenger Vehicle Occupant Fatalities

Unrestrained passenger vehicle occupant fatalities increased significantly from 219 in 2011 to 313 in 2012. This followed a succession of years where the number of fatalities decreased year by year from 469 in 2006 and likely represents a regression to the mean. The 5-year moving average data show a nearly straight line decrease from 2007 to 2011 and the beginnings of a leveling off process between 2011 and 2012. The overall unrestrained passenger vehicle occupant fatality trend is shown in Figure 1.6 below.

Figure 1.6 Unrestrained Passenger Vehicle Occupant Fatalities



Sources: Fatality Analysis Reporting System (2007 through 2011 data); ADOT for 2012 data.

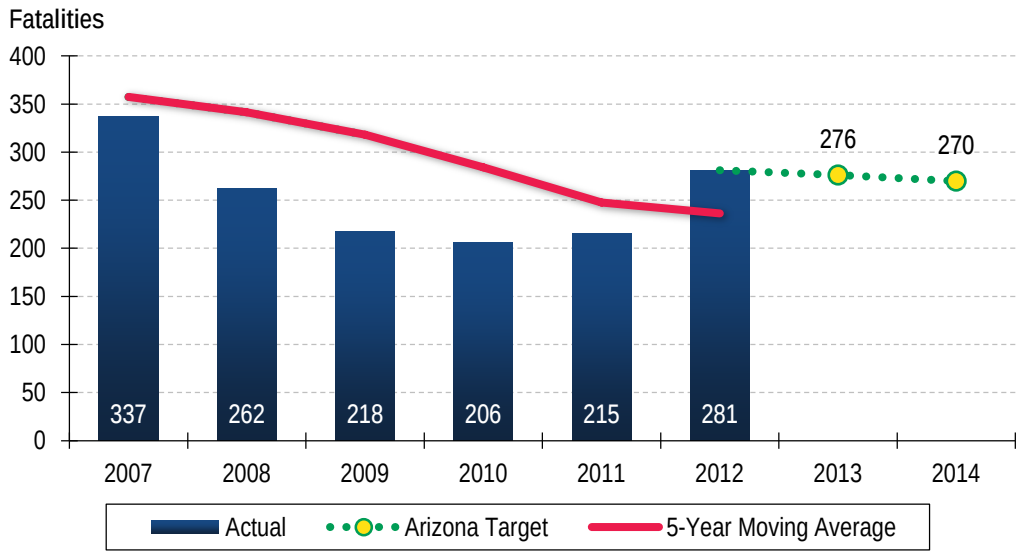
Explanation of the Unrestrained Passenger Vehicle Occupant Fatality Goal-Setting Process

Based on the trend data shown above, the GOHS has set the 2014 unrestrained passenger vehicle occupant fatality goal at 265. This is significantly less than the 313 fatalities experienced in 2012 and nearly the same as the 2012 5-year moving average of 269.

Alcohol-Impaired Driving Fatalities

Alcohol-impaired driving fatalities increased significantly from 215 in 2011 to 281 in 2012. This followed a succession of years where the number of fatalities decreased year by year from 399 in 2006 and likely represents a regression to the mean. The 5-year moving average data show a steady decrease from 2007 to 2011 and the beginnings of a leveling off process between 2011 and 2012. The overall alcohol-impaired driving fatality trend is shown in Figure 1.7 below.

Figure 1.7 Alcohol-Impaired Driving Fatalities



Sources: Fatality Analysis Reporting System (2007 through 2011 data); ADOT for 2012 data.

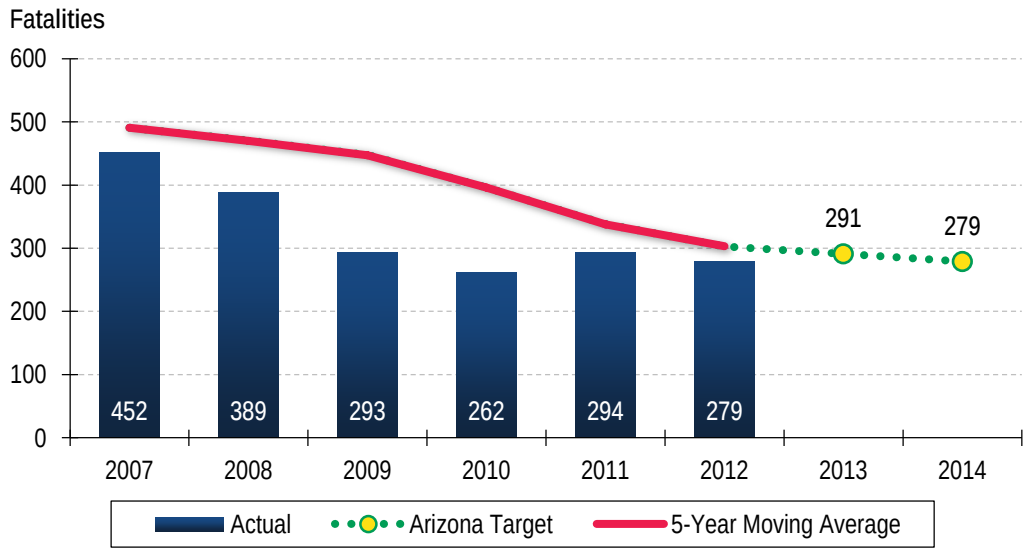
Explanation of the Alcohol-Impaired Driving Fatality Goal-Setting Process

Based on the trend data shown above, the GOHS has set the 2014 alcohol-impaired driving fatality goal at 270. This is 3.9 percent less than the 281 fatalities experienced in 2012. 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. In 2012, over 30,000 DUI arrests (and over 4,000 drug-impaired arrests) were made. Through continued emphasis on enforcement and education, the GOHS believes the goal of reducing alcohol-impaired fatalities to 270 by 2014 is appropriate and achievable.

Speeding-Related Fatalities

Speeding-related fatalities decreased slightly from 294 in 2011 to 279 in 2012. This is still higher than the 2010 figure of 262 fatalities, but significantly lower that the levels seen in the years prior to 2008. The 5-year moving average data show a steady decrease from 2007 to 2011. The overall speeding-related fatality trend is shown in Figure 1.8 below.

Figure 1.8 Speeding-Related Fatalities



Sources: Fatality Analysis Reporting System (2007 through 2011 data); ADOT for 2012 data.

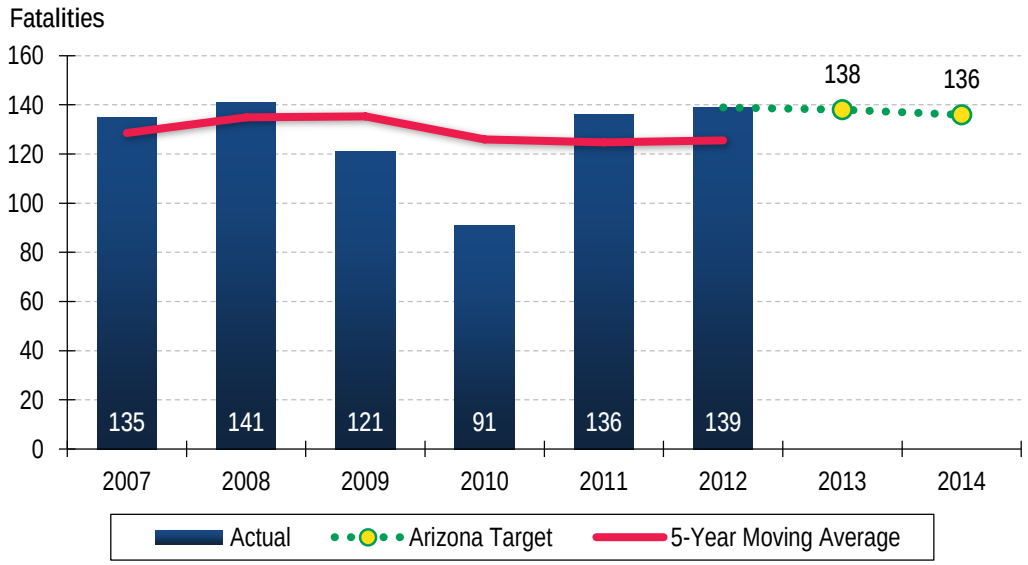
Explanation of the Speeding-Related Fatality Goal-Setting Process

Based on the trend data shown above, the GOHS has set the 2014 speeding-related fatality goal at 279. This goal is equal to the number of speeding-related fatalities in 2012, but continues the downward trend evident in the 5-year moving average data.

Motorcycle Fatalities

Motorcycle fatalities increased slightly from 136 in 2011 to 139 in 2012. This followed a steep increase during the previous year (up 49 percent between 2010 and 2011). Despite this volatility, the 5-year moving average has remained between 125 and 135 for the past six years. The overall motorcycle fatality trend is shown in Figure 1.9 below.

Figure 1.9 Motorcycle Fatalities



Sources: Fatality Analysis Reporting System (2007 through 2011 data); ADOT for 2012 data.

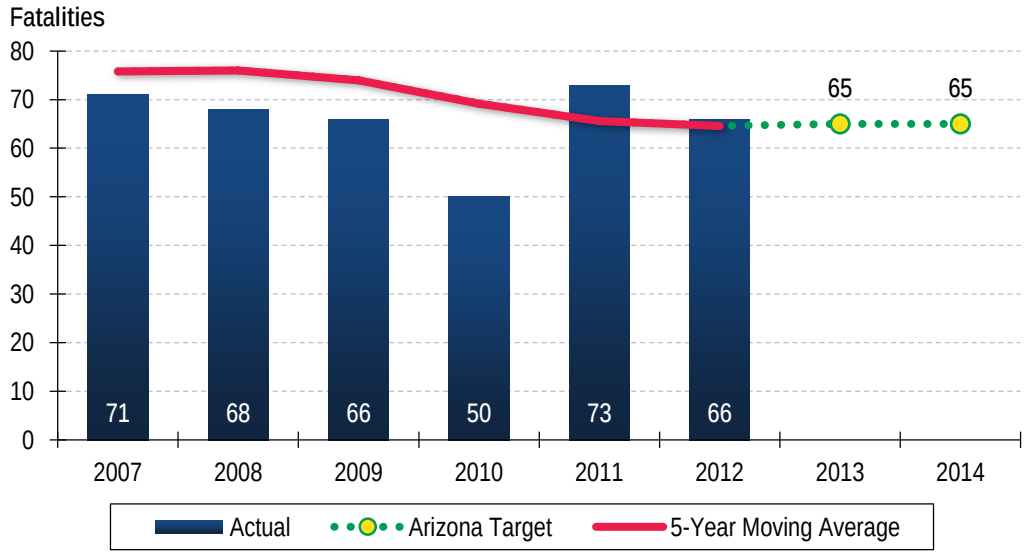
Explanation of the Motorcycle Fatality Goal-Setting Process

Based on the trend data shown above, the GOHS has set the 2014 motorcycle fatality goal at 136. This is the same as the 2011 fatality number and slightly less than the 139 fatalities experienced in 2012. Over 30,000 new motorcycle registrations were issued in 2010 corresponding to the steep increase in fatalities that year. With continued growth in motorcycle registrations and pick up in the economy, the GOHS believes the goal of stopping the recent rise in motorcycle fatalities is quite aggressive.

Unhelmeted Motorcycle Fatalities

Unhelmeted motorcycle fatalities decreased from 73 in 2011 to 66 in 2012. This followed a steep increase during the previous year (up 46 percent between 2010 and 2011). Despite this volatility, the 5-year moving average has steadily declined from 76 in 2007 to 65 in 2012. The unhelmeted motorcycle fatality trend is shown in Figure 1.10 below.

Figure 1.10 Unhelmeted Motorcycle Fatalities



Sources: Fatality Analysis Reporting System (2007 through 2011 data); ADOT for 2012 data.

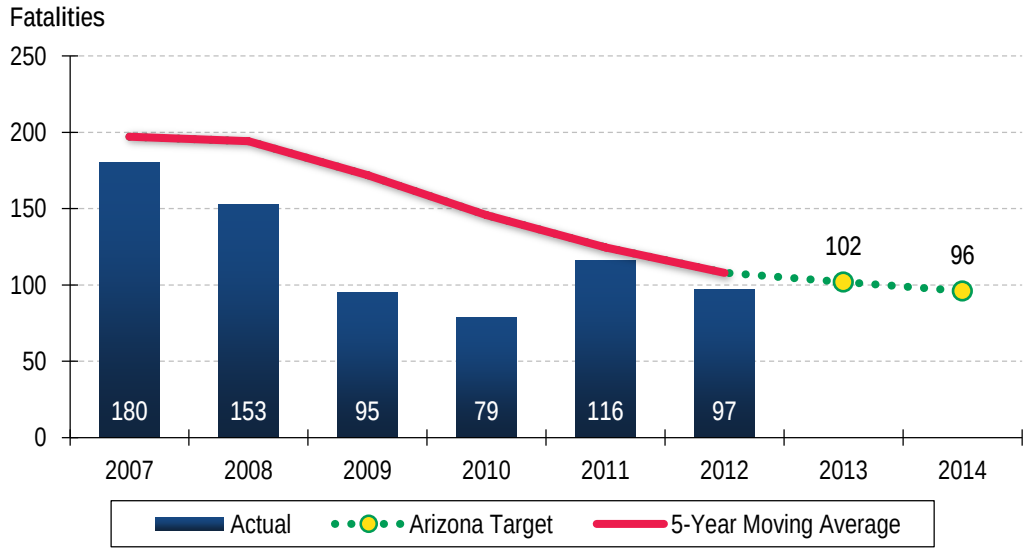
Explanation of the Unhelmeted Motorcycle Fatality Goal-Setting Process

Based on the trend data shown above, the GOHS has set the 2014 unhelmeted motorcycle fatality goal at 65. This is the same as the most recent 5-year average and slightly less than the 66 fatalities in 2012. With continued growth in motorcycle registrations, the lack of a helmet law, and pick up in the economy, the GOHS believes the goal of maintaining the number of unhelmeted motorcycle fatalities at 65 in 2014 is quite aggressive.

Young Drivers in Fatal Crashes

The number of drivers age 20 or younger involved in fatal crashes decreased from 116 in 2011 to 97 in 2012. This followed a steep increase during the previous year (up 47 percent between 2010 and 2011). Despite this volatility, the 5-year moving average has steadily declined from just under 200 in 2007 to 108 in 2012. The trend is shown in Figure 1.11 below.

Figure 1.11 Drivers Age 20 or Younger in Fatal Crashes



Sources: Fatality Analysis Reporting System (2007 through 2011 data); ADOT for 2012 data.

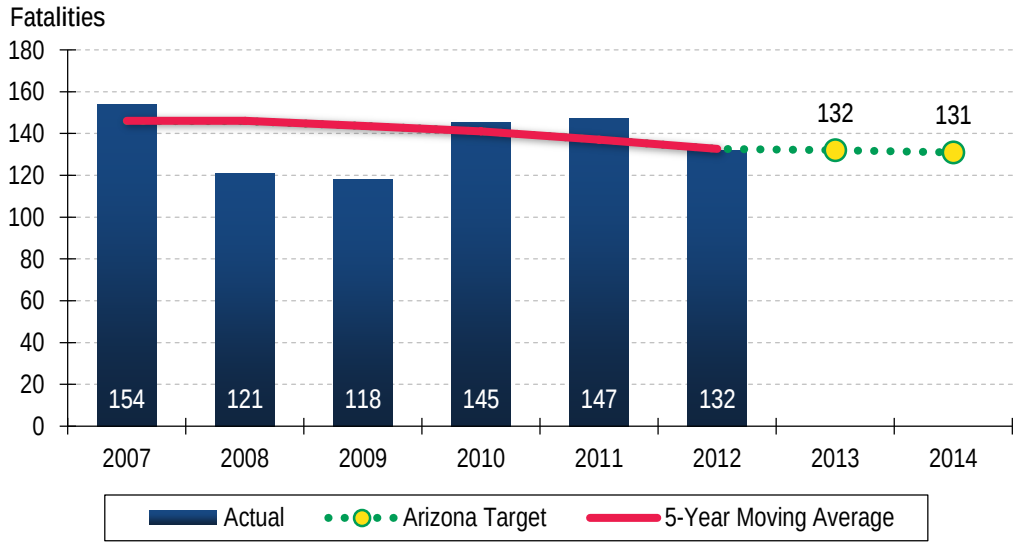
Explanation of the Drivers Age 20 or Younger in Fatal Crashes Goal-Setting Process

Based on the trend data shown above, the GOHS has set the 2014 goal for the number of drivers age 20 or younger involved in fatal crashes at 96. This is close to the 2012 level of 97 and 11 percent less than the latest 5-year average.

Pedestrian Fatalities

The number of pedestrian fatalities decreased from 147 in 2011 to 132 in 2012. The 5-year moving average has been declining slowly from 146 in 2007 to 133 in 2012. The trend is shown in Figure 1.12 below.

Figure 1.12 Pedestrian Fatalities



Sources: Fatality Analysis Reporting System (2007 through 2011 data); ADOT for 2012 data.

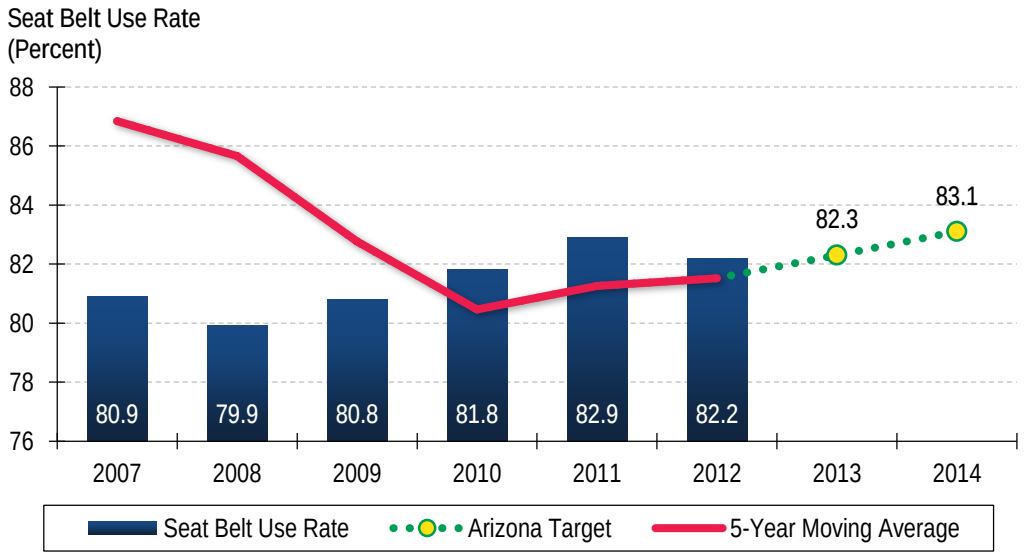
Explanation of the Pedestrian Fatalities Goal-Setting Process

Based on the trend data shown above, the GOHS has set the 2014 goal for pedestrian fatalities at 131. This is slightly less than the 2012-level of 132 and the latest 5-year average of 133.

Percent Observed Seat Belt Use for Passenger Vehicles

The observed seat belt rate decreased from 82.9 percent in 2011 to 82.2 percent in 2012. The 5-year moving average data show a steady increase from 2010 to 2012. The overall observed seat belt rate trend is shown in Figure 1.13 below.

Figure 1.13 Percent Observed Seat Belt Use for Passenger Vehicles



Source: State surveys.

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

Based on the trend data shown above, the GOHS has set the 2014 goal for observed seat belt use at 83.1 percent. This continues the steady increases seen in the 5-year moving average numbers.

1.6 ADDITIONAL DATA AND ANALYSIS

The GOHS, analyzes a variety of other safety data as part of the problem identification and performance goal setting process. In particular, the 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.

Table 1.4 Vehicle Occupant Fatalities Age 4 and Below

	2008	2009	2010	2011	2012
Restrained	3	9	6	3	2
Unrestrained	2	2	4	3	3
Unknown Restraint Use	2	9	4	7	7
Total	7	20	14	13	12

Source: Arizona Crash Facts, ADOT.

Table 1.5 Vehicle Occupant Fatalities Age 5 and Above

	2008	2009	2010	2011	2012
Restrained	268	212	183	221	240
Unrestrained	331	319	262	289	310
Unknown Restraint Use	109	108	129	125	111
Total	708	639	574	635	661

Source: Arizona Crash Facts, ADOT.

Table 1.6 below displays the fatalities by race and ethnicity from 2007 through 2011.

Table 1.6 Fatalities by Person Type and Race/Hispanic Origin

Person Type by Race/Hispanic Origin		2007	2008	2009	2010	2011
Occupants (All Vehicle Types)	Hispanic	266	220	150	1	90
	White, Non-Hispanic	463	435	297	13	293
	Black, Non-Hispanic	28	25	25	0	22
	American Indian, Non-Hispanic/Unknown	107	84	67	4	80
	Asian, Non-Hispanic/ Unknown	2	5	5	1	2
	All Other Non-Hispanic	18	15	17	0	0
	Unknown Race and Unknown Hispanic	4	8	97	567	162
	Total	*888*	*792*	*658*	*586*	*649*
Nonoccupants (Pedestrians, Pedacyclists and Other/Unknown Nonoccupants)	Hispanic	54	35	38	2	37
	White, Non-Hispanic	87	70	49	6	56
	Black, Non-Hispanic	5	9	7	0	4
	American Indian, Non-Hispanic/Unknown	33	29	19	4	31

Person Type by Race/Hispanic Origin		2007	2008	2009	2010	2011
	Asian, Non-Hispanic/ Unknown	2	0	1	0	1
	All Other Non-Hispanic	0	1	8	0	0
	Unknown Race and Unknown Hispanic	2	2	26	161	48
	Total	*183*	*146*	*148*	*173*	*77*
Total		1,071	938	806	759	826

Source: Fatality Analysis Reporting System.

Table 1.7 displays fatalities by person and vehicle type.

Table 1.7 Fatalities by Person Type

		2007		2008		2009		2010		2011	
Person Type		No.	Per.	No.	Per.	No.	Per.	No.	Per.	No.	Per.
Occupants	Passenger Car	357	33	299	32	209	26	184	24	198	24
	Light Truck – Pickup	167	16	130	14	88	11	111	15	94	11
	Light Truck – Utility	140	13	132	14	120	15	100	13	121	15
	Light Truck – Van	35	3	34	4	43	5	23	3	20	2
	Light Truck – Other	0	0	0	0	0	0	0	0	0	0
	Large Truck	20	2	19	2	9	1	5	1	16	2
	Bus	0	0	0	0	7	1	6	1	1	0
	Other/Unknown Occupants	34	3	37	4	60	7	67	9	64	8
	Total Occupants	*753*	*70*	*651*	*69*	*536*	*66*	*496*	*65*	*514*	*62*
Motorcyclists	*Total Motorcyclists*	*135*	*13*	*141*	*15*	*121*	*154*	*92*	*12*	*135*	*16*
Nonoccupants	Pedestrian	154	14	121	13	120	15	146	19	147	18
	Bicyclist and Other Cyclist	21	2	19	2	25	3	19	2	23	3
	Other/Unknown Nonoccupants	8	1	6	1	5	1	9	1	7	1
	Total Nonoccupants	*183*	*17*	*146*	*15*	*150*	*19*	*174*	*23*	*177*	*22*
Total		1,071	100	938	100	807	100	762	100	826	100

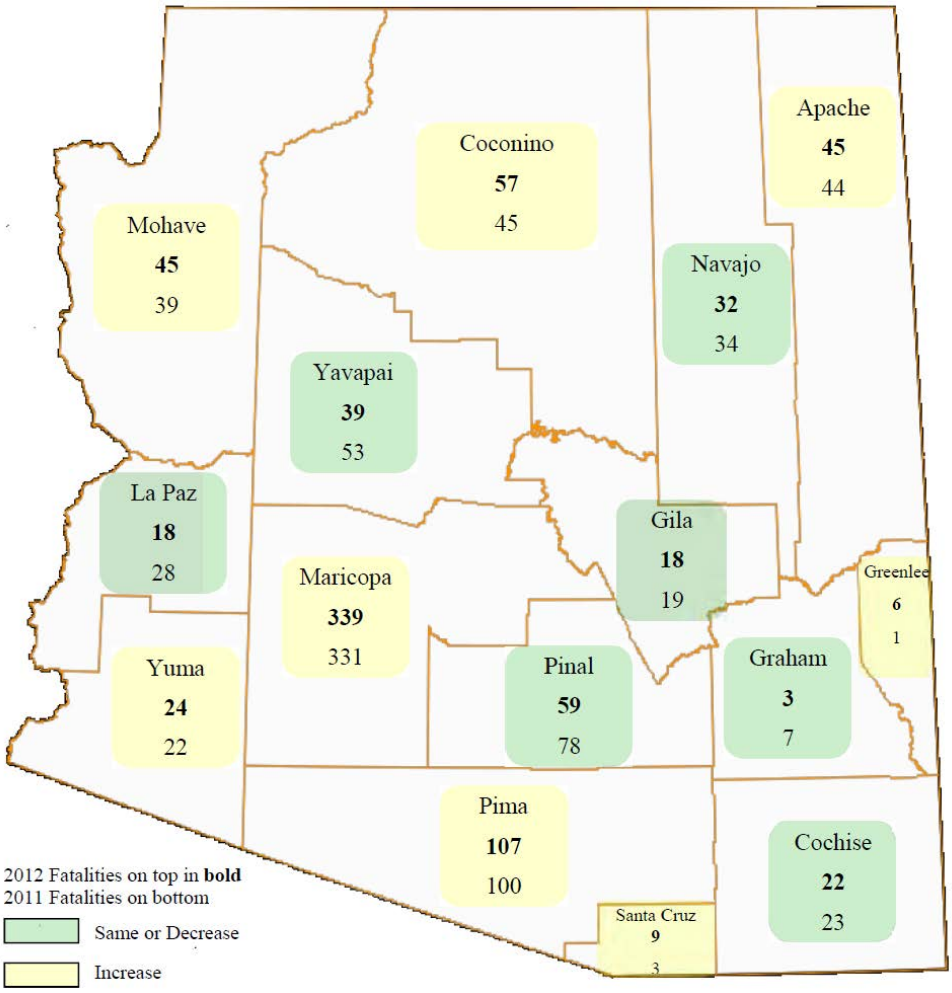
Source: FARS.

Table 1.8 Fatalities by Crash Type

Crash Type	2007	2008	2009	2010	2011
Total Fatalities (All Crashes)	1,071	938	807	762	826
Single Vehicle	615	558	506	483	490
Involving a Large Truck	98	98	66	64	77
Involving Speeding	452	389	283	245	232
Involving a Rollover	413	356	276	260	251
Involving a Roadway Departure	506	425	345	279	310
Involving an Intersection (or Intersection-Related)	269	234	165	175	203

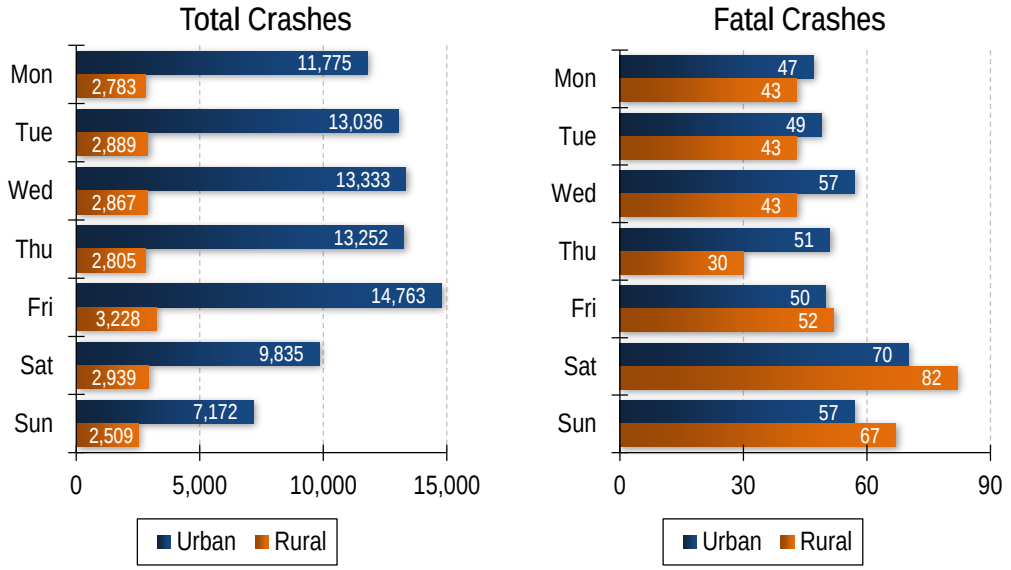
Source: ADOT: Arizona Crash Facts, 2012.

Figure 1.14 Fatalities by County
2011 and 2012



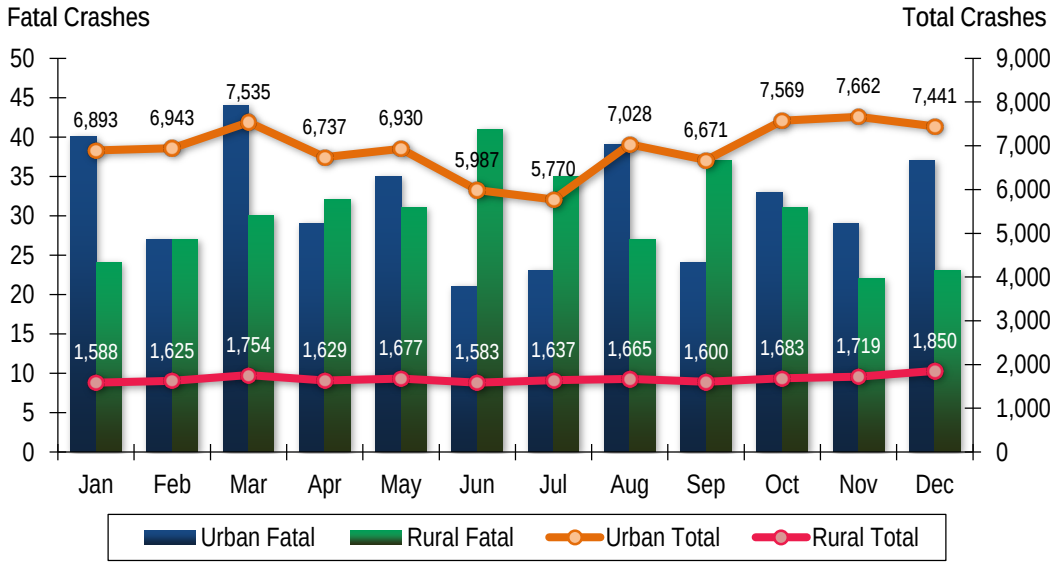
Source: ADOT: Arizona Crash Facts, 2012.

Figure 1.15 Crashes and Fatal Crashes by Day of Week *2012*



Source: ADOT: Arizona Crash Facts, 2012.

Figure 1.16 Crashes and Fatal Crashes by Month *2012*



Source: ADOT: Arizona Crash Facts, 2012.

1.7 COORDINATION WITH THE STRATEGIC HIGHWAY SAFETY PLAN

The GOHS Director is a member of the Executive Committee for the statewide Strategic Highway Safety Plan (SHSP). The SHSP is required by Moving Ahead for Progress in the 21st Century (MAP-21) and is currently being updated. The plan is data-driven and includes statewide goals, objectives, and emphasis areas. GOHS will continue to closely coordinate and play a leadership role in the update process. The Agency will use the HSP and its resources to support the behavioral areas included in the plan depending on the SHSP results. For example, the new SHSP could include impaired driving and occupant protection as emphasis areas. The FFY 2014 HSP includes strong programs in those areas, which will support SHSP implementation.

2.0 Highway Safety Performance Plan

During the problem identification process, emphasis was given to assessing changes in severity over a five-year period to establish trend lines. 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, the 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.

Table 2.1 identifies the program areas, performance targets, and performance measures which are the focus of the GOHS HSP efforts for FFY 2014. 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.

2.1 HIGHWAY SAFETY GOALS FOR FFY 2014

Table 2.1 Performance Targets and Measures

Program Area	Performance Targets	Performance Measures
Overall GOHS Program Area Goals	To decrease traffic fatalities by 1.2 percent, from a 5-year average (2008-2012) of 830 to 820 in 2014.	Number of traffic-related fatalities.
	To decrease the number of injuries from the 5-year average (2008-2012) of 51,314 to 49,557 in 2014.	Number of traffic-related injuries.
	To reduce the fatality per 100 million VMT rate by 4.9 percent from a 5-year average (2007-2011) of 1.44 to 1.37 in 2014.	Fatalities per 100 million VMT.
Impaired Driving	To decrease alcohol-impaired driving fatalities (those involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or higher) by 3.9 percent from the 2012 level of 281 to 270 in 2014.	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or higher.
Occupant Protection	To reduce the number of unrestrained vehicle occupant fatalities in all seating positions by 1.5 percent from the 5-year average (2008-2012) of 269 to 265 in 2014.	Number of unrestrained vehicle occupant fatalities in all seating positions.

Program Area	Performance Targets	Performance Measures
	To increase the statewide safety belt use rate for front seat occupants in passenger vehicles by 1.8 percent from the 5-year average of 81.5 percent to 83.1 percent in 2014.	Percent of front seat vehicle occupants who are observed using safety belts.
Speed	To decrease the number of speeding-related fatalities by 7.9 percent from the 5-year average (2008-2012) of 303 to 279 in 2014.	Number of speeding-related fatalities.
Young Drivers	To decrease the number of drivers age 20 or younger involved in fatal crashes by 11.1 percent from a 5-year average (2008-2012) of 108 to 96 in 2014.	Number of drivers age 20 or younger involved in fatal crashes.
Motorcycles	To decrease the number of motorcycle fatalities slightly from the 2012 level of 139 to 136 in 2014.	Number of motorcycle fatalities.
	To maintain the number of unhelmeted motorcycle fatalities at the 5-year average (2008-2012) of 65 in 2014.	Number of unhelmeted motorcycle fatalities.
Pedestrians	To decrease the number of crash fatalities among pedestrians from the 5-year average (2008-2012) of 133 to 131 in 2014.	Number of pedestrian fatalities.

Source: Arizona GOHS.

3.0 Highway Safety Strategies and Projects

The Arizona Highway Safety Plan (HSP) commences October 1, 2013 and ends September 30, 2014. 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 FY 2014 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 FY 2014, GOHS is utilizing carry forward Section 410 High Fatality funding for some projects. As before, additional carry forward funding will be utilized to fund projects as the need arises. Carry forward funding will fund Section 402 grants until all FY 2013 funds are expended and new Section 402 funding is received. In addition, at least some of the Section 164 funding received in June 2013 will be reprogrammed at the appropriate time in FFY 2014. Finally, GOHS receives funding from the DUI Abatement Fund. These funds are not programmed through the HSP and are addressed separately in Appendix A.

The GOHS philosophy and commitment "*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 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 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 and motorcycles. They

traveled more often and for longer distances. As might be expected, congestion increased on our highways, i.e., increased exposure, and crashes, fatalities and injuries began to increase. During calendar year 2012, the numbers dipped slightly compared to 2011; yet the 823 fatalities that occurred in 2012 remain far higher than before, e.g., 709 fatalities in 2009 and 695 fatalities in 2010. On the other hand, the 2012 statistics remain far better than 2006 when Arizona recorded a record 1,301 fatalities.

The following sections provide details on the program areas, goals, performance measures, strategies, task or project descriptions, and funding levels and sources. Multiple projects are included under most strategy to provide consistency with the Arizona accounting system. Therefore, a summary budget is included at the end of each section. The emphasis areas in Arizona's FY 2014 HSP include impaired driving, occupant protection, speeding and aggressive driving, motorcycles, traffic records, accident investigation, and planning and administration. GOHS used *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices,* Seventh Edition, 2013 (CTW) as a reference to aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2014 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 seventh edition of CTW can found on the NHTSA web site at: http://www.nhtsa.gov/staticfiles/nti/pdf/811727.pdf.

3.1 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 2011, 215 fatalities involving at least one driver with a BAC of 0.08 percent or greater occurred. This represents a 4.37 percent increase from 2010. These fatalities accounted for 26.06 percent of all traffic-related fatalities in 2011. According to the Arizona Crash Records System, Arizona experienced almost 3,660 moderate to major injuries as a result of alcohol-related crashes in the same year. However, the research shows sustained, long-term, highly visible enforcement coupled with effective education programs reduces impaired driving crashes and fatalities. Arizona's program has resulted in reduced impaired driving fatalities and injuries.

Arizona has some of the toughest impaired driving laws in the country. The three-year average for impaired driving arrests was 9,130 from 2006 to 2008. This increased to an average of 21,689 during the following three years (2009-2011), which represents a 138 percent increase.

Arizona is a national leader in drugged driving enforcement. Here, an Arizona DPS Officer is preparing to draw blood from someone suspected of driving while under the influence of drugs.

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 over 4,000 in 2012. In 2012, Arizona law enforcement agencies made over 820,000 traffic stops and 30,000 DUI arrests. 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 SFST-certified officers.

Table 3.1 Performance Goals and Measures

Performance Goal	Performance Measure
To decrease alcohol-impaired driving fatalities (those involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or higher) by 2.5 percent from the five-year average (2008-2012) of 236 to 230 in 2014.	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. The GOHS will pursue the following strategies in FFY 2014 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 2003 through 2012, see Figure B.4 in Appendix B.

Programs and Projects

Project Title: DUI Enforcement Program

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

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 (see Figure B.5 for a summary of the East Valley Holiday DUI Task Force enforcement results). Arizona's DUI Enforcement Program mobilizes enforcement efforts where a high frequency of fatal and/or serious injury impaired driving collisions occur. GOHS requires each agency receiving DUI enforcement funds to conduct educational and public awareness campaigns in their respective communities. This programs funds 62 agencies.

Budget: $1,865,551.13

Evidence of Effectiveness: CTW, Chapter 1, Sections 2.1, and 2.2

Table 3.2 Impaired Driving Enforcement Program

Project Number	Agency	Amount	Source
2014-AL-001	Cochise County Sheriff's Office	$40,000.00	402
2014-AL-002	La Paz County Sheriff's Office	$35,000.00	402
2014-AL-003	Sierra Vista Police Department	$31,000.00	402
2014-AL-004	Marana Police Department	$30,000.00	402
2014-AL-005	Prescott Police Department	$27,000.00	402
2014-AL-006	Oro Valley Police Department	$25,000.00	402
2014-AL-007	Prescott Valley Police Department	$25,000.00	402
2014-AL-008	Douglas Police Department	$20,000.00	402
2014-AL-009	Flagstaff Police Department	$18,000.00	402
2014-AL-010	Flagstaff Police Department	$18,000.00	402
2014-AL-011	Maricopa Police Department	$18,000.00	402
2014-AL-012	University of Arizona Police Department	$17,000.00	402
2014-AL-013	Thatcher Police Department	$16,000.00	402
2014-AL-014	Arizona State University	$15,477.00	402
2014-AL-015	Yuma County Sheriff's Office	$15,000.00	402
2014-AL-016	Pima County Community College Public Safety	$15,000.00	402
2014-AL-017	Coolidge Police Department	$15,059.00	402
2014-AL-018	Cottonwood Police Department	$13,000.00	402
2014-AL-019	Mohave County Sheriff's Office	$12,000.00	402
2014-AL-020	Nogales Police Department	$12,000.00	402
2014-AL-021	Tolleson Police Department	$12,000.00	402
2014-AL-022	Navajo County Sheriff's Office	$10,000.00	402
2014-AL-023	El Mirage Police Department	$10,000.00	402
2014-AL-024	Globe Police Department	$8,836.00	402
2014-AL-025	Phoenix Fire Department	$8,000.00	402
2014-AL-026	Sahuarita Police Department	$8,000.00	402
2014-AL-027	Snowflake-Taylor Police Department	$8,000.00	402
2014-AL-028	Springerville Police Department	$8,000.00	402
2014-AL-029	Clifton Police Department	$7,500.00	402
2014-AL-030	St. Johns Police Department	$7,000.00	402

Project Number	Agency	Amount	Source
2014-AL-031	Greenlee County Sheriff's Office	$6,000.00	402
2014-AL-032	Safford Police Department	$6,957.13	402
2014-AL-033	Wickenburg Police Department	$5,000.00	402
2014-AL-034	Pinetop-Lakeside Police Department	$4,000.00	402
2014-AL-035	Jerome Police Department	$2,000.00	402
2014-AL-036	Williams Police Department	$1,750.00	402
2014-410-001	Maricopa County Sheriff's Office	$180,000.00	410
2014-410-002	Arizona Department of Public Safety	$121,837.00	410
2014-410-003	Mesa Police Department	$110,000.00	410
2014-410-004	Pima County Sheriff's Office	$100,000.00	410
2014-410-005	Phoenix Police Department	$82,500.00	410
2014-410-006	Tucson Police Department	$80,000.00	410
2014-410-007	Pinal County Sheriff's Office	$60,000.00	410
2014-410-008	Scottsdale Police Department	$60,000.00	410
2014-410-009	Gilbert Police Department	$50,000.00	410
2014-410-010	Glendale Police Department	$50,000.00	410
2014-410-011	Phoenix Police Department	$55,000.00	410
2014-410-012	Tempe Police Department	$50,000.00	410
2014-410-013	Salt River Pima Maricopa Indian Community	$42,000.00	410
2014-410-014	Chandler Police Department	$40,000.00	410
2014-410-015	Peoria Police Department	$40,000.00	410
2014-410-016	Arizona Department of Liquor Licenses and Control	$30,000.00	410
2014-410-017	Buckeye Police Department	$30,000.00	410
2014-410-018	Surprise Police Department	$30,000.00	410
2014-410-019	Kingman Police Department	$29,135.00	410
2014-410-020	Casa Grande Police Department	$20,000.00	410
2014-410-021	Goodyear Police Department	$20,000.00	410
2014-410-022	Maricopa County Sheriff's Office	$20,000.00	410
2014-410-023	Yavapai County Sheriff's Office	$16,500.00	410
2014-410-024	Gila River Indian Community Police Department	$10,000.00	410
2014-410-025	Camp Verde Marshall's Office	$8,000.00	410
Total		$1,865,551.13	

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.

Description: GOHS provides funding for equipment that supports and enhances impaired driving enforcement efforts. The equipment purchased includes 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 (Figure B.6 in Appendix B presents 2012 month-by-month blood alcohol, blood drug, and blood urine case statistics for Mesa, Arizona). PBTs are handheld instruments used in the field by law enforcement officers to indicate the presence of alcohol in suspected alcohol/drug 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. Twenty enforcement agencies will receive funding for equipment under this program.

Budget: $421,035.89

Evidence of Effectiveness: CTW, Chapter 1, Section 2.3

Table 3.3 Impaired Driving Enforcement Equipment Program

Project Number	Agency	Amount	Source
2014-AL-037	Yuma County Sheriff's Office	$27,000.00	402
2014-AL-038	Oro Valley Police Department	$24,000.00	402
2014-AL-039	Navajo County Sheriff's Office	$8,665.00	402
2014-AL-040	NAU Police Department	$7,271.00	402
2014-AL-041	Cottonwood Police Department	$3,275.00	402
2014-AL-042	Arizona State University Police Department	$2,490.00	402
2014-AL-043	Greenlee County Sheriff's Office	$1,314.89	402
2014-AL-044	Clifton Police Department	$6,367.00	402
2014-AL-045	Santa Cruz County Sheriff's Office	$500.00	402
2014-410-026	Mesa Police Department	$127,500.00	410
2014-410-027	Pima County Sheriff's Office	$56,879.00	410
2014-410-028	Salt River Pima Maricopa Indian Community	$54,000.00	410
2014-410-029	Apache County Sheriff's Office	$34,919.00	410
2014-410-030	Maricopa County Sheriff's Office	$43,976.00	410
2014-410-031	Tucson Police Department	$7,000.00	410
2014-410-032	Chandler Police Department	$14,743.00	410
2014-410-033	Gila River Pima Maricopa Indian Community	$1,136.00	410
Total		$421,035.89	

Project Title: Training Program

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

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 a successful consequently; Arizona provides training to law enforcement officials from other states and countries. Through FFY 2012, GOHS funded 94 DRE certification nights hosted by the Maricopa County Sheriff's Office for law enforcement officials from 15 other states, as well as two new DREs from Hong Kong with approximately 1,423 urine samples collected from subjects and more than 2,800 DRE training evaluations.

Arizona GOHS informational flyer.

During the last fiscal year, GOHS provided more than $150,000 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.

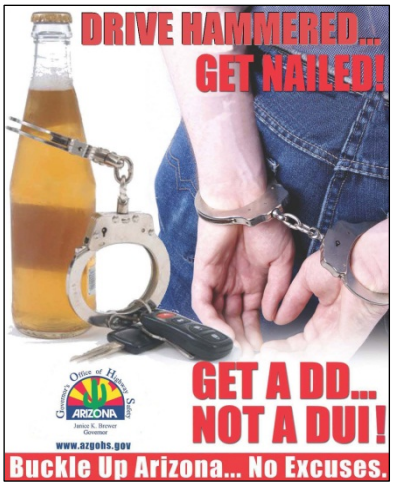
The increase in drugged driving arrests is most likely due to the focus on drugged driving recognition (DRE) training for law enforcement. DUI arrests increased more than 480 percent since 2008. The majority of law enforcement training in drugged driving recognition is through the advanced roadside impaired driving enforcement (ARIDE) course. This course targets NHTSA SFST certified officers. Approximately 1,145 law enforcement officers in Arizona have received ARIDE training since 2010. 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: $194,800.00

Evidence of Effectiveness: CTW, Chapter 1, Section 7.1

Table 3.4 Impaired Driving Training Program

Project Number	Agency	Amount	Source
2014-AL-516	GOHS – Judges Conference	$30,000	402
2014-AL-511	GOHS – Lifesavers Conference	$10,000	402
2014-410-500	GOHS – DRE/SFST Support	$100,000	410
2013-410-501	GOHS – Phlebotomy	$50,000	410
2014-410-034	Chandler Police Department Criminalist Training	$4,800	410
Total		$194,800	



Arizona GOHS advertisement.

Project Title: Traffic Safety Resource Prosecutor

Project Number: 2014-410-035

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 $111,438.50, is provided by the Arizona DUI Abatement Council.)

Budget: $111,438.50

Evidence of Effectiveness: CTW, Chapter 1, Section 3

Table 3.5 Traffic Safety Resource Prosecutor Program

Project Number	Agency	Amount	Source
2014-410-035	City of Phoenix Prosecutor's Office	$111,438.50	410
Total		$111,438.50	

Project Title: Impaired Driving Paid and Earned Media

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

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 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: $365,000.00

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
2014-AL-046	Arizona SADD	$50,000	402
2014-AL-047	MADD	$50,000	402
2014-410-523	GOHS – Mock Crash	$15,000	410

Project Number	Agency	Amount	Source
2014-AL-506	GOHS – Alcohol Survey	$10,000	402
2014-AL-500	GOHS – Public Safety Days	$20,000	402
2014-AL-504	GOHS – PI&E	$15,000	402
2014-AL-514	GOHS – Storage Unit	$5,000	402
2014-410-524	GOHS – Paid Media	$200,000	410
Total		$365,000	

Table 3.7 Impaired Driving Program Summary Budget

Program Area	Budget Amount
DUI Enforcement Program	$1,865,551.13
Impaired Driving Enforcement Equipment Program	$421,035.89
Training Program	$194,800.00
Traffic Safety Resource Prosecutor	$111,438.50
Impaired Driving Paid and Earned Media	$365,000.00
Total	$2,957,825.52

One of the 10 large DUI Processing Vehicles for blood and breath testing. There are another dozen smaller DUI Processing Vans around the State.

3.2 OCCUPANT PROTECTION PROGRAM OVERVIEW

According to 2011 FARS data, unrestrained fatalities decreased 6.81 percent from 2010 (235) to 2011 (219). 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, and other events.

Table 3.8 Performance Goals and Measures

Performance Goal	Performance Measure
To reduce the number of unrestrained vehicle occupant fatalities in all seating positions by 1.5 percent from the five-year average (2008-2012) of 269 to 265 in 2014.	Number of unrestrained vehicle occupant fatalities in all seating positions.
To maintain the statewide safety belt use rate for front seat occupants in passenger vehicles at the three-year average of 82.30 in 2014.	Percent of front seat vehicle occupants observed using safety belts.

Strategies

GOHS will implement six 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. Equipment to support enforcement efforts;
4. Training and education;
5. Public awareness campaigns; and
6. Program management.

Programs and Projects

Project Title: Safety Belt and Child Safety Seat Survey

Project Number: 2014-OP-515

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

Budget: $58,800

Evidence of Effectiveness: N/A

Table 3.9 Safety Belt Survey

Program Area	Agency	Amount	Source
2014-OP-515	GOHS Annual Safety Belt Survey	$58,800[a]	402

[a] This funding level may not be sufficient due to the changes in NHTSA's methodology requirements.

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.

Booster and Child Safety Seat Distribution.

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 2013. GOHS will determine these agencies in early January 2014. Seventeen agencies receive funding for occupant protection enforcement. Twenty additional agencies participate in enforcement campaigns using their own funding mechanisms.

Budget: $269,000

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
2014-OP-001	Phoenix Fire Department	$45,000	402
2014-OP-002	Tucson Police Department	$35,000	402
2014-OP-003	Chandler Police Department	$30,000	402
2014-OP-004	Pima County Sheriff's Office	$30,000	402
2014-OP-005	Arizona Department of Public Safety	$25,000	402
2014-OP-006	Tempe Police Department	$25,000	402
2014-OP-007	Glendale Police Department	$20,000	402
2014-OP-008	Chandler Fire Department	$15,000	402
2014-OP-009	Chandler Fire Department	$15,000	402
2014-OP-010	Florence Police Department	$4,000	402
2014-OP-011	Phoenix Police Department	$20,000	402
2014-OP-012	Sahuarita Police Department	$5,000	402
2014-OP-509	Click It or Ticket (CIOT) Enforcement Wave	$150,000	402
Total		$269,000	

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 eight agencies.

Budget: $39,718

Evidence of Effectiveness: CTW, Chapter 2, Section 7.2

Table 3.11 Occupant Protection Equipment Program

Project Number	Agency	Amount	Source
2014-OP-013	Maricopa Integrated Health System	$15,060	402
2014-OP-014	Apache County Public Health Services	$7,454	402
2014-OP-015	Coconino County Public Health Services District	$7,000	402
2014-OP-016	Sedona Fire District	$3,098	402
2014-OP-017	Chandler Fire District	$3,007	402
2014-OP-018	Florence Police Department	$2,500	402
2014-OP-019	Payson Police Department	$1,599	402
Total		$39,718	

Project Title: Training and Education

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 15 locations and is expanding to additional locations in FY 2014. 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: $97,500

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

Table 3.12 Occupant Protection Training Program

Project Number	Agency	Amount	Source
2014-OP-503	GOHS – CAPP Support	$50,000	402
2014-OP-501	GOHS – Public Safety Days	$20,000	402
2014-OP-505	GOHS – PI&E	$12,500	402
2014-OP-507	GOHS – Storage Unit	$5,000	402
2014-OP-510	Lifesaver Conference	$10,000	402
Total		$97,500	

Project Title: Occupant Protection Materials and Supplies

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

Description: This task provides funding to agencies to develop, print, and distribute occupant protection public information materials and supplies.

Budget: $29,012

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

Table 3.13 Occupant Protection Materials and Supplies

Program Area	Agency	Amount	Source
2014-OP-020	Tucson Medical Center	$10,500	402
2014-OP-021	Verde Valley Fire District	$7,110	402
2014-OP-022	Coconino County Public Health Services District	$7,000	402
2014-OP-023	Apache County Public Health Services	$4,402	402
Total		$29,012	

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 2014 *Buckle Up Arizona…It's the Law!/Click it or Ticket* campaign.

Budget: $70,000

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

Table 3.14 Occupant Protection Awareness Program

Program Area	Agency	Amount	Source
2014-OP-508	GOHS – CIOT Paid Media	$40,000	402
2014-OP-517	GOHS – Media	$30,000	402
Total		$70,000	

Project Title: Governor's Office of Highway Safety Program Administration

Project Number: 2014-OP-300

Description: GOHS personnel will administer and manage 402 Occupant Protection programs. Functions include writing, managing, and monitoring grants and contracts. GOHS personnel coordinate the activities and tasks outlined in the Highway Safety Plan and provide status reports and updates on project activity to the GOHS Director and others as required. GOHS personnel monitor project activity, prepare and maintain project documentation, and evaluate task accomplishments for their grant portfolio.

Budget: $37,502

Table 3.15 Occupant Protection Program Administration

Program Area	Agency	Amount	Source
2014-OP-300	GOHS Program Administration	$37,502	402

Table 3.16 Occupant Protection Program Summary Budget

Program Area	Budget Amount
GOHS Annual Safety Belt Survey	$58,800
Click It or Ticket (CIOT) Enforcement Wave	$150,000
Occupant Protection Law Enforcement	$269,000
Equipment and Child Safety Seats	$39,718
Training and Education	$97,500
Occupant Protection Materials and Supplies	$29,012
Governor's Office of Highway Safety Paid Media	$70,000
GOHS Program Administration	$37,502
Total	$751,532

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 ADOT and FARS data, in 2011 294 speed-related fatalities occurred, which constitutes a 12.22 percent increase from 2010. Speeding-related fatalities make up 35.64 percent of all traffic fatalities; however, the number is down from 2006 (584), which likely is due to fewer vehicle miles traveled and stronger law enforcement.

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. GOHS has funded an effective program with the Phoenix Police Department to reduce red light running (*Brake on Yellow: Stop on Red*). 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 3.17 Performance Goals and Measures

Performance Goal	Performance Measure
To decrease the number of speeding-related fatalities by 7.9 percent from the five-year average (2008-2012) of 303 to 279 in 2014.	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 37 law enforcement agencies.

Budget: $754,763

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Table 3.18 Speeding, Aggressive Driving, and Red Light Running Enforcement Program

Program Area	Agency	Amount	Source
2014-PT-001	Arizona Department of Public Safety	$153,072	402
2014-PT-002	Tucson Police Department	$70,000	402
2014-PT-003	Tempe Police Department	$65,000	402
2014-PT-004	Mesa Police Department	$50,000	402
2014-PT-005	Gilbert Police Department	$40,000	402
2014-PT-006	Phoenix Police Department	$40,000	402
2014-PT-007	Maricopa County Sheriff's Office	$25,000	402

Program Area	Agency	Amount	Source
2014-PT-008	Pima County Sheriff's Office	$25,000	402
2014-PT-009	Pinal County Sheriff's Office	$25,000	402
2014-PT-010	Yuma County Sheriff's Office	$25,000	402
2014-PT-011	Glendale Police Department	$20,000	402
2014-PT-012	Marana Police Department	$20,000	402
2014-PT-013	Peoria Police Department	$17,611	402
2014-PT-014	Sedona Police Department	$15,840	402
2014-PT-015	Mohave County Sheriff's Office	$12,000	402
2014-PT-016	Prescott Police Department	$12,000	402
2014-PT-017	Santa Cruz County Sheriff's Office	$12,000	402
2014-PT-018	Navajo County Sheriff's Office	$10,000	402
2014-PT-019	Nogales Police Department	$10,000	402
2014-PT-020	Prescott Valley Police Department	$10,000	402
2014-PT-021	Safford Police Department	$10,000	402
2014-PT-022	Yavapai County Sheriff's Office	$8,500	402
2014-PT-023	Quartzsite Police Department	$8,000	402
2014-PT-024	Cottonwood Police Department	$8,000	402
2014-PT-025	Florence Police Department	$8,000	402
2014-PT-026	Salt River Pima Maricopa Indian Community	$8,000	402
2014-PT-027	Springerville Police Department	$8,000	402
2014-PT-028	St. Johns Police Department	$7,000	402
2014-PT-029	Pinetop-Lakeside Police Department	$6,000	402
2014-PT-030	Payson Police Department	$5,000	402
2014-PT-031	Globe Police Department	$4,000	402
2014-PT-032	Thatcher Police Department	$4,000	402
2014-PT-033	Coolidge Police Department	$3,104	402
2014-PT-034	Eagar Police Department	$2,500	402
2014-PT-035	Kingman Police Department	$2,270	402
2014-PT-036	Sahuarita Police Department	$2,116	402
2014-PT-037	Williams Police Department	$1,750	402
2014-PT-038	Jerome Police Department	$1,000	402
Total		$754,763	

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 26 law enforcement agencies.

Budget: $435,687.18

Evidence of Effectiveness: CTW, Chapter 3, Section 2.3

Table 3.19 Speeding, Aggressive Driving, and Red Light Running Equipment Program

Program Area	Agency	Amount	Source
2014-PT-039	Arizona Department of Public Safety	$64,324.50	402
2014-PT-040	Avondale Police Department	$10,284.00	402
2014-PT-041	Glendale Police Department	$60,311.05	402
2014-PT-042	Florence Police Department	$23,591.40	402
2014-PT-043	Florence Police Department	$9,973.00	402
2014-PT-044	Maricopa County Sheriff's Office	$29,793.00	402
2014-PT-045	Tempe Police Department	$24,972.00	402
2014-PT-046	Sierra Vista Police Department	$23,857.00	402
2014-PT-047	Chandler Police Department	$17,681.50	402
2014-PT-048	Phoenix Police Department	$17,126.00	402
2014-PT-049	Casa Grande Police Department	$16,435.00	402
2014-PT-050	Gilbert Police Department	$10,284.00	402
2014-PT-051	Gilbert Police Department	$6,455.23	402
2014-PT-052	Maricopa Police Department	$13,956.00	402
2014-PT-053	Peoria Police Department	$12,119.00	402
2014-PT-054	Bullhead City Police Department	$10,335.00	402
2014-PT-055	El Mirage Police Department	$10,066.00	402
2014-PT-056	Benson Police Department	$8,334.00	402
2014-PT-057	Snowflake Taylor Police Department	$6,744.00	402
2014-PT-058	Navajo County Sheriff's Office	$6,492.50	402
2014-PT-059	Coolidge Police Department	$6,046.00	402
2014-PT-060	Glendale Police Department	$5,000.00	402
2014-PT-061	Cottonwood Police Department	$4,682.00	402

Program Area	Agency	Amount	Source
2014-PT-062	Payson Police Department	$4,680.00	402
2014-PT-063	Camp Verde Marshall's Office	$4,500.00	402
2014-PT-064	Gila River Indian Community Police Department	$3,249.00	402
2014-PT-065	Eagar Police Department	$2,520.00	402
2014-PT-066	Santa Cruz Sheriff's Office	$2,500.00	402
2014-PT-067	Sahuarita Police Department	$2,116.00	402
2014-PT-068	San Luis Police Department	$17,260.00	402
Total		$435,687.18	

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: This project provides funding for paid media and materials and supplies for use in public education and awareness campaigns on speeding and aggressive driving.

Budget: $17,222

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

Table 3.20 Speeding, Aggressive Driving, and Red Light Running Awareness Program

Program Area	Agency	Amount	Source
2014-PT-519	GOHS Paid Media	$15,000	402
2014-PT-069	Surprise Police Department	$2,222	402
Total		$17,222	

Project Title: Training for project and program staff at the annual Lifesavers Conference

Project Number: 2014-PT-512

Description: GOHS will provide training support for project and program staff travel to attend the annual Lifesavers Conference

Budget: $10,000

Evidence of Effectiveness: N/A

Table 3.21 Speeding, Aggressive Driving, and Red Light Running Training Program

Program Area	Agency	Amount	Source
2014-PT-512	GOHS – Lifesavers Conference	$10,000	402

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

Project Number: 2014-PT-502

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

Budget: $12,000

Evidence of Effectiveness: N/A

Table 3.22 Speeding, Aggressive Driving, and Red Light Running Survey

Program Area	Agency	Amount	Source
2014-PT-502	GOHS Survey	$12,000	402
Total		$12,000	

Project Title: Governor's Office of Highway Safety Program Administration

Project Number: 2014-PT-300

Description GOHS personnel will administer and manage Selective Traffic Enforcement Programs. Functions include writing, managing, and monitoring grants and contracts. GOHS personnel coordinate the activities and tasks outlined in the Highway Safety Plan and provide status reports and updates on project activity to the GOHS Director and others as required. GOHS personnel monitor project activity, prepare and maintain project documentation, and evaluate task accomplishments for their grant portfolio.

Budget: $143,055

Table 3.23 Speeding, Aggressive Driving, and Red Light Running Program Administration

Program Area	Agency	Amount	Source
2014-PT-300	GOHS – Program Administration	$143,055	402

Table 3.24 Speeding, Aggressive Driving, Red Light Running Program Summary Budget

Program Area	Budget Amount
Law Enforcement Overtime	$754,763.00
Law Enforcement Equipment	$435,687.18
Materials and Support for Public Information and Media Campaigns	$17,222.00
Lifesavers Conference	$10,000.00
GOHS Annual Survey to Track Public Attitudes and Behaviors	$12,000.00
Governor's Office of Highway Safety Program Administration	$143,055.00
Total	$1,372,727.18

3.4 MOTORCYCLE SAFETY PROGRAM OVERVIEW

According to 2011 FARS data, motorcycle fatalities increased from 91 in 2010 to 136 in 2011 or 49.45 percent. GOHS provides funding for public awareness campaigns focused on motorcyclist behavior, as well as information for the driving public, e.g., reminders to watch for and be careful around motorcycles. The Arizona Motorcycle Safety Council (AMSAC) is established by statute and comprised of five members appointed by the Governor. It is housed at GOHS and provides input on the prevalent issues at the time of each meeting. Supplemental state funding is derived from fees paid at the time of motorcycle registration, which provides for paid media and other awareness activities, such as training and safety materials.

According to FARS, motorcycle registrations increased 30.97 percent from 2010 (136,620) to 2011 (178,928); however, the fatality rate per 10,000 registered motorcycles involving riders with a BACs equal to or greater than 0.08 was reduced. This apparent anomaly is likely due to the increased number of registered motorcycles.

Table 3.25 Performance Goals and Measures

Performance Goal	Performance Measure
To decrease the number of motorcycle fatalities slightly from the 2012 level of 139 to 136 in 2014.	Number of motorcycle fatalities.
To maintain the number of unhelmeted motorcycle fatalities at the five-year average (2008-2012) of 65 in 2014.	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.

Programs and Projects

Project Title: Motorcycle Helmet Survey

Project Number: 2014-MC-520

Description: This task provides funding for GOHS' annual survey measuring the use of motorcycle helmets. This survey is conducted as part of GOHS' annual seatbelt survey.

Budget: $11,200

Evidence of Effectiveness: N/A

Table 3.26 Motorcycle Helmet Survey

Project Number	Agency	Amount	Source
2014-MC-520	GOHS Annual Motorcycle Helmet Survey	$11,200	402

Project Title: Motorcycle Enforcement

Project Number: Two 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 conform to the traffic laws. These agencies conduct targeted enforcement focusing on speeding, illegal lane changes, and licensing issues.

Budget: $24,869

Evidence of Effectiveness: CTW, Chapter 5, Section 2.1

Table 3.27 Motorcycle Enforcement Program

Project Number	Agency	Amount	Source
2014-MC-001	Phoenix Police Department	$17,000	402
2014-2010-001	Peoria Police Department	$7,869	2010
Total		$24,869	

Project Title: Motorcycle Safety Awareness Activities

Project Number: One project number is included under this strategy to provide consistency with GTS and the Arizona accounting system.

Description: GOHS will develop and implement paid and earned awareness and media campaigns to promote public awareness of 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.

Budget: $200,000

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

Table 3.28 Motorcycle Awareness Program

Project Number	Agency	Amount	Program Area
2014-2010-521	GOHS Paid Media	$200,000	2010
Total		$200,000	

Table 3.29 Motorcycle Safety Program Summary Budget

Program Area	Budget Amount
Motorcycle Helmet Survey	$11,200
Motorcycle Enforcement	$24,869
Motorcycle Safety Awareness Activities	$200,000
Total	$236,069

3.5 TRAFFIC RECORDS PROGRAM OVERVIEW

The goal of Arizona's Traffic Records program is to ensure GOHS, ADOT, and the law enforcement community 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. During the past year, 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.

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

Description: The purpose of this task is to provide Toughbook Tablets and e-Citation Devices to law enforcement agencies.

Budget: $61,170.84

Evidence of Effectiveness: N/A

Table 3.30 Traffic Records Data Collection Equipment Program

Program Area	Agency	Amount	Source
2014-TR-001	Show Low Police Department	$27,000.00	402
2014-TR-002	Avondale Police Department	$19,572.84	402
2014-TR-003	Sahuarita Police Department	$14,598.00	402
Total		$61,170.84	

Project Title: Data Collection, Evaluation, and Analysis

Project Number: 2014-408-001

Description: This task provides funding to the Arizona Department of Transportation's Motor Vehicle Division to manage projects relating to the collection, evaluation and analysis of traffic data throughout the State of Arizona.

Budget: $500,000

Evidence of Effectiveness: N/A

Table 3.31 Traffic Records Data Collection, Evaluation, and Analysis

Program Area	Agency	Amount	Source
2014-408-001	Arizona Department of Transportation MVD	$500,000	405c

Project Title: GOHS Program Administration

Project Number: One project number is included under this strategy to provide consistency with GTS and the Arizona accounting system.

Description: GOHS personnel administer and manage the 402 Traffic Records program. Functions include writing, managing, and monitoring grants and contracts. GOHS personnel coordinate the activities and tasks 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, prepare and maintain project documentation and evaluate task accomplishments for grant portfolio. Funding supports personnel services, employee-related expenses, and other operating expenses for the GOHS grant manager and grant project coordinators.

Budget: $5,591

Table 3.32 Traffic Records Program Administration

Project Number	Agency	Amount	Source
2014-TR-300	GOHS Program Administration	$5,591	402

Table 3.33 Traffic Records Program Summary Budget

Program Area	Budget Amount
Data Collection Equipment	$61,170.84
Data Collection, Evaluation, and Analysis	$500,000.00
GOHS Program Administration	$5,591.00
Total	$566,761.84

3.6 CRASH INVESTIGATION PROGRAM OVERVIEW

GOHS provides funding to support three strategies related to the Vehicular Crime Unit investigation of crashes with potential for identifying criminal charges.

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

Programs and Projects

Project Title: Enforcement Overtime for Crash Investigations

Project Number: 2014-AI-001

Description: This project provides overtime funding to the Maricopa County Sheriff's Office for crash investigations.

Budget: $20,000

Evidence of Effectiveness: N/A

Enforcement Overtime

Table 3.34 Crash Investigation Enforcement Program

Project Number	Agency	Amount	Source
2014-AI-001	Maricopa County Sheriff's Office	$20,000	402
Total		$20,000	

Project Title: Crash Investigation Equipment

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

Description: This project supports equipment purchases for crash investigation units, such as, crash mapping and CDR software, AIMS units, Nikkon total station units, and one GPS unit.

Budget: $26,925

Evidence of Effectiveness: N/A

Table 3.35 Crash Investigation Equipment Program

Project Number	Agency	Amount	Source
2014-AI-002	Phoenix Police Department	$14,855	402
2014-AI-003	Tucson Police Department	$5,095	402
2014-AI-004	Coolidge Police Department	$6,975	402
Total		$26,925	

Project Title: Crash Investigation Training

Project Number: Three 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.

Budget: $29,620

Evidence of Effectiveness: N/A

Table 3.36 Crash Investigation Training Program

Project Number	Agency	Amount	Source
2014-AI-005	Phoenix Police Department	$6,000	402
2014-AI-006	Tucson Police Department	$5,490	402
2014-AI-007	Coolidge Police Department	$572	402
2014-AI-008	Tempe Police Department	$17,558	402
Total		$29,620	

Table 3.37 Crash Investigation Program Summary Budget

Program Area	Budget Amount
Enforcement Overtime for Crash Investigations	$20,000
Crash Investigation Equipment	$26,925
Crash Investigation Training	$29,620
Total	$76,545

3.7 EMERGENCY MEDICAL SERVICES PROGRAM OVERVIEW

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

Strategies

The strategies utilized are twofold:

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

Programs and Projects

Project Title: Crash Extrication 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 extrication equipment purchases, including Power Units, Hydraulic Pumps, Combination tools (Jaws of Life), rescue struts, and cribbing.

Budget: $98,303.35

Evidence of Effectiveness: N/A

Table 3.38 Crash Extrication Equipment Program

Project Number	Agency	Amount	Source
2014-EM-001	Arivaca Fire District	$25,000.00	402
2014-EM-002	Yuma Fire Department	$15,215.00	402
2014-EM-003	Flagstaff Fire District	$13,006.50	402
2014-EM-004	Ponderosa Fire District	$14,831.85	402
2014-EM-005	Sun Lakes Fire District	$9,751.00	402
2014-EM-006	Highlands Fire District	$4,694.00	402
2014-EM-007	Peeples Valley Fire District	$9,581.00	402
2014-EM-008	Fry Fire District	$6,224.00	402
Total		$98,303.35	

Project Title: Crash Extrication Training

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

Description: This project supports training on the proper use of the crash extrication equipment.

Budget: $10,424.85

Evidence of Effectiveness: N/A

Table 3.39 Crash Extrication Training Program

Project Number	Agency	Amount	Source
2014-EM-009	Pinewood Fire District	$4,990.00	402
2014-EM-010	Congress Fire District	$1,566.00	402
2014-EM-011	Black Canyon Fire District	$2,091.00	402
Total		$8,647.00	

Table 3.40 Emergency Medical Services Program Summary Budget

Program Area	Budget Amount
Extrication Equipment Purchases	$98,303.35
Extrication Equipment Training	$8,647.00
Total	$106,950.35

3.8 PEDESTRIAN AND BICYCLE SAFETY PROGRAM OVERVIEW

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

Table 3.41 Performance Goals and Measures

Performance Goal	Performance Measure
To decrease the number of crash fatalities among pedestrians from the five-year average (2008-2012) of 133 to 131 in 2014.	Number of pedestrian fatalities.

Strategies

The four strategies supporting this program include:

3. Enforcement;
4. Equipment;
5. Education and awareness services; and
6. Signage to protect pedestrians and bicyclists.

Programs and Projects

Project Title: Pedestrian and Bicycle Safety Enforcement Program

Project Number: Multiple 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. The Rio Rico Fire Districts provides community information on bicycle safety and distribute bicycle helmets.

Budget: $103,270

Evidence of Effectiveness: N/A

Table 3.42 Pedestrian and Bicycle Safety Enforcement Program

Project Number	Agency	Amount	Source
2014-PS-001	Pima County Sheriff's Office	$25,000	402
2014-PS-002	Phoenix Police Department	$27,000	402
2014-PS-003	Tucson Police Department	$12,000	402
2014-PS-004	Yuma County Sheriff's Office	$12,000	402

2014-PS-005	Drexel Heights Fire District	$2,975	402
2014-PS-006	Rio Rico Fire District	$4,488	402
2014-PS-007	Phoenix Fire Department	$7,000	402
2014-PS-008	Northern Arizona Police Department	$5,891	402
2014-PS-009	Rio Rico Fire District	$3,409	402
2014-PS-010	University of Arizona Police Department	$3,507	402
Total		$103,270	

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: $39,691

Evidence of Effectiveness: N/A

Table 3.43 Pedestrian and Bicycle Safety Awareness Program

Project Number	Agency	Amount	Source
2014-PS-011	Phoenix Fire Department	$11,860	402
2014-PS-012	Peoria Police Department	$9,083	402
2014-PS-013	Maricopa Integrated Health System	$4,950	402
2014-PS-014	Sahuarita Police Department	$1,298	402
2014-PS-518	GOHS – PI&E	$12,500	402
Total		$39,691	

Project Title: Roadway Safety Signs and Materials

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

Description: This task funds materials and supplies for school signs, bike to school helmets, reflective arm/leg banks, literature, pedestrian and bicycle safety electronic applications, and buckle up signs, bus and light rail transit wraps, and other roadway language signs.

Budget: $60,240

Evidence of Effectiveness: N/A

Table 3.44 Pedestrian and Bicycle Safety Roadway Signs and Materials

Project Number	Agency	Amount	Source
2014-RS-001	Phoenix Street Transportation	$47,500	402
2014-RS-002	Pima County Department of Transportation	$12,740	402
Total		$60,240	

Table 3.45 Pedestrian and Bicycle Safety Program Summary Budget

Program Area	Budget Amount
Pedestrian and Bicycle Safety Enforcement Program	$103,270
Pedestrian and Bicycle Community Education and Awareness	$39,691
Roadway Safety Signs and Materials	$60,240
Total	$203,201

3.9 PLANNING AND ADMINISTRATION PROGRAM OVERVIEW

The Program Administration and 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 the GOHS is responsible for Arizona's Highway Safety Program and serves as the Governor's Highway Safety Representative.

Table 3.46 Performance Goals and Measures

Performance Goal	Performance Measure
To efficiently and effectively manage Arizona's Highway Safety Program	Required program and financial deadlines
Prepare GOHS 2014 Annual Report	Submitted to Region 9 December 31, 2014
Closeout 2014 Highway Safety Program and move unexpended funds into 2015 Highway Safety Plan	Submitted to Region 9 December 31, 2014

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, 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.

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: $982,917

Table 3.49 shows the cost summary for GOHS program administration.

Table 3.47 Program Administration Cost Summary

Project Number	Program	Amount	Source
2014-PA-200	Planning and Administration	$340,000	402-PA
2014-AI-300	Accident Investigation	$16,672	402-AI
2014-AL-300	Impaired Driving	$108,050	402-AL
2014-410-300	Impaired Driving and Arizona Impaired Driving Coordinator	$111,000	410
2014-EM-300	Emergency Medical Services	$9,760	402-EM
2014-164-300	Section 164	$190,967	164
2014-OP-300	Occupant Protection	$37,502	402-OP
2014-PS-300	Pedestrian/Bicycle Safety	$15,070	402-PS
2014-PT-300	Police Traffic Services	$143,055	402-PT
2014-RS-300	Roadway Safety	$5,250	402-RS
2014-TR-300	Traffic Records	$5,591	402-TR
Total		$982,917	

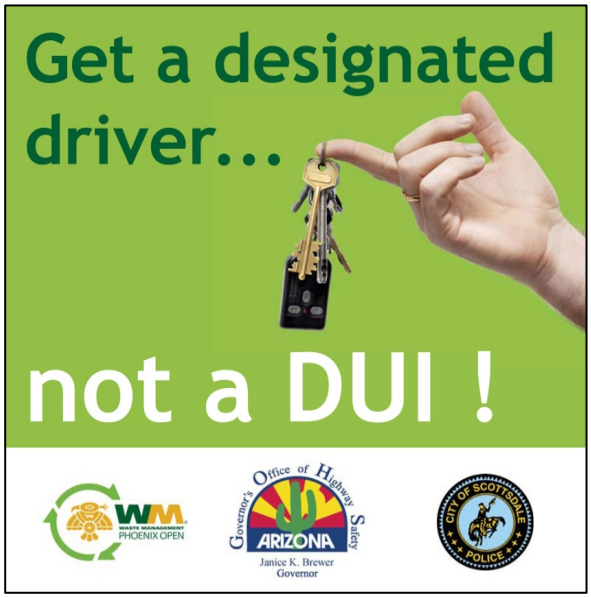
3.10 NHTSA EQUIPMENT APPROVAL

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

Table 3.48 Equipment Program in Excess of $5,000.00 for NHTSA Approval

Project Number	Agency	Equipment	Amount	Source
2014-410-028	Salt River Pima Maricopa Indian Community	(2) Motorcycles with Police Package	$54,000.00	410
2014-410-029	Apache County Sheriff's Office	(1) Motorcycle with Police Package	$34,919.00	410
2014-410-032	Chandler Police Department	Drager Drug Test Analyzer	$5,236.00	410
2014-410-030	Maricopa County Sheriff's Office	Drager Drug Test Analyzer	$5,236.00	410
2014-AL-037	Yuma County Sheriff's Office	(1) Motorcycle with Police Package	$27,000.00	402-AL
2014-AL-038	Oro Valley Police Department	(1) Motorcycle with Police Package	$24,000.00	402-AL
2014-AI-002	Phoenix Police Department	Collision Investigation Equipment	$14,855.00	402-AI
2014-AI-004	Coolidge Police Department	Crash Data Retrieval System	$6,975.00	402-AI
2014-AI-003	Tucson Police Department	Traffic Investigation Equipment Vericom Friction and Performance Computer Standardized Reconstructionist Package	$5,095.00	402-AI
2014-EM-001	Arivaca Fire Department	Crash Stabilization Equipment	$25,000.00	402-EM
2014-EM-003	Flagstaff Fire Department	Crash Extrication Equipment	$13,006.50	402-EM
2014-EM-004	Ponderosa Fire District	Crash Extrication Equipment	$12,963.00	402-EM
2014-EM-002	Yuma Fire Department	Crash Extrication Equipment	$15,215.00	402-EM
2014-EM-005	Sun Lakes Fire District	Crash Extrication Equipment	$9,751.00	402-EM
2014-EM-007	Peeples Fire District	Crash Extrication Equipment	$6,581.00	402-EM

Project Number	Agency	Equipment	Amount	Source
2014-EM-008	Fry Fire District	Crash Extrication Equipment	$6,224.00	402-EM
2014-PT-046	Sierra Vista Police Department	(1) Motorcycle with Police Package	$23,857.00	402-PT
2014-PT-050	Gilbert Police Department	(1) Speed Radar Trailer	$10,284.00	402-PT
2014-PT-055	El Mirage Police Department	(1) Mobile Digital Speed Trailer	$10,066.00	402-PT
2014-PT-043	Florence Police Department	(1) Speed Radar Trailer	$9,973.00	402-PT
2014-PT-040	Avondale Police Department	(1) Speed Enforcement Trailer	$8,150.00	402-PT
2014-PT-041	Glendale Police Department	Emergency Lighting for Aggressive Driving Vehicle	$5,000.00	402-PT
2014-RS-002	Pima County Department of Transportation	(2) Pole Mount Radar Speed Display Sign and Related Equipment	$12,740.00	402-RS
2014-TR-002	Avondale Police Department	(4) Handheld Electronic Citation unit	$19,572.84	402-TR
Total			$365,699.34	



Sign created for the Waste Management Phoenix Open golf tournament.

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. In addition, GOHS provide funding for paid media in the speeding and aggressive driving and motorcycle safety program areas. The following table shows the amount and distribution of these funds.

Table 3.49 Paid Advertising Summary

Project Number	Agency	Amount	Source
2014-410-524	GOHS Paid Media	$200,000	410
2014-OP-508	GOHS CIOT	$40,000	402
2014-2010-521	GOHS Paid Media	$200,000	2010
Total		$440,000	

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.

Maricopa Police Department mock crash.

3.12 164 TRANSFER FUNDS PROGRAM OVERVIEW

GOHS currently is implementing a large §164 program submitted on April 4, 2013 and subsequently approved by NHTSA. The program supports comprehensive alcohol impaired driving enforcement efforts throughout Arizona. Specific funding items include overtime for high-visibility enforcement efforts, DUI saturation patrols, and checkpoints; employee-related expenses; equipment; materials; and program management. The §164 funds are supplemented by §410 HF and HV carry forward funds. A summary budget is presented in Table 3.50.

Table 3.50 Transfer Funds Program Summary

FFY 2013 HSP Expenditures – 164 Enforcement Program	
Program Area	Amount
164	$5,189,296.81
GOHS Program Administration – 164	$190,966.68
GOHS Media – 164	$710,475.00
410 HF	$181,737.00
410 HV	$631,250.23
Total HSP 164/410 Funding	$6,903,725.72

Note: Some agencies agreed to provide their own funding to supplement equipment purchases. The total law enforcement agency contribution is $160,317.00.

The contract approval decisions came in early FFY 2013 but as of June 24, 2013 NHTSA has not released the funding into GTS; hence, it is unlikely all the funds will be expended by the end of the fiscal year, especially the equipment purchases. GOHS will revise and resubmit the contracts in November 2013 after FFY is closed out. Arizona missed out in enforcement of Alcohol DUI laws on holiday weekends like Cinco de Mayo, Memorial Day, and 4th of July.

Judge Mike Reagan and Maricopa County Attorney Bill Montgomery at a DUI deployment event in Scottsdale.

4.0 Performance Report

Table 4.1 shows Arizona's progress in meeting the national core performance measures identified in the FFY 2013 HSP. The end date for each performance target, which is December 31, 2013, has been omitted from the figure below for conciseness of presentation.

Figure 4.1 Progress in Meeting FFY 2013 Performance Targets

Core Performance Measured	FFY 2013 Performance Targets	2008	2009	2010	2011	2012[a]	5-Year Average	2013 Target
Outcome Measures								
Fatalities	Decrease 7% from 798 (2009-2011 average) to 742	938	806	759	825	823	830	742
Serious Traffic Injuries[a]	Decrease 10% from 50,246 (2009-2011 average) to 45,221	56,009	50,786	50,421	49,710	49,646	51,314	45,221
Fatalities/100M VMT	Decrease 5% from 1.33 (2009-2011 average) to 1.26	1.52	1.31	1.26			1.44	1.26
Unrestrained Passenger Vehicle Occupant Fatalities	Decrease from 252 (2009-2011 average) to 232	330	248	235	219	313	269	232
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	Decrease (no numerical target set)	262	218	206	215	281	236	–
Speeding-Related Fatalities	Decrease 10% from 253 (2009-2011 average) to 228	389	293	262	294	279	303	228
Total Motorcycle Fatalities	Decrease 2% from 116 (2009-2011 average) to 114	141	121	91	136	139	126	114
Unhelmeted Motorcycle Fatalities	Decrease 4% from 62 (2009-2011 average) to 60	68	66	50	73	66	65	60
Drivers Age 20 or Younger in Fatal Crashes	Decrease 10% from 104 (2009-2011 average) to 94	153	95	79	116	97	108	94
Pedestrian Fatalities	Decrease 8% from 139 (2009-2011 average) to 128	121	118	145	147	132	133	128
Behavior Measure								
Percent Observed Belt Use for Passenger Vehicles	Increase 1% from 82.2% (2010-2012 average) to 83.2	79.9%	80.8%	81.8%	82.9%	82.2%	81.5%	83.2%
Activity Measures								
Number of Seat Belt Citations Issued	Target not required	1,132	3,323	5,409	21,828	28,778	12,094	n/a
Number of Impaired Driving Arrests Made	Target not required	10,409	14,154	19,353	31,561	30,548	21,205	n/a
Number of Other Citations (including speed) Issued[b]	Target not required	43,846	73,600	99,833	331,269	349,703	179,650	n/a

Sources: Fatality Analysis Reporting System (all 2008 through 2011 data except injuries); ADOT for traffic injury data and all 2012 data; GOHS Reporting System.

Notes: [a] Five-Year Average is for 2008 through 2012, except for the fatality rate which is the 5-year average of years 2007 through 2011.

[b] In 2012 there were 349,703 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 arrest data and a portion of the recent increase in the number of citations is due a greater proportion of citations being recorded in the GOHS web site tracking system.

5.0 Cost Summary

Highway Safety Plan Transaction

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State: Arizona

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

Highway Safety Plan Transaction

2014-HSP-1

Posted: 06/14/2013

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	1	Plan	PA-2014-PA-00-00		$194,661.03	$623,930.35	$.00	$.00
Planning and Administration Total					**$194,661.03**	**$623,930.35**	**$.00**	**$.00**
Alcohol								
	2	Plan	AL-2014-AL-00-00		$143,122.50	$1,152,775.97	$209,070.00	$794,443.13
Alcohol Total					**$143,122.50**	**$1,152,775.97**	**$209,070.00**	**$794,443.13**
Emergency Medical Services								
	3	Plan	EM-2014-EM-00-00		$16,747.27	$140,180.43	$19,174.00	$63,741.77
Emergency Medical Services Total					**$16,747.27**	**$140,180.43**	**$19,174.00**	**$63,741.77**
Motorcycle Safety								
	4	Plan	MC-2014-MC-00-00		$2,594.79	$22,282.07	$2,408.00	$9,743.03
Motorcycle Safety Total					**$2,594.79**	**$22,282.07**	**$2,408.00**	**$9,743.03**
Occupant Protection								
	5	Plan	OP-2014-OP-00-00		$62,605.77	$423,005.43	$172,704.00	$238,283.77
Occupant Protection Total					**$62,605.77**	**$423,005.43**	**$172,704.00**	**$238,283.77**
Pedestrian/Bicycle Safety								
	6	Plan	PS-2014-PS-00-00		$22,463.48	$170,996.53	$42,748.00	$85,498.21
Pedestrian/Bicycle Safety Total					**$22,463.48**	**$170,996.53**	**$42,748.00**	**$85,498.21**
Police Traffic Services								
	7	Plan	PT-2014-PT-00-00		$184,207.96	$1,561,109.31	$191,675.00	$701,113.72
Police Traffic Services Total					**$184,207.96**	**$1,561,109.31**	**$191,675.00**	**$701,113.72**
Traffic Records								
	8	Plan	TR-2014-TR-00-00		$11,746.64	$93,633.19	$18,139.00	$44,708.88

https://gts.nhtsa.gov/GTS/reports/new_report1.asp?report=1&transid=56376&summary=no&numperpage=24 6/14/2013

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

State: Arizona

Highway Safety Plan Transaction

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
Traffic Records Total					**$11,746.64**	**$93,633.19**	**$18,139.00**	**$44,708.88**
Accident Investigation								
	9	Plan	AI-2014-AI-00-00		$15,866.89	$100,328.29	$50,649.00	$60,390.92
Accident Investigation Total					**$15,866.89**	**$100,328.29**	**$50,649.00**	**$60,390.92**
Roadway Safety								
	10	Plan	RS-2014-RS-00-00		$9,342.92	$78,957.17	$9,943.00	$35,560.07
Roadway Safety Total					**$9,342.92**	**$78,957.17**	**$9,943.00**	**$35,560.07**
NHTSA 402 Total					***$663,359.25***	***$4,367,198.74***	***$716,510.00***	***$2,033,483.50***
408 Data Program SAFETEA-LU								
	14	Plan	K9-2014-K9-00-00		$843,276.25	$.00	$574,621.00	$.00
408 Data Program Incentive Total					**$843,276.25**	**$.00**	**$574,621.00**	**$.00**
408 Data Program SAFETEA-LU Total					***$843,276.25***	***$.00***	***$574,621.00***	***$.00***
410 Alcohol SAFETEA-LU								
	11	Plan	K8-2014-K8-00-00		$745,602.83	$2,000,000.00	$236,808.50	$1,500,000.00
410 Alcohol SAFETEA-LU Total					**$745,602.83**	**$2,000,000.00**	**$236,808.50**	**$1,500,000.00**
410 Alcohol SAFETEA-LU Total					***$745,602.83***	***$2,000,000.00***	***$236,808.50***	***$1,500,000.00***
410 High Fatality Rate								
	12	Plan	K8FR-2014-HF-00-00		$49,003.20	$.00	$35,752.40	$35,000.00
410 High Fatality Rate Total					***$49,003.20***	***$.00***	***$35,752.40***	***$35,000.00***
410 High Visibility								
	13	Plan	K8HV-2014-HV-00-00		$17,000.00	$.00	$50,000.00	$50,000.00
410 High Visibility Total					***$17,000.00***	***$.00***	***$50,000.00***	***$50,000.00***
2010 Motorcycle Safety								
	15	Plan	K6-2014-K6-00-00		$306,534.00	$106,534.00	$.00	$.00

State: Arizona

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
2010 Motorcycle Safety Incentive Total					**$306,534.00**	**$106,534.00**	**$.00**	**$.00**
2010 Motorcycle Safety Total					***$306,534.00***	***$106,534.00***	***$.00***	***$.00***
MAP 21 405c Data Program								
	17	Plan	M3DA-2014-MT-00-00		$125,000.00	$500,000.00	$.00	$.00
405c Data Program Total					**$125,000.00**	**$500,000.00**	**$.00**	**$.00**
MAP 21 405c Data Program Total					***$125,000.00***	***$500,000.00***	***$.00***	***$.00***
MAP 21 405d Impaired Driving Mid								
	16	Plan	M5OT-2014-OT-00-00		$670,000.00	$2,000,000.00	$.00	$.00
405d Mid Other Based on Problem ID Total					**$670,000.00**	**$2,000,000.00**	**$.00**	**$.00**
MAP 21 405d Impaired Driving Mid Total					***$670,000.00***	***$2,000,000.00***	***$.00***	***$.00***
MAP 21 405f Motorcycle Programs								
	18	Plan	M9MT-2014-MT-00-00		$.00	$200,000.00	$.00	$.00
405f Motorcyclist Training Total					**$.00**	**$200,000.00**	**$.00**	**$.00**
MAP 21 405f Motorcycle Programs Total					***$.00***	***$200,000.00***	***$.00***	***$.00***
Total					***$3,419,775.53***	***$9,173,732.74***	***$1,613,691.90***	***$3,618,483.50***
NHTSA Total					***$3,419,775.53***	***$9,173,732.74***	***$1,613,691.90***	***$3,618,483.50***

6.0 State Certifications and Assurances

APPENDIX A TO PART 1200 –
CERTIFICATION AND
ASSURANCES

FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: **Arizona** Fiscal Year: **2014**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments; and
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs.

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Co m pensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; f) the Drug

Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- Establishing a drug-free awareness program to inform employees about:
    - The dangers of drug abuse in the workplace.
    - The grantee's policy of maintaining a drug-free workplace.
    - Any available drug counseling, rehabilitation, and employee assistance programs.
    - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- Notifying the employee in the statement required by paragraph a) that, as a condition of employment under the grant, the employee will –
    - Abide by the terms of the statement.
    - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
    - Taking appropriate personnel action against such an employee, up to and including termination.
    - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.

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

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

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

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

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

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction
of record, making false statements, or receiving stolen property

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature Governor's Representative for Highway Safety

6-27-13
Date

ALBERTO C. GUTIER
Printed name of Governor's Representative for Highway Safety

7.0 Section 405 Grant Application

For FFY 2014, Arizona is applying for the following 405 incentive grants programs:

- Part 2 – State Traffic Safety Information System Improvements (23 CFR 1200.22);
- Part 3 – Impaired Driving Countermeasures (23 CFR 1200.23); and
- Part 5 – Motorcyclist Safety (23 CFR 1200.25).

The 405 application, which is signed by Arizona's Governor's Representative for Highway Safety and includes the completed sections of the Appendix D to Part 1200 – Certification and Assurances for National Priority Safety Program Grants and the accompanying documentation, will be sent separately to NHTSA.

A. Appendix: DUI Abatement Council

GOHS in June 2011, resumed staffing and management of the Oversight Council on driving or Operating Under the Influence Abatement (DUI Abatement Council). This council was established by the Arizona Legislature in 1996 and became effective on October 1, 1997. The GOHS was one of the agencies that created and staffed the council twice before. 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 Innovative Programs as approved by the Council. The GOHS is a member of the council and Alberto Gutier, the Director of GOHS, is a voting member and he represents the Arizona Speaker of the House of Representatives since 1998. ARS-28-1401-1402.

Table A.1 DUI Abatement Council Grant Awards as of June 17, 2013

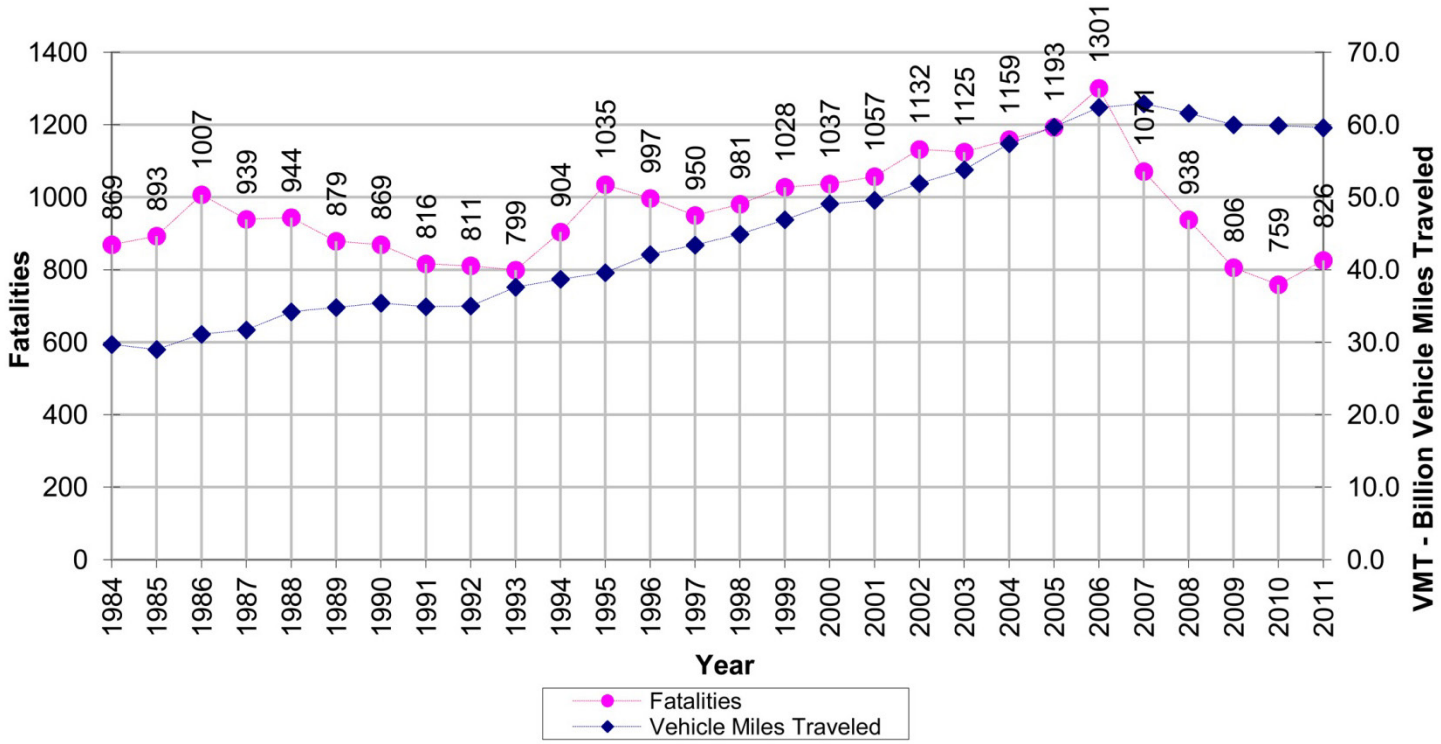
Agency Name	Agreement	Title/Purpose	Executed (Start)	End	Awarded
AZ DPS	DUIAC-E-019	DUI Enforcement OT	Pending	6-30-2014	$100,000.00
BASIC	DUIAC-I-009	"Own Up" Campaign – Youth Alcohol	6-12-2013	12-31-2013	$141,440.00
Coolidge PD	DUIAC-E-006	DUI Enforcement OT	4-29-2013	12-31-2013	$3,357.00
Coolidge PD	DUIAC-I-008	Designated Driver Reward Program	4-29-2013	12-31-2013	$1,125.00
Glendale PD	DUIAC-I-007	"Know Your Limit" DUI Campaign OT	5-28-2013	12-31-2013	$40,303.00
Glendale PD	DUIAC-E-015	DUI Enforcement OT	6-10-2013	12-31-2013	$50,000.00
MCSO	DUIAC-E-017	DUI Enforcement OT and Detention Support	Pending	12-31-2013	$75,000.00
Mesa PD	DUIAC-E-004	Forensic Toxicology Analysis – Crime Lab	2-6-2013	6-30-2013	$200,000.00
Mesa PD	DUIAC-E-013	DUI Enforcement OT	6-4-2013	12-31-2013	$100,000.00
Mesa Prosecutors Office	DUIAC-I-006 -A	DUI Disclosure/Litigation Support	2-6-2013	12-31-2013	$59,550.00
Phoenix PD	DUIAC-I-004	PSA Contest – Youth Alcohol	10-9-2012	6-30-2013	$15,000.00
Phoenix PD	DUIAC-E-012	DUI Enforcement OT	5-25-2013	12-31-2013	$100,000.00
Phoenix Prosecutors Office	DUIAC-E-002	Recidivism Study – DUI Cases	10-1-2012	6-30-2013	$18,480.00
Phoenix Prosecutors Office	DUIAC-I-003	Traffic Safety Resource Prosecutor	10-1-2012	6-30-2013	$110,523.00
Phoenix Prosecutors Office	DUIAC-I-005	DUI Evidence Interface	2-6-2013	6-30-2013	$37,958.00
Prescott PD	DUIAC-I-010	DUI Education and Awareness Campaign OT	6-4-2013	12-31-2013	$30,000.00
Quartzsite PD	DUIAC-E-007	DUI Enforcement OT	4-25-2013	12-31-2013	$7,560.00
Salt River PD (SRPMIC)	DUIAC-E-014	DUI Enforcement OT	5-21-2013	12-31-2013	$59,000.00
Scottsdale PD	DUIAC-E-008	DUI Enforcement OT	6-4-2013	12-31-2013	$100,000.00
Show Low PD	DUIAC-E-009	DUI Enforcement OT	4-25-2013	12-31-2013	$7,040.00
Tempe PD	DUIAC-E-005	Youth Alcohol Party Patrol OT	2-6-2013	6-30-2013	$30,000.00
Tempe PD	DUIAC-E-010	Youth Alcohol Party Patrol OT	5-1-2013	12-31-2013	$80,000.00

Agency Name	Agreement	Title/Purpose	Executed (Start)	End	Awarded
Tempe PD	DUIAC-E-018	DUI Enforcement OT	Pending	12-31-2013	$80,000.00
Thatcher PD	DUIAC-E-016	DUI/Youth Alcohol Project OT	6-3-2013	12-31-2013	$23,757.00
Tucson PD	DUIAC-E-011	DUI Enforcement OT	5-3-2013	12-31-2013	$100,000.00
U of A PD	DUIAC-E-003	DUI Enforcement OT – college	10-9-2012	12-31-2013	$35,000.00
Total Awarded					$1,605,093.00

Source: GOHS FFY 2013.

B. Appendix: Supporting Information

Figure B.1 Arizona Statewide Roadway Fatalities Trend



Note: Data most recently updated August, 7, 2012.

Figure B.2 Arizona Motor Vehicle Traffic Fatalities By Month

Monday, June 03, 2013
ARIZONA DEPARTMENT OF TRANSPORTATION - TRAFFIC RECORDS SECTION
***NOTE: TRAFFIC RECORDS IS CURRENTLY ENTERING JANUARY 2013 REPORTS**

ARIZONA MOTOR VEHICLE TRAFFIC FATALITIES BY MONTH

										2012		
MONTH	2003	2004	2005	2006	2007	2008	2009	2010	2011	TOTAL	URBAN	RURAL
JANUARY	85	82	101	92	63	68	64	55	53	65	40	25
FEBRUARY	76	86	90	78	82	84	63	56	58	59	30	29
MARCH	85	91	112	112	91	90	61	70	71	86	46	40
APRIL	91	114	108	138	113	85	88	62	62	68	31	37
MAY	111	99	81	120	89	87	70	77	63	78	40	38
JUNE	84	87	101	106	95	67	89	51	69	71	21	50
JULY	93	88	129	130	97	85	60	65	70	70	24	46
AUGUST	99	115	114	119	87	88	61	70	85	72	41	31
SEPTEMBER	97	105	70	118	97	91	64	61	77	71	24	47
OCTOBER	102	92	101	115	88	73	57	63	78	66	34	32
NOVEMBER	107	102	98	92	92	66	66	67	72	52	29	23
DECEMBER	95	98	88	81	77	54	63	62	69	65	39	26
TOTAL	**1,125**	**1,159**	**1,193**	**1,301**	**1,071**	**938**	**806**	**759**	**827**	**823**	**399**	**424**
FATALITY RATE*	**2.09**	**2.02**	**2.00**	**2.08**	**1.70**	**1.52**	**1.34**	**1.27**	**1.39**	**N/A**		

*FATALITY RATE IS THE NUMBER OF FATALITIES PER 100 MILLION VEHICLE MILES TRAVELED
NOTE: FATALITY DATA FOR 2012 IS BASED ON ALISS DATA AND MAY DIFFER FROM FARS

ARIZONA CRASH HISTORY

YEAR	TOTAL CRASHES	FATAL CRASHES	TOTAL FATALITIES	INJURY CRASHES	TOTAL INJURIES	PDO CRASHES
2003	131,207	978	1,125	45,293	72,113	84,936
2004	138,898	998	1,159	46,788	73,686	91,112
2005	140,574	1,049	1,193	45,826	71,083	93,699
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	107,126	709	806	33,493	50,786	72,924
2010	106,830	695	759	33,391	50,421	72,744
2011	103,774	756	827	33,140	49,710	69,878
2012	103,176	741	823	33,340	49,680	69,095

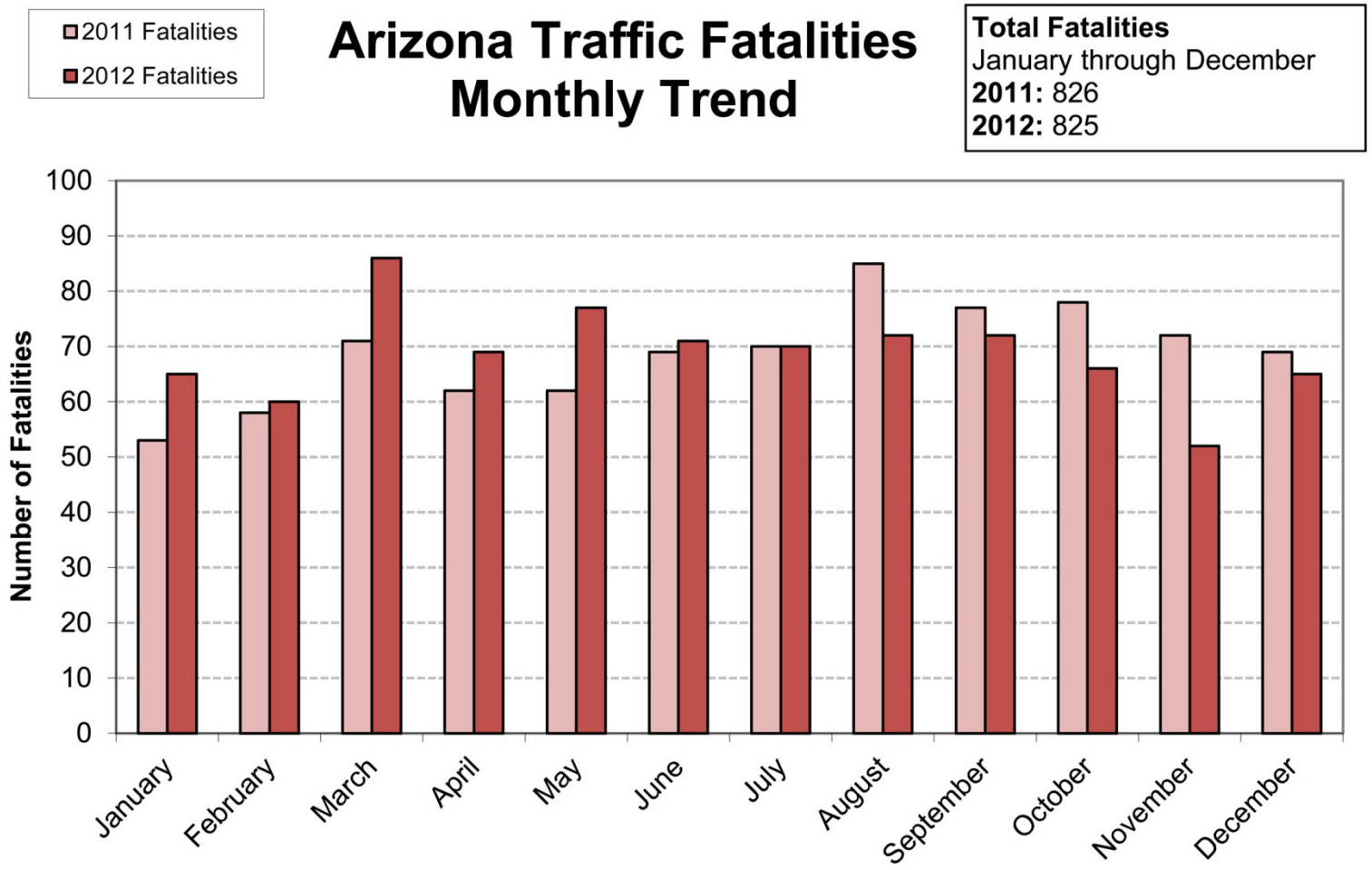
ALL DATA COLLECTED FROM ARIZONA MOTOR VEHICLE CRASH FACTS

POPULATION, VEHICLE REGISTRATION, LICENSED DRIVERS, AND VMT

YEAR	LICENSED DRIVERS*	REGISTERED VEHICLES*	TOTAL POPULATION**	VEHICLE MILES TRAVELED***
2003	3,819,823	4,193,262	5,629,870	53,894
2004	3,784,365	4,364,857	5,832,150	57,417
2005	3,963,005	4,556,448	6,044,985	59,796
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	60,142
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	**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



Note: The numbers provided are preliminary and subject to change at any time. Fatal crash information is still being received. Data most recently updated June 4, 2013.

Figure B.4 Arizona DUI Enforcement Statistics for Calendar Year 2012

Governor's Office of Highway Safety
ARIZONA
Janice K. Brewer
Governor

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FINAL

Arizona DUI Enforcement Statistics for Calendar year 2012

Entered by Statewide Agencies on the GOHS Reporting System.

Data from January 1, 2012 to December 31, 2012

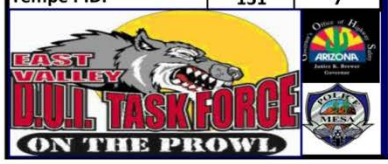
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Contacts (Traffic Stops)	33270	39789	49230	72057	112555	96243	148063	221465	702921	827360
Sober Designated Drivers Contacted							1450	4653	6790	6638
Total DUI Arrests	1229	5255	6501	6847	10133	10409	14154	19353	31561	30548
DUI Aggravated	136	390	435	542	906	994	1429	1987	3473	3504
DUI Misdemeanor	1093	4865	6066	6305	9227	9415	12725	17366	28088	27044
DUI Extreme (.15 or above)	359	1476	1616	1622	3410	3302	4369	5926	9466	8562
Under 21 DUI Arrests	63	357	427	421	655	590	783	897	1337	1269
Average BAC	0.146	0.145	0.146	0.145	0.148	0.151	0.152	0.153	0.152	0.151
Seat Belt Citations	2203	1437	1259	1387	1137	1132	3323	5409	21828	28778
Child Restraint Citations	375	250	177	241	317	215	617	936	3435	3603
Under 21 Liquor Law Citations	105	1118	943	1540	1502	1571	2019	3099	7708	7166
DUI Drug Arrests	221	337	424	541	538	694	1153	1674	3579	4039
Other Citations (Speed, etc.)	18417	23074	28789	28095	38348	43846	73600	99833	331269	349703
Participating Officer/Deputies (Cumulative)	4724	4925	6081	6522	11483	10225	15809	32949	47927	52182

4/10/2013

Figure B.5 2012 East Valley Holiday DUI Task Force

EAST VALLEY DUI TASK FORCE	Shifts Worked	Contacts Made	Stops Per Officer Avg.	# of Extreme DUI'S	# of Agg DUI Arrests	Misd DUI Arrests	DUI Arrests with Priors	Total DUI Arrests	% of Task Force	Arrests Per Ofc.	Avg. BAC	DUI's Under 21	DUI Drugs	% of DUI's	% of T.F. DUI Drugs
ASU P.D.	9	147	16.33	1	1	5	0	6	0.4%	0.67	0.086	1	0	0.0%	0.0%
Chandler P.D.	125	1216	9.73	34	3	88	7	91	5.4%	0.73	0.156	10	11	12.1%	2.1%
Gila River Tribal P.D.	5	68	13.60	0	0	3	0	3	0.2%	0.60	0.098	0	1	33.3%	0.2%
Gilbert P.D.	141	1681	11.92	36	17	292	16	309	18.4%	2.19	0.133	10	95	30.7%	18.0%
M.C.S.O.	131	1815	13.85	27	12	124	13	136	8.1%	1.04	0.132	6	24	17.6%	4.6%
Mesa P.D.	177	3100	17.51	34	45	495	44	540	32.2%	3.05	0.122	39	340	63.0%	64.5%
Phoenix P.D.	100	811	8.11	48	29	88	19	117	7.0%	1.17	0.164	1	12	10.3%	2.3%
Salt River Tribal P.D.	203	2122	10.45	51	4	167	21	171	10.2%	0.84	0.124	8	17	9.9%	3.2%
Scottsdale P.D.	150	1382	9.21	48	7	167	16	174	10.4%	1.16	0.14	11	16	9.2%	3.0%
Tempe P.D.	97	744	7.67	39	7	124	7	131	7.8%	1.35	0.126	6	7	5.3%	1.3%
Task Force Totals	1145	13203	11.53	318	125	1553	143	1678	100.0%	1.47	0.139	92	527	31.4%	100.0%
EAST VALLEY DUI TASK FORCE	Shifts Worked	Contacts Made	Stops Per Officer Avg.	# of Extreme DUI'S	# of Agg DUI Arrests	Misd DUI Arrests	DUI Arrests with Priors	Total DUI Arrests	% of Task Force	Arrests Per Ofc.	Avg. BAC	DUI's Under 21	DUI Drugs	% of DUI's	% of T.F. DUI Drugs

AGENCY	ARRESTS	DUI-Drug
ASU P.D.	6	0
Chandler P.D.	91	11
Gila River T.P.D.	3	1
Gilbert P.D.	309	95
M.C.S.O.	136	24
Mesa P.D.	540	344
Phoenix P.D.	117	12
Salt River T.P.D.	171	17
Scottsdale P.D.	174	16
Tempe P.D.	131	7



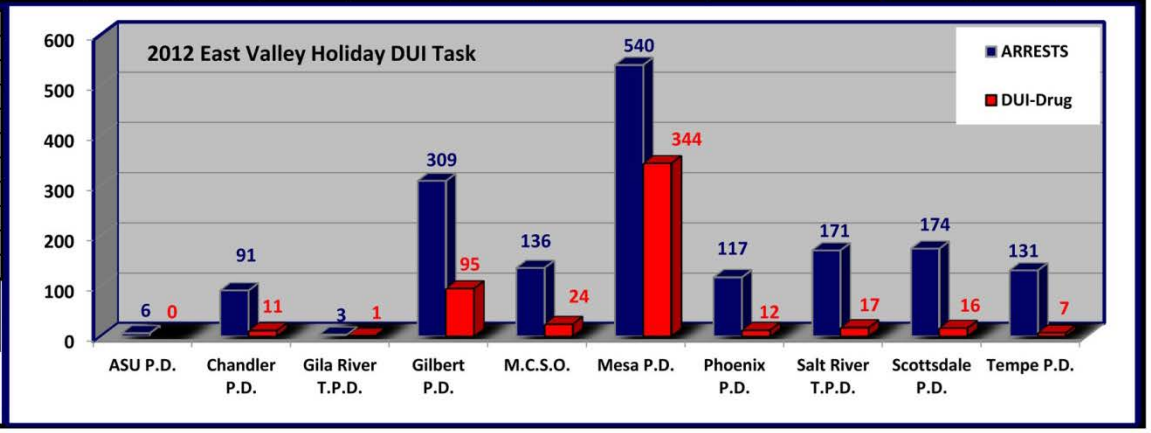
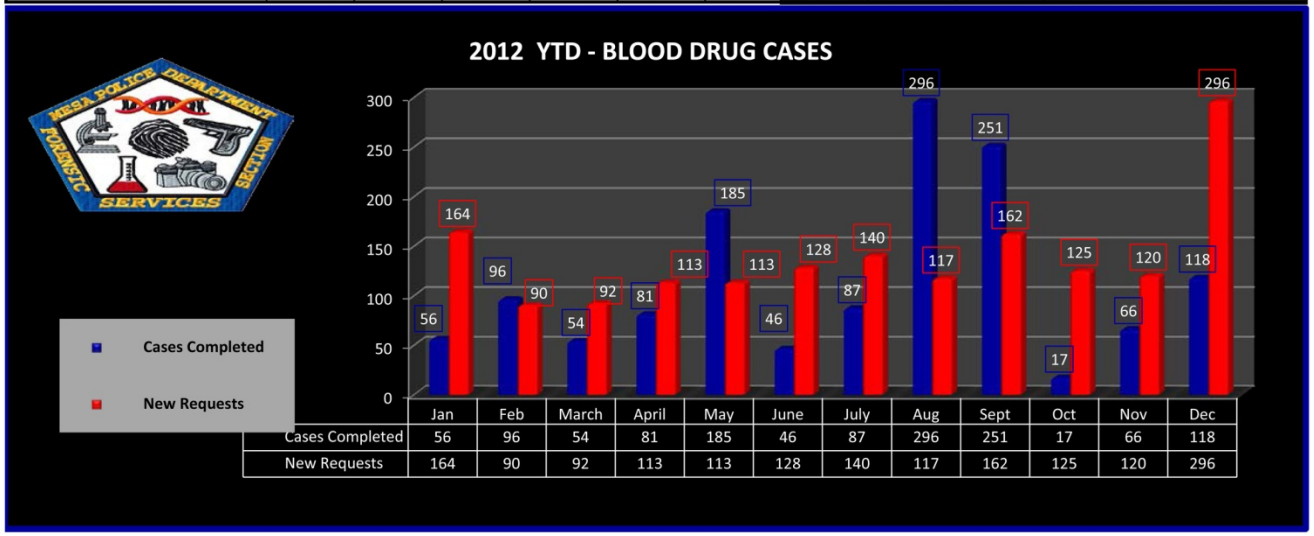


Figure B.6 Mesa Police Department Alcohol and Drug Cases
2012

MESA PD FORENSICS SERVICES

2012

CASE TYPE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
Blood Alcohols												
Cases Completed	172	206	180	152	122	243	290	171	124	314	223	296
New Requests (Cases)	180	132	141	152	217	251	174	176	287	177	353	455
Requests In Progress	*85*	*46*	*42*	*66*	*111*	*79*	24	43	40	47	183	253
Requests Not Started	*121*	*85*	*50*	*26*	*2*	*51*	35	21	55	50	53	132
Avg. Turnaround Time	*29.8*	*39.6*	*28.3*	*25.4*	*13.1*	*19.6*	17.8	12.4	12.8	24.6	16.3	23.9
Blood Drugs												
Cases Completed	56	96	54	81	185	46	87	296	251	17	66	118
New Requests (Cases)	164	90	92	113	113	128	140	117	162	125	120	296
Requests In Progress	*380*	*364*	*498*	*663*	*678*	*673*	747	604	433	652	591	546
Requests Not Started	*418*	*425*	*329*	*162*	*75*	*161*	139	92	171	59	171	394
Avg. Turnaround Time	*154.0*	*204.6*	*219.8*	*138.7*	*182.1*	*186.7*	202.3	219	149	166	185.5	199.7
Urine Drugs												
Cases Completed	10	14	32	1	35	0	5	29	29	44	12	15
New Requests (Cases)	9	9	21	30	33	9	15	13	32	25	3	3
Requests In Progress	*97*	*84*	*52*	*86*	*92*	*92*	87	94	105	61	85	43
Requests Not Started	*7*	*15*	*35*	*30*	*21*	*30*	43	18	10	35	2	32
Avg. Turnaround Time	*123.3*	*117.3*	*132.5*	*126.3*	*197.8*	*N/A*	188.8	201	134	221	160.2	152.4