State of Arizona Highway Safety Plan

Federal Fiscal Year 2016

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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date

July 1, 2015

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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 2016 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). Arizona's Evidence-Based Traffic Safety Enforcement Program (Section 2.2) ensures that enforcement resources are used efficiently and effectively.

The Highway Safety Strategies and Projects (Section 3.0) chapter describes the projects and activities the Arizona GOHS will implement to achieve the goals and objectives outlined in the Performance Plan. It details how Federal funds provided under the Section 402 (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) focuses on Arizona's success in meeting the performance targets for the core performance measures identified in the FFY 2014 HSP. The Program Cost Summary (Section 5.0) details the proposed allocation of funds (including carry-forward funds) by program area based on the goals identified in the Performance Plan (Section 2.0) and the projects and activities outlined in the Highway Safety Strategies and Projects (Section 3.0). The funding level is based on what GOHS estimates its share will be under the Federal grant programs for the 2016 Federal Fiscal Year. The Certifications and Assurances (Section 6.0) chapter includes a certification statement signed by the Governor's Representative for Highway Safety. Section 6.0 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. Previously, national-priority safety programs were funded through a variety of Federal grant programs. Under the present Federal transportation funding legislation known as MAP-21 (Moving Ahead for Progress in the 21st Century), these grant programs (e.g., Section 405c Traffic Safety Information System, Section 405d Impaired Driving, and Section 405f Motorcycle) were merged into a single program, Section 405. In FFY 2016, Arizona is applying for Section 405 funds to address State Traffic Safety Information System Improvements, Impaired Driving Countermeasures, Pedestrian/Bicycle and Motorcyclist Safety.

Arizona GOHS has expended or will expend all carry forward dollars on Sections 410 and 164 as suggested by NHTSA Headquarters.

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.

Above: Governor Douglas A. Ducey addresses the GOHS 2014 Statewide DUI News Conference at the Arizona Capitol. Below: GOHS Director Alberto Gutier opens the GOHS 2014 Statewide DUI News Conference. This yearly event, started by Director Gutier in 1995, increases awareness of DUIs, seat belt use, child seats, speeding, and emphasizes the enforcement of all traffic laws.

1.0 Arizona's Highway Safety Planning Process

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

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

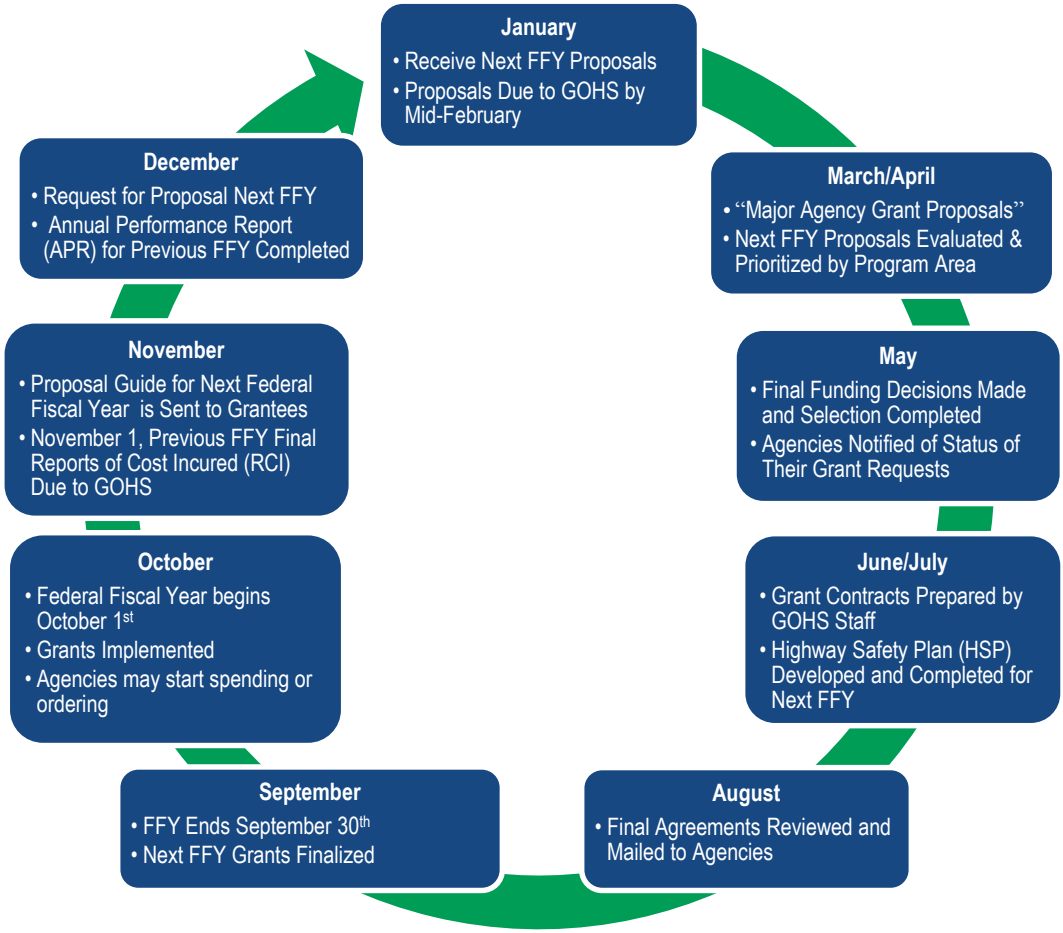
The three leading causes of death from vehicular collisions in Arizona are speeding and aggressive driving, impaired driving, and unrestrained vehicle occupants. Consequently, the majority of funding in the FY 2016 HSP is devoted to Impaired Driving, Police Traffic Services, and Occupant Protection. GOHS has established a channel of communication and understanding among the Governor's Office, the Legislature, state agencies, political subdivisions, and community groups to address these and other aspects of the statewide highway safety program.

1.1 PLANNING PROCESS

The GOHS will submit the HSP by July 1 to fund FFY 2016 grants on October 1, 2015. Programs starting on October 1 will be funded utilizing available carry forward funds until GOHS receives current year funding from Congress.

Figure 1.1 below shows the Arizona Highway Safety Planning process.

Figure 1.1 The Highway Safety Planning Process



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

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

Meetings with the GOHS Director, Assistant Director, Comptroller, 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

GOHS Grants Philosophy: Grants for Performance

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

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

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

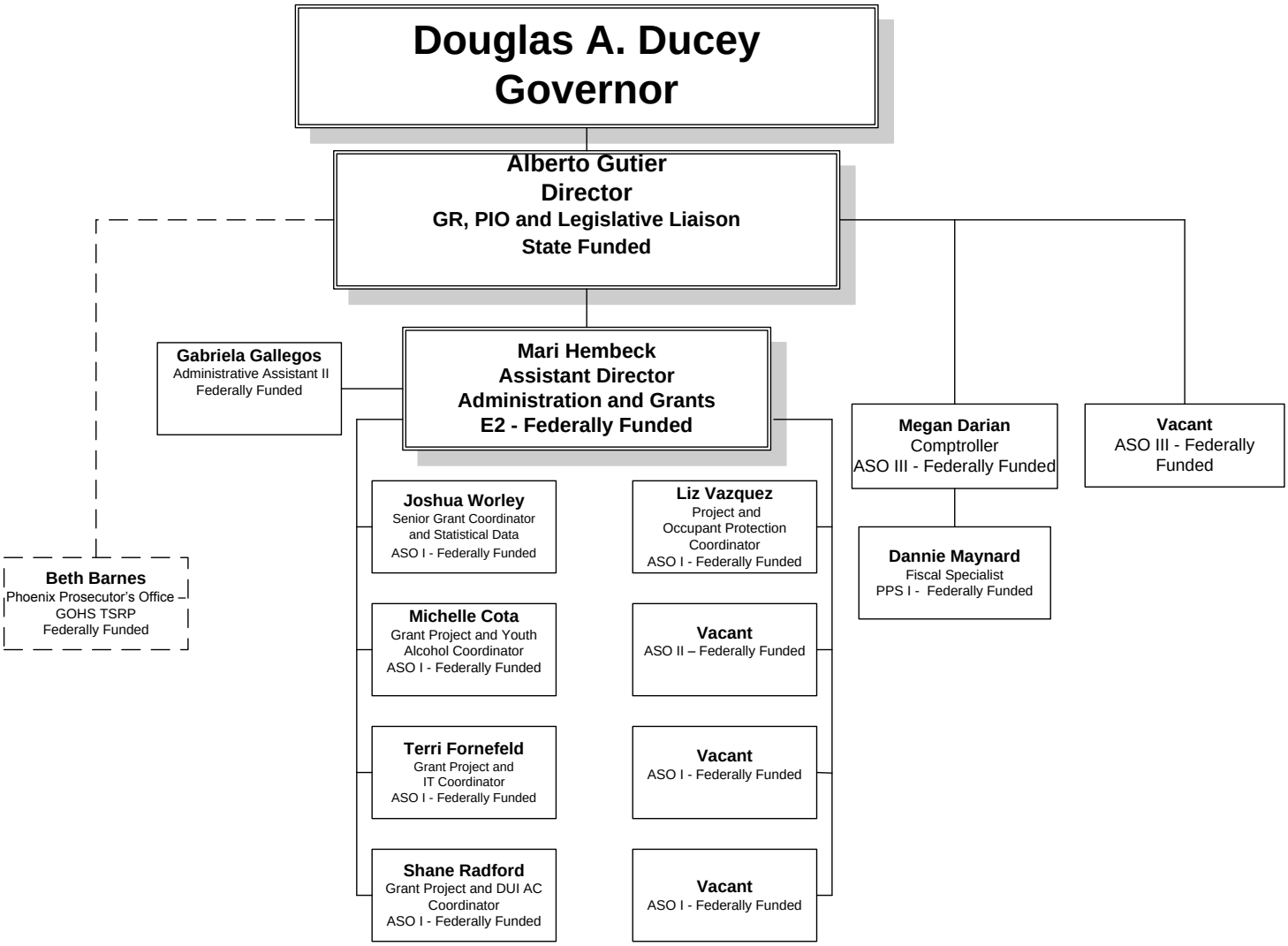
GOHS requires grantees requesting $100,000 or greater and nonprofit applicants to make formal presentations before GOHS staff. These presentations provide agency background information and an overview of the project request. This process allows the GOHS Director and staff to ask questions and better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

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

1.2 GOHS ORGANIZATION

GOHS is led by the Director, Alberto C. Gutier, who is appointed by and reports to the Governor of Arizona, Douglas A. Ducey. Mr. Gutier is supported by an administrative staff and grant coordinators headed by Assistant Director, Mari Hembeck and financial staff headed by the Comptroller, Megan Darian. 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



1.3 PROBLEM IDENTIFICATION

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

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

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

Table 1.1 below shows the relative importance of the various contributing crash factors and demographics to crash fatalities in Arizona in 2014.

Table 1.1 Arizona Crash Factors as Percent of Total Fatalities
2014

Unrestrained Vehicle Occupant	Alcohol Impaired Driving	Speeding Related	Pedestrians	Motorcycle	Drivers Age 20 and Younger	Bicyclists
34%	34%	31%	20%	16%	11%	4%

Source: ADOT.

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

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

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

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

1.4 PERFORMANCE MEASURES

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

Table 1.2 Arizona Performance Measures

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

Sources: Arizona GOHS, ADOT (2009-2014) and FARS (2009-2013).

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

	2009	2010	2011	2012	2013	2014 [a]	5-Year Average [b]
Fatalities	806	759	826	821	849	774	813
Serious Traffic Injuries	4,808	4,600	4,570	4,471	4,305	3,910	4,371
Fatalities/100M VMT	1.31	1.27	1.39	1.37	1.40	N/A	1.35
Passenger Unrestrained Vehicle Occupant Fatalities	248	235	222	252	227	266	237
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	218	206	212	230	219	265	216
Speeding-Related Fatalities	293	262	299	302	290	239	288
Total Motorcycle Fatalities	121	91	136	141	151	127	128
Unhelmeted Motorcycle Fatalities	66	50	73	70	83	58	68
Drivers Age 20 or Younger in Fatal Crashes	95	79	116	99	119	86	102
Pedestrian Fatalities	118	145	147	122	151	157	137
Bicycle Fatalities	25	19	23	18	31	28	23
Percent Observed Belt Use for Passenger Vehicles	80.8%	81.8%	82.9%	82.2%	84.7%	87.2%	83.8%
Number of Seat Belt Citations Issued	3,323	5,439	21,828	29,710	27,840	24,848	21,933
Number of Impaired Driving Arrests Made	14,154	19,482	31,561	32,174	31,905	29,250	28,874
Number of Other Citations (including speed) Issued[c]	73,600	101,848	331,269	377,992	482,190	565,827	371,825

Sources: Fatality Analysis Reporting System (all 2009 through 2013 data except serious injuries); ADOT for serious traffic injury data and all 2014 data. GOHS Reporting System for number of Seat Belt citations, Impaired Driving Arrests Made and Other Citations.

Notes: [a] 2014 data is from ADOT. For yearly ADOT fatality data going back to 1984 and monthly data back to 2005, please see Figures B.1, B.2, and B.3 in Appendix B.

[b] Five-Year Averages of fatalities are for 2009 through 2013, the most recent five years of FARS data. Averages for Serious Traffic Injuries, Percent Observed Belt Use for Passenger Vehicles, Seat Belt Citations, Impaired Driving Arrests and Other Citations are for 2010 through 2014.

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

Data Sources and Figure Explanation

The following figures contain data from the following sources: Fatality Analysis Reporting System ("FARS data"), Arizona Motor Vehicle Crash Facts and ad-hoc data retrieval prepared by the Arizona Department of Transportation ("ADOT/ALISS data") and the 2014 Arizona Seat Belt/Motorcycle Helmet Use and Driver Survey prepared by the Behavior Research Center and Preusser Research Group ("Seat Belt Survey"). FARS data were unavailable for 2014 at the time of publication. Since GOHS is committed to providing the most accurate and recent data available, ADOT data is included alongside FARS data in any figure where possible.

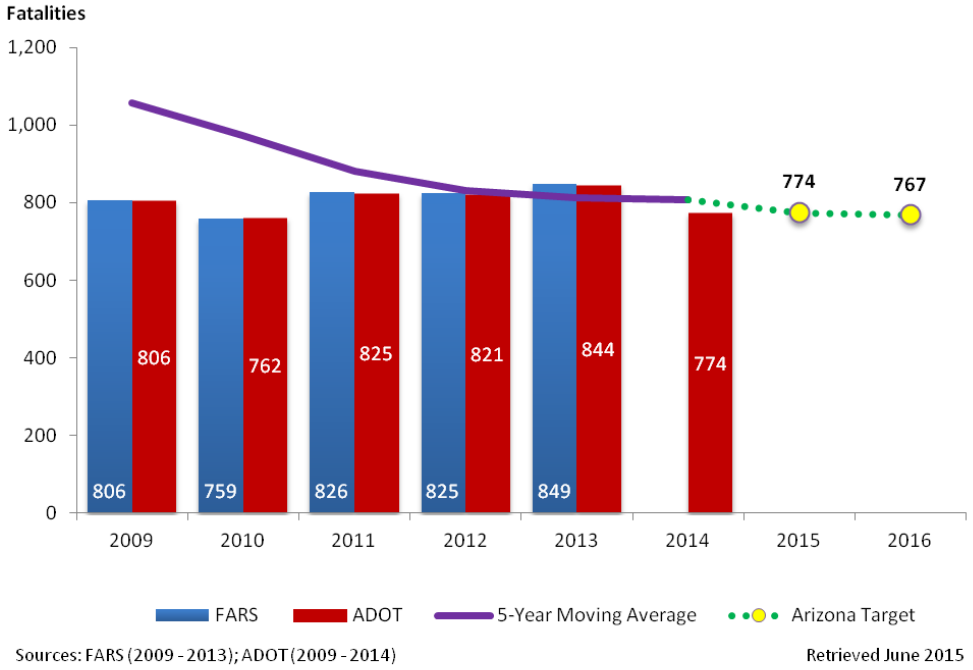
For most performance measures FARS data and ADOT data match very closely. In these cases GOHS strongly believes that 2014 FARS data (from which HSP goals should be made) will match closely to the 2014 ADOT data and goals are made accordingly. However, some performance measures have FARS data and ADOT data that are consistently and significantly different. This is due to differences in defining how fatalities fall into a particular category. For instance, in the alcohol-impaired driving fatalities data, the ADOT data is consistently higher than the FARS data. GOHS uses this knowledge to predict that the missing 2014 FARS data will be lower than the 2014 ADOT data and sets goals with this in mind.

The five-year moving averages in the following figures use FARS data for all years except 2014. The five-year moving average for 2014 incorporates 2009-2013 FARS data and 2014 ADOT data. In years where FARS data and ADOT data match closely this moving average should be quite accurate. In years where the data do not match as closely the average will be skewed slightly from what it would be had the 2014 FARS data been available. It is GOHS' sincere hope that in the future FARS data will be available in a much more timely and accessible manner so that GOHS and the public can make proper year-to-year comparisons and goals without having to 'predict' what the final FARS data will be.

Fatalities

The total number of traffic fatalities decreased significantly from 849 in 2013 to 774 in 2014. Arizona had over 1,000 fatalities as recent as 2007; the trend of decreasing fatalities is tremendous news. Arizona's population continues to grow quickly and this makes the decrease in fatalities an even better accomplishment.

Figure 1.3 Traffic Fatalities



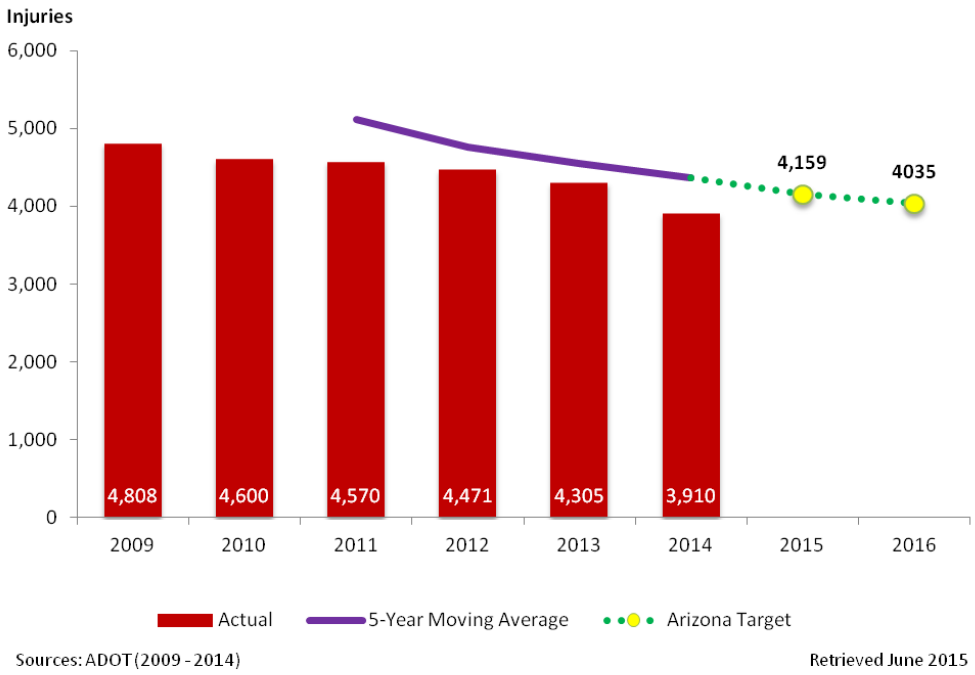
Explanation of Fatality Goal-Setting Process

In the 2015 HSP a goal of 828 fatalities was set for 2015. Due to the sharp decrease in fatalities in 2014, GOHS has revised the 2015 goal to be 774 fatalities with a goal for 2016 of 767 fatalities. We hope that in 2015 we can maintain the huge decrease of fatalities from 849 to 774 (a 9% decrease).

Serious Traffic Injuries

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

Figure 1.4 Serious Traffic Injuries



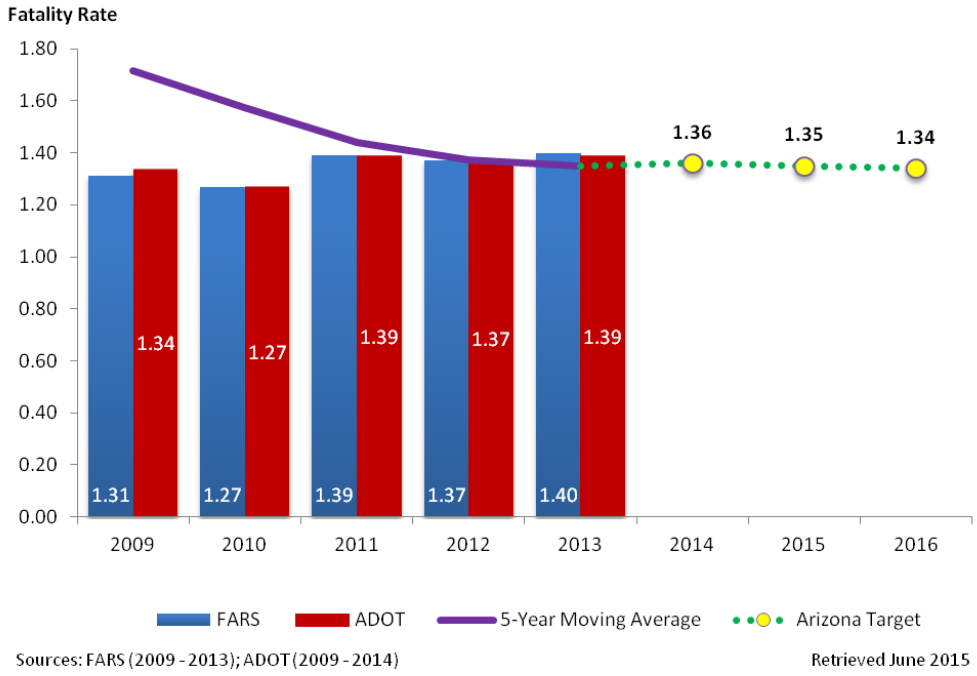
Explanation of Serious Traffic Injury Goal-Setting Process

The 2015 HSP goal of 4,159 serious injuries is still valid. In 2016 GOHS aims to continue the decrease in serious traffic injuries to 4,035. These goals aim to continue the trend of decreasing serious traffic injuries seen in the five-year moving average, but do account for the likely increase in crashes and injuries from the anticipated increase in road usage due to a continued economic recovery.

Fatality Rate

In recent years the VMT has remained fairly constant as evidenced in Figure 1.5. The falling five-year average seen is due mostly to the high level of fatalities seen in 2006, which led to a fatality rate of 2.07 per 100 million VMT. Fatality rate data for 2014 were unavailable at the time of publication.

Figure 1.5 Fatality Rate



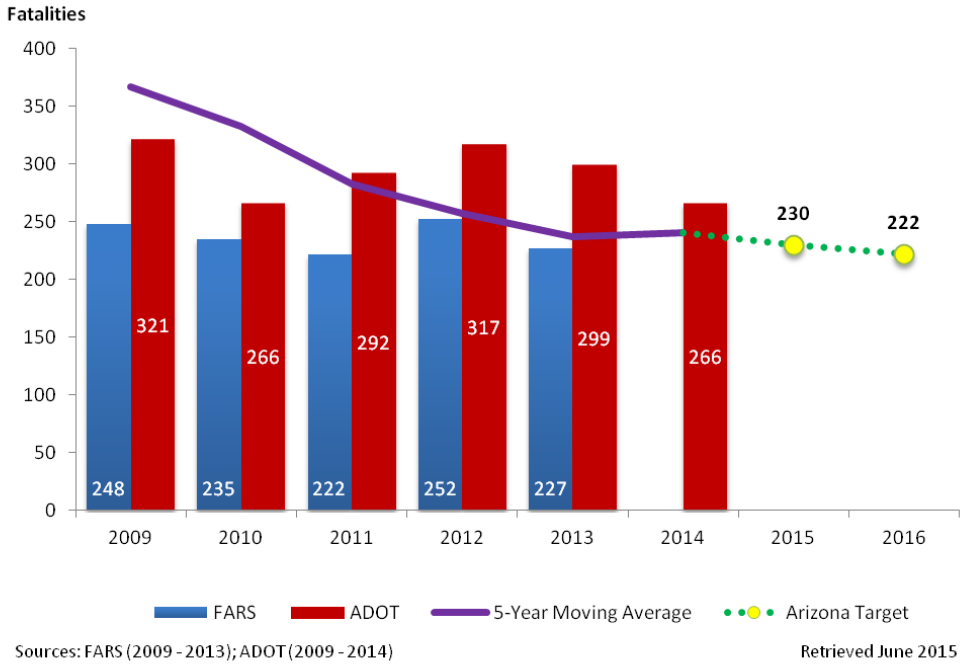
Explanation of Fatality Rate Goal-Setting Process

Since 2014 fatality rate data were unavailable at the time of publication, the 2015 goal remains unchanged at 1.35. The goal for 2016 will 1.34 per 100 million vehicle miles travelled. These goals reflect a modest decrease in the fatality rate.

Unrestrained Passenger Vehicle Occupant Fatalities

ADOT data shows unrestrained passenger vehicle occupant fatalities have returned to the low level reached in 2010. The drop in ADOT fatalities should correspond to a similar drop in FARS fatalities. Unrestrained fatalities have decreased as seat belt usage in Arizona increased to 87.2 percent in 2014.

Figure 1.6 Unrestrained Passenger Vehicle Occupant Fatalities



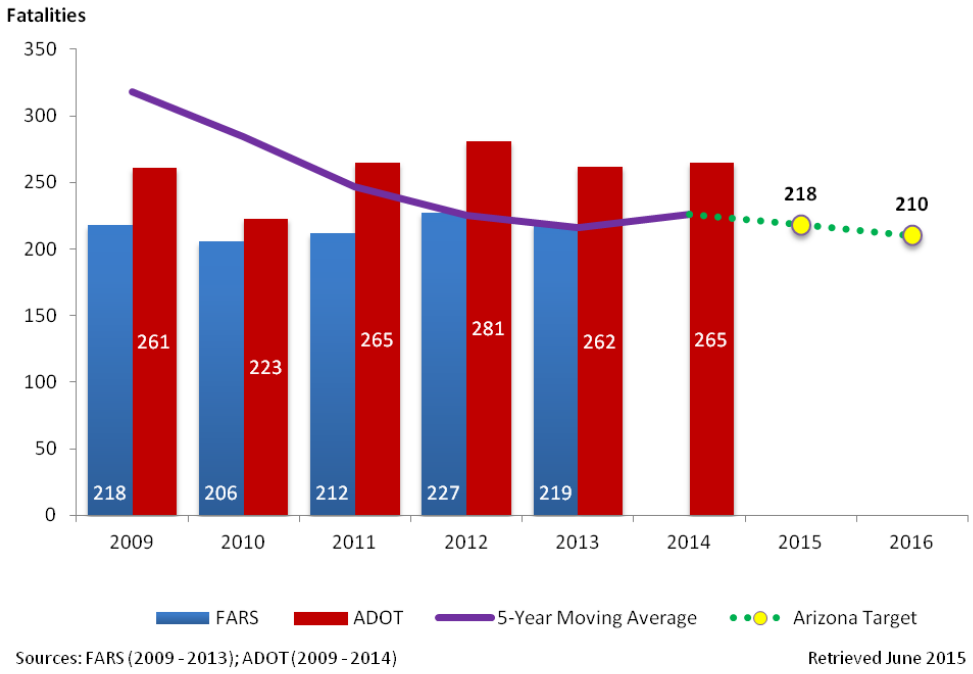
Explanation of the Unrestrained Passenger Vehicle Occupant Fatality Goal-Setting Process

The sharp drop in unrestrained passenger vehicle occupant fatalities has led to a revised 2015 goal of 230 fatalities. The goal for 2016 will be 222 fatalities. With the anticipated continuing increase in seat belt usage rates (see Figure 1.14), these fatality goals seem very achievable. The GOHS 2014 Annual Survey showed a seat belt use rate of 87.2 percent which is above the 87.0 percent national average. This has been accomplished even with Arizona being a secondary law state.

Alcohol-Impaired Driving Fatalities

ADOT data show that alcohol-impaired driving fatalities were flat between 2013 and 2014. FARS data are normally lower than ADOT data for alcohol-impaired driving fatalities[1] so GOHS predicts that 2014 FARS data will end up close to the 2013 level of 219 alcohol-impaired driving fatalities.

Figure 1.7 Alcohol-Impaired Driving Fatalities



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

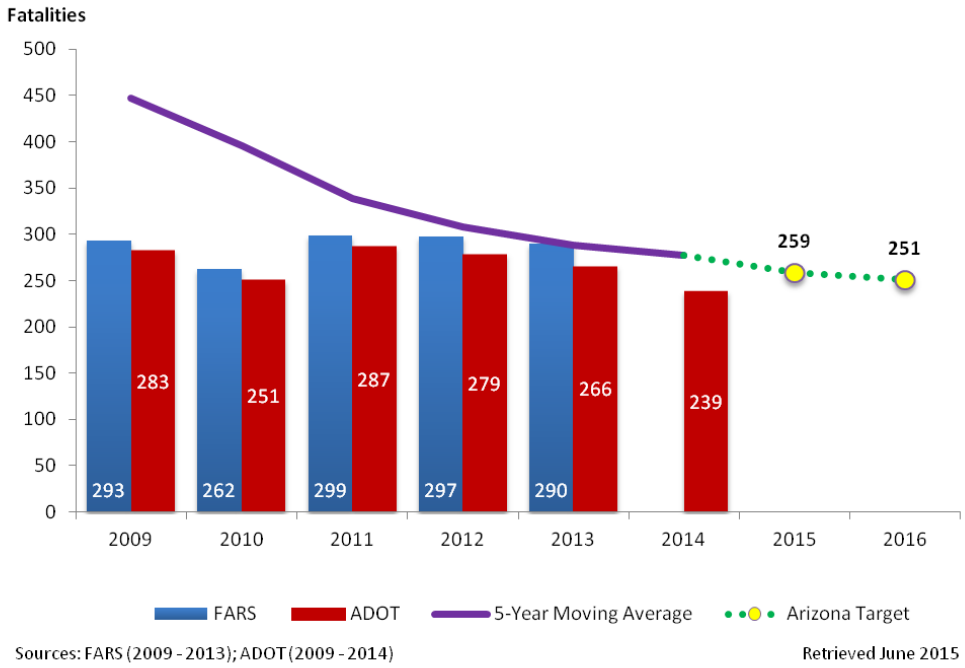
Arizona has some of the toughest impaired driving laws in the nation and is nationally recognized as having the best trained officers in the detection of alcohol- and drug-impaired drivers. Because of this strong enforcement GOHS has set 2015 and 2016 alcohol-impaired driving fatality goals of 218 and 210 respectively.

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

Speeding-Related Fatalities

According to ADOT data, speeding-related fatalities decreased roughly 30 fatalities from 2013 to 2014. Prior to 2008 speeding-related fatalities were consistently over 400, which explains the sharp drop in the five-year moving average. Recently speeding-related fatalities show a shallow but continual decrease.

Figure 1.8 Speeding-Related Fatalities



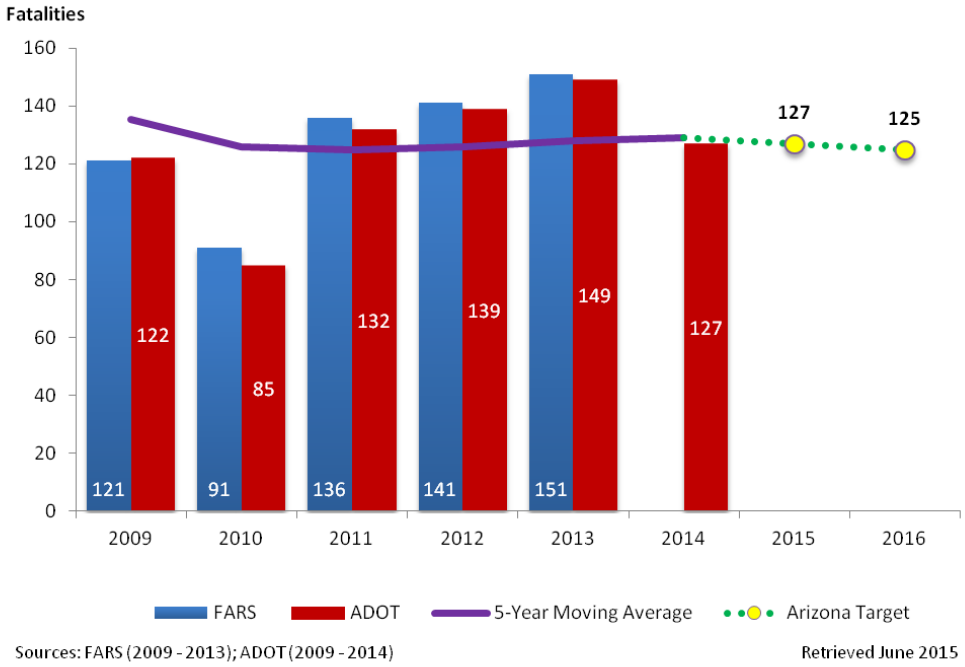
Explanation of the Speeding-Related Fatality Goal-Setting Process

GOHS is keeping the 2015 HSP goal of 259 speeding-related fatalities in 2015. The goal for 2016 is 251. GOHS hopes to continue the gradual decline in speeding-related fatalities.

Motorcycle Fatalities

Motorcycle fatalities increased slightly from 141 in 2012 to 151 in 2013, but fell sharply in 2014 to 127. Unhelmeted motorcycle fatalities account for the majority of this decrease. GOHS hopes this reversal of the 2010-2013 increase in fatalities holds in the coming years.

Figure 1.9 Motorcycle Fatalities



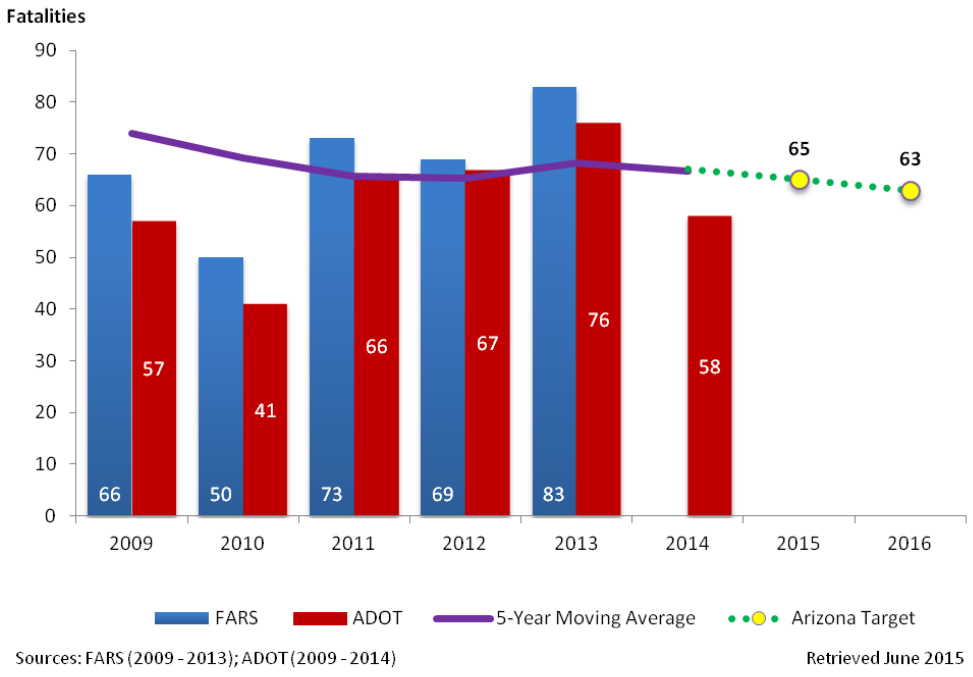
Explanation of the Motorcycle Fatality Goal-Setting Process

Based on the sharp decline of motorcycle fatalities in 2014, GOHS has revised the 2015 goal to 127. The 2016 goal for motorcycle fatalities is 125.

Unhelmeted Motorcycle Fatalities

Unhelmeted motorcycle fatalities increased from 69 in 2012 to 83 in 2013, but fell to 58 in 2014. This sharp decline in unhelmeted motorcycle fatalities explains the majority of the decrease in motorcycle fatalities in 2014. According to ADOT's 2014 Crash Facts, 3.1 percent of accidents involving a motorcycle operator with a helmet resulted in a fatality, while 7.5 percent of those involving an operator without a helmet resulted in a fatality. Not wearing a helmet almost doubles the risk of fatal injury.

Figure 1.10 Unhelmeted Motorcycle Fatalities



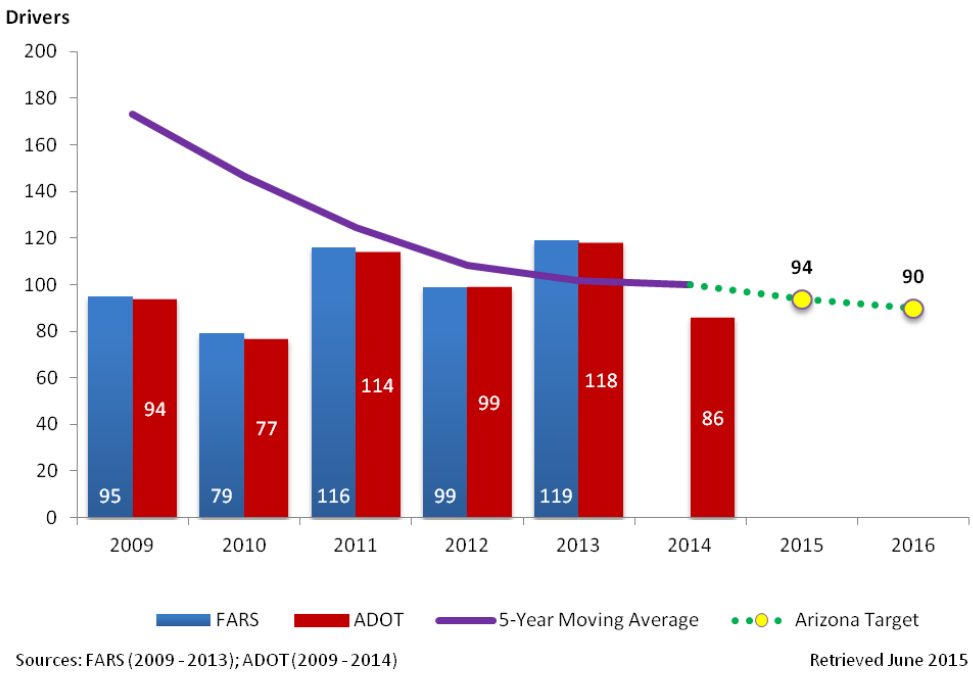
Explanation of the Unhelmeted Motorcycle Fatality Goal-Setting Process

Due to the sharp decrease in unhelmeted motorcycle fatalities in 2014, GOHS has revised down the 2015 goal to 65. The goal for 2016 is 63. Unhelmeted motorcycle fatalities comprised almost half of the motorcycle fatalities in 2014.

Young Drivers in Fatal Crashes

The number of drivers age 20 or younger involved in fatal crashes has been very volatile since 2008. In 2014, drivers age 20 or younger were involved in 86 fatal crashes, a drop of over 30.

Figure 1.11 Drivers Age 20 or Younger in Fatal Crashes



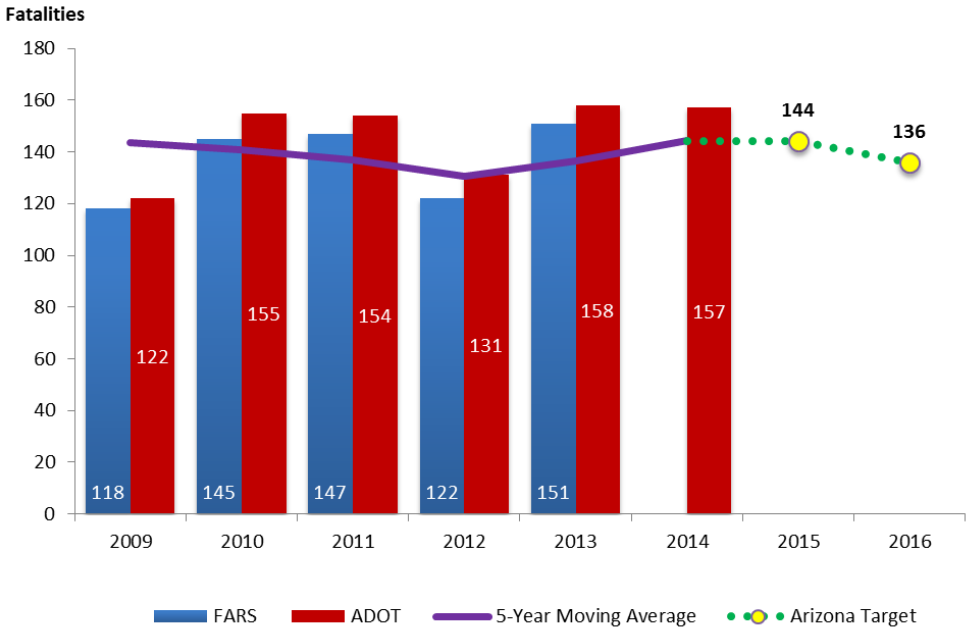
Explanation of the Drivers Age 20 or Younger in Fatal Crashes Goal-Setting Process

Based on the 2014 fall in drivers age 20 or younger in fatal crashes, GOHS has revised the 2015 goal to be 94. The goal for 2016 is 90 drivers age 20 or younger in fatal crashes.

Pedestrian Fatalities

There was virtually no change in pedestrian fatalities from 2013 to 2014. Furthermore, the level of pedestrian fatalities has remained fairly flat from 2010 to 2014.

Figure 1.12 Pedestrian Fatalities



Sources: FARS (2009 - 2013); ADOT (2009 - 2014) Retrieved June 2015

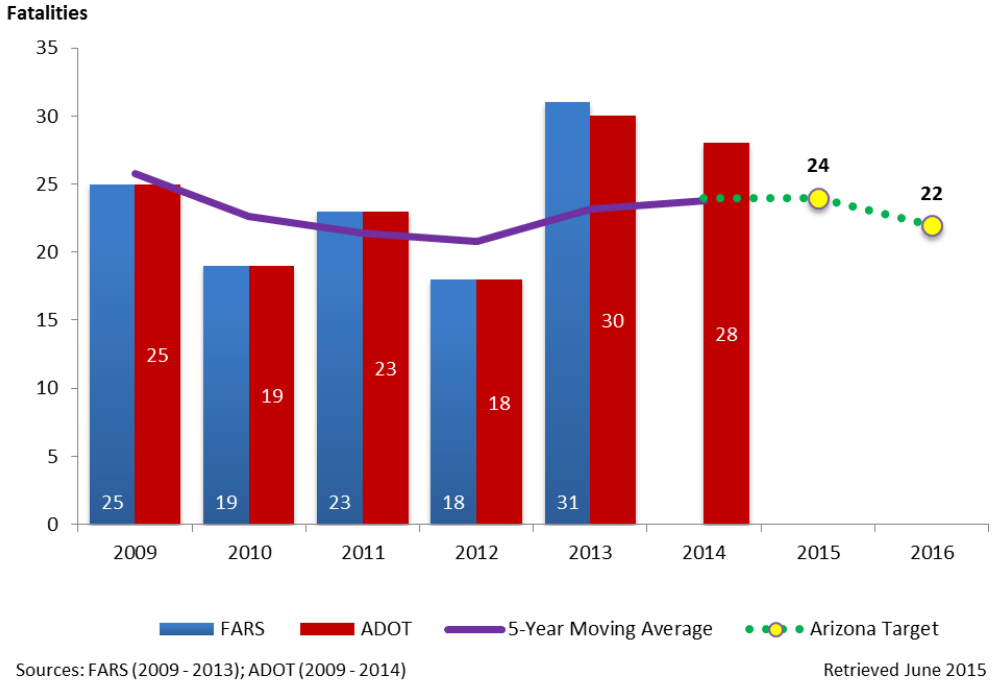
Explanation of the Pedestrian Fatalities Goal-Setting Process

A light rail system was opened in Phoenix in December 2008 and has been steadily expanded since then. GOHS hopes to continue to prevent pedestrian fatalities through implementation of the Arizona Pedestrian and Bicyclist Safety Plan and an enforcement program it started in 2014 to prevent pedestrians from crossing light rail tracks in unsafe locations. Other programs aimed at pedestrian safety target both children and adults in Arizona's urban areas. Arizona and its major cities are vehicle dependent due to population growth and travel distances. Educating drivers and pedestrians in having mutual respect towards each other will go a long way toward reducing fatalities. Through these measures, GOHS hopes to decrease pedestrian fatalities from 157 in 2014 to a goal of 144 in 2015 and 136 in 2016.

Bicycle Fatalities

This is the second year that bicycle fatalities are included in the HSP. While bicycle fatalities are a small portion of total fatalities in the state of Arizona, they are certainly a focus of GOHS. Up until 2012, bicycle fatalities hovered around 20 fatalities. However, in 2013 bicycle fatalities jumped to 30 and there were 28 fatalities in 2014.

Figure 1.13 Bicycle Fatalities



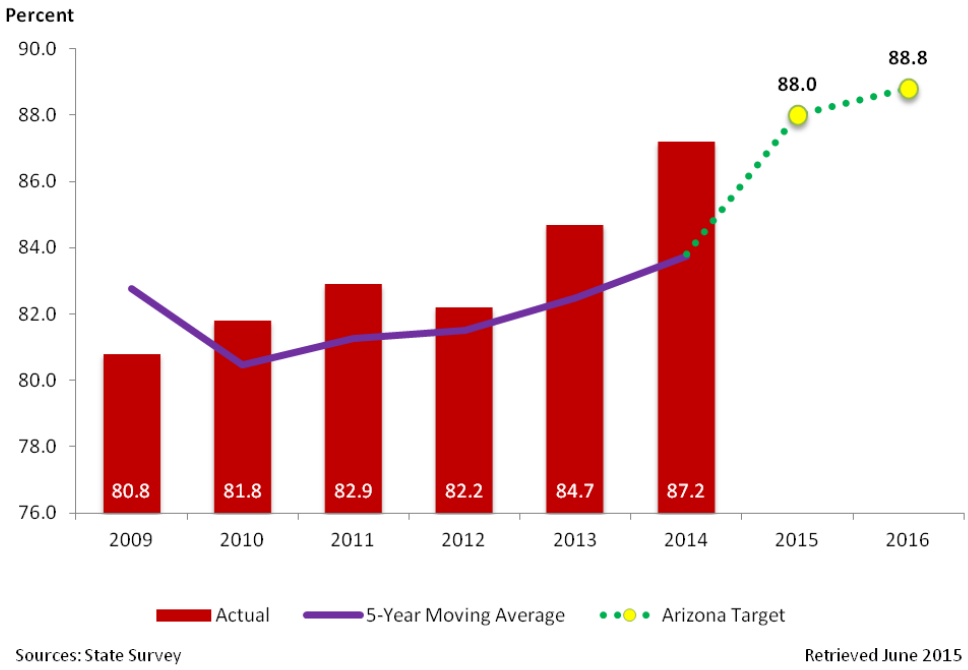
Explanation of the Bicycle Fatalities Goal-Setting Process

GOHS has set the goals for 2015 and 2016 to be 24 and 22 respectively. This will return bicycle fatalities closer to the level seen before 2013. Arizona and its major cities are vehicle dependent due to population growth and travel distances. GOHS will continue implementation of the Arizona Pedestrian and Bicyclist Safety Plan in 2016. Educating drivers and bicyclists in having mutual respect towards each other, coupled with enforcement programs, will go a long way toward reducing fatalities.

Percent Observed Seat Belt Use for Passenger Vehicles

The observed seat belt rate increased from 84.7 percent in 2013 to 87.2 percent in 2014. There has been a steady increase in the seat belt use rate since 2008 when seat belt usage was only 79.9 percent.

Figure 1.14 Percent Observed Seat Belt Use for Passenger Vehicles



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

Based on the trend data shown above, GOHS has set the 2016 goal for observed seat belt use at 88.8 percent. This continues the steady increases seen since 2008. Even though Arizona is a secondary seat belt law state there has been a continual increase in the seat belt rate. Arizona has surpassed the national seat belt use rate of 87.0 percent in 2014.

1.6 ADDITIONAL DATA AND ANALYSIS

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

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

Table 1.4 Vehicle Occupant Fatalities Age 4 and Below

	2010	2011	2012	2013	2014
Restrained	6	3	2	3	5
Unrestrained	4	3	3	7	2
Unknown Restraint Use	4	7	7	1	2
Total	**14**	**13**	**12**	**11**	**9**

Source: ADOT: Arizona Crash Facts, 2010-2014.

Table 1.5 Vehicle Occupant Fatalities Age 5 and Above

	2010	2011	2012	2013	2014
Restrained	183	221	240	240	196
Unrestrained	262	289	310	292	264
Unknown Restraint Use	129	125	111	113	120
Total	**574**	**635**	**661**	**656**	**589**

Source: ADOT: Arizona Crash Facts, 2010-2014.

Table 1.6 shows fatalities among American Indian, Non-Hispanic/Unknown increased from 113 in 2008 to 114 in 2012. These figures include occupants and non-occupants (pedestrians, pedal cyclists, and unknown non-occupants).

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

Table 1.6 Fatalities by Person Type and Race/Hispanic Origin

Person Type by Race/Hispanic Origin		2008	2009	2010	2011	2012
Occupants (All Vehicle Types)	Hispanic	220	150	1	90	142
	White, Non-Hispanic	435	297	13	294	388
	Black, Non-Hispanic	25	25	0	22	17
	American Indian, Non-Hispanic/Unknown	84	67	4	81	86
	Asian, Non-Hispanic/ Unknown	5	5	1	2	2
	All Other Non-Hispanic	15	17	0	14	32
	Unknown Race and Unknown Hispanic	8	97	567	146	4
	Total	***792***	***658***	***586***	***649***	***671***
Non-Occupants (Pedestrians, Pedal cyclists and Other/Unknown Non-Occupants)	Hispanic	35	38	2	38	45
	White, Non-Hispanic	70	49	6	55	65
	Black, Non-Hispanic	9	7	0	4	7
	American Indian, Non-Hispanic/Unknown	29	19	4	31	28
	Asian, Non-Hispanic/ Unknown	0	1	0	1	0
	All Other Non-Hispanic	1	8	0	7	3
	Unknown Race and Unknown Hispanic	2	26	161	41	2
	Total	***146***	***148***	***173***	***177***	***150***
Total		**938**	**806**	**759**	**826**	**821**

Source: Fatality Analysis Reporting System (FARS).

Table 1.7 Fatalities by Person Type

		2009		2010		2011		2012		2013	
Person Type		**No.**	**%**	**No.**	**%**	**No.**	**%**	**No.**	**%**	**No.**	**%**
Occupants	Passenger Car	211	26	195	26	200	24	222	27	209	25
	Light Truck – Pickup	90	11	113	15	97	12	100	12	116	14
	Light Truck – Utility	120	15	101	13	121	15	124	15	100	12
	Light Truck – Van	43	5	23	3	20	2	24	3	24	3
	Light Truck – Other	0	0	0	0	0	0	0	0	2	0
	Large Truck	9	1	5	1	16	2	11	1	11	1
	Bus	7	1	6	1	1	0	0	0	0	0
	Other/Unknown Occupants	57	7	52	7	58	7	49	6	46	5
	Total Occupants	***537***	***67***	***495***	***65***	***513***	***62***	***530***	***65***	***508***	***60***
Motorcyclists	***Total Motorcyclists***	***121***	***15***	***91***	***12***	***136***	***16***	***141***	***17***	***151***	***18***
Nonoccupants	Pedestrian	118	15	145	19	147	18	122	15	151	18
	Bicyclist and Other Cyclist	25	3	19	3	23	3	18	2	31	4
	Other/Unknown Nonoccupants	5	1	9	1	7	1	10	1	8	1
	Total Nonoccupants	***148***	***18***	***173***	***23***	***177***	***21***	***150***	***18***	***190***	***22***
Total		**806**	**100**	**759**	**100**	**826**	**100**	**821**	**100**	**849**	**100**

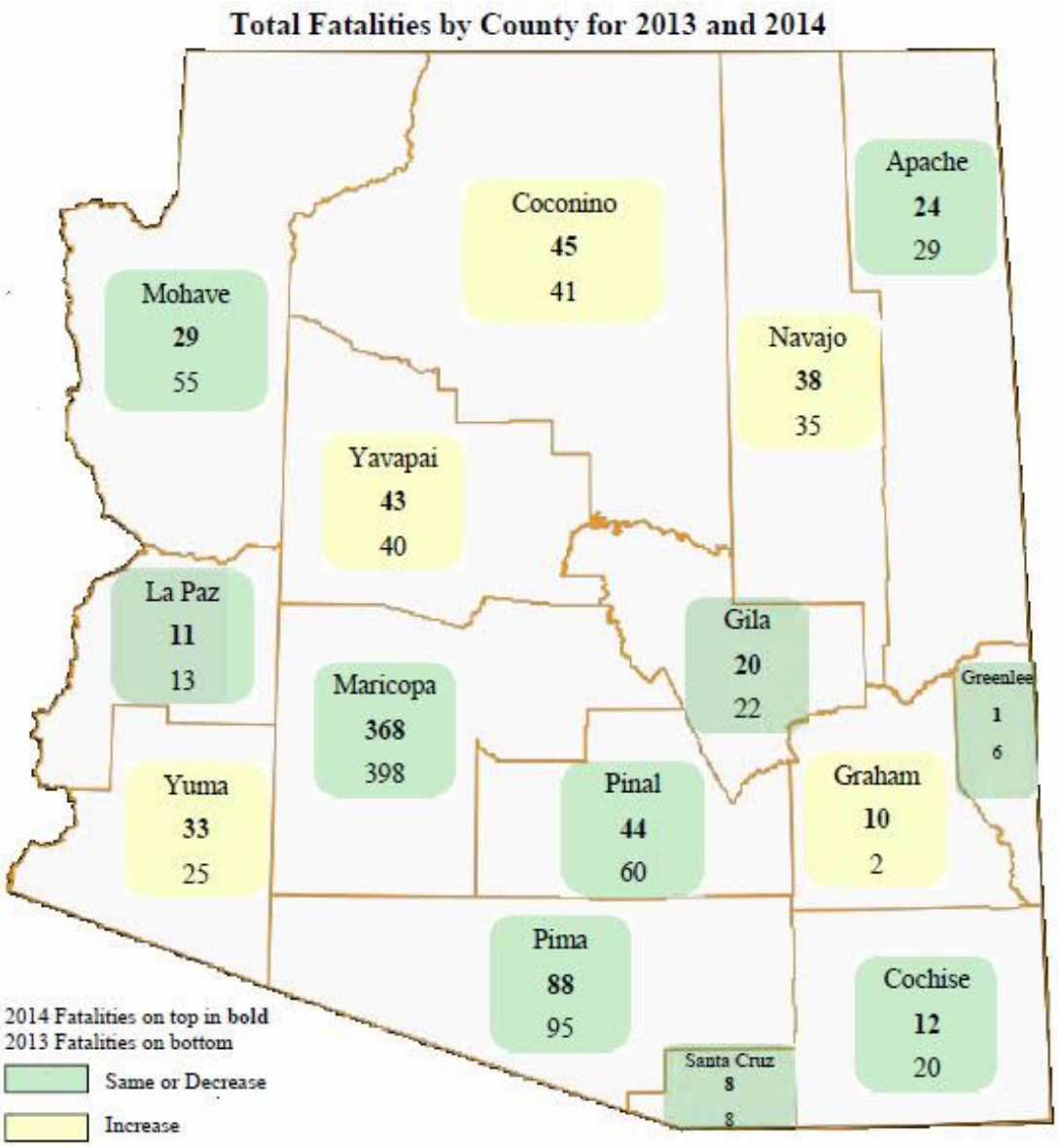
Source: FARS.

Table 1.8 Fatalities by Crash Type

Crash Type	2009	2010	2011	2012	2013
Total Fatalities (All Crashes)	**806**	**759**	**826**	**821**	**849**
Single Vehicle	506	477	501	503	506
Involving a Large Truck	66	65	68	85	63
Involving Speeding	293	262	299	302	290
Involving a Rollover	278	264	277	299	259
Involving a Roadway Departure	350	258	316	378	377
Involving an Intersection (or Intersection-Related)	168	185	204	192	239

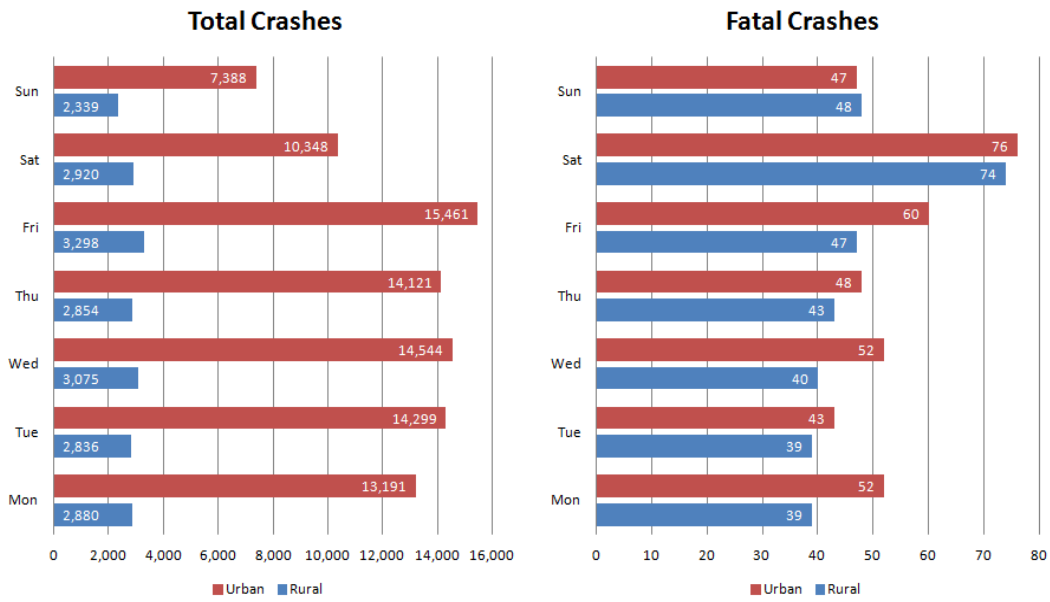
Source: FARS.

Figure 1.15 Fatalities by County
2013 and 2014



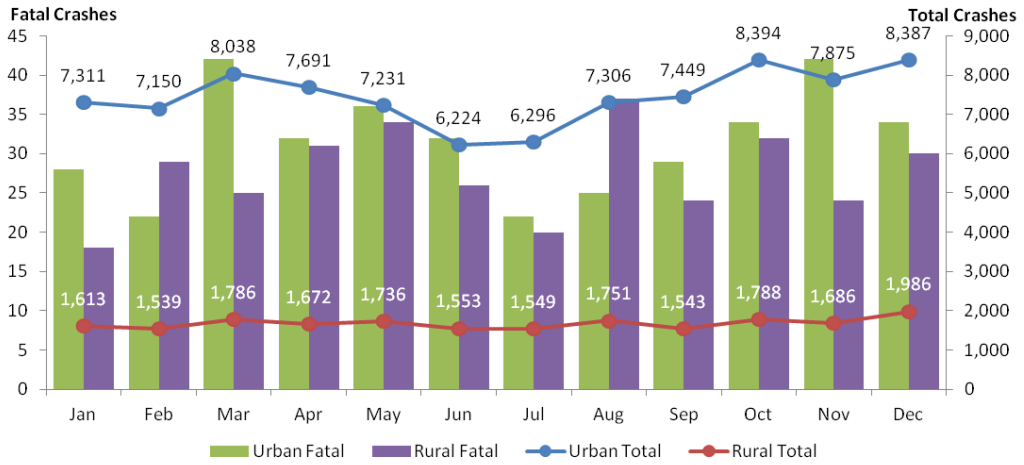
Source: ADOT: Arizona Crash Facts, 2014.

Figure 1.16 Crashes and Fatal Crashes by Day of Week
2014



Source: ADOT: Arizona Crash Facts 2014.

Figure 1.17 Crashes and Fatal Crashes by Month
2014



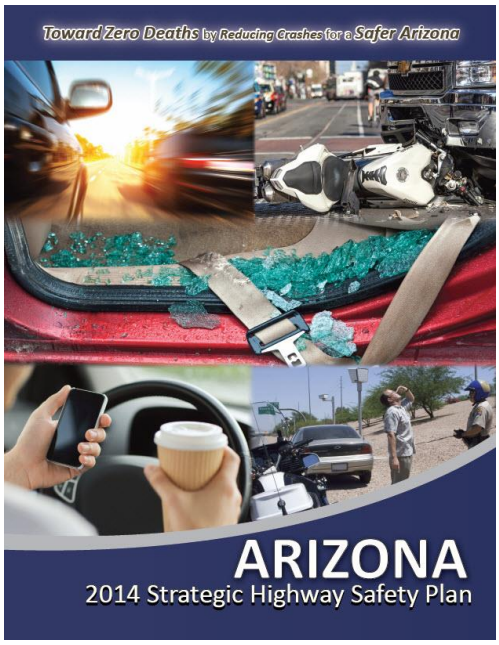
Source: ADOT: Arizona Crash Facts 2014.

1.7 COORDINATION WITH THE STRATEGIC HIGHWAY SAFETY PLAN

GOHS has been an active partner in Arizona's Strategic Highway Safety Plan (SHSP) process since the first plan which was adopted in 2007. GOHS participated in the recent update of the SHSP which was released in 2014. The plan is data-driven and includes statewide goals, objectives, and emphasis areas which represent the state's crash problems. The 2014 plan includes the following behavioral emphasis areas which are also addressed in the 2016 HSP:

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

The first four emphasis areas are associated with Arizona's highest number of fatalities and serious injuries and have been designated by the SHSP Executive Committee as a top focus emphasis area. Fact sheets for the above emphasis areas are included in the following pages. It is clear from a review of the strategies section on each fact sheet that GOHS plays a major role in achieving a reduction in the State's fatalities and serious injuries. The FFY 2016 HSP includes strong programs in these areas, which will support SHSP implementation.



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

GOHS coordinates the HSP with the Highway Safety Improvement Program (HSIP). Targets for fatalities, serious injuries and the fatality rate must be consistent between the FFY 2016 HSP and the HSIP. However, the current HSIP does not include targets for these three performance measures. The HSIP will begin having targets in 2016, at which time GOHS will ensure that the HSP and HSIP targets are identical.

Arizona Strategic Highway Safety Plan Endorsement

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

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

2014 SHSP Executive Committee Members

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

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

ADOT

John S. Halikowski
Director, Arizona Department of Transportation

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

Robert Halliday
Director, Arizona Department of Public Safety

Will Humble
Director, Arizona Department of Health Services

In coordination with the following federal transportation-safety agencies:

Federal Highway Administration

FMCSA

NHTSA

Speeding and Aggressive Driving

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

Purpose Statement

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

Goal

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

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

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

Strategies to Achieve Goal

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

Executive Committee designated top focus Emphasis Area.

ARIZONA SHSP EMPHASIS AREA FACT SHEET - JUNE 2015 DRAFT

Impaired Driving

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

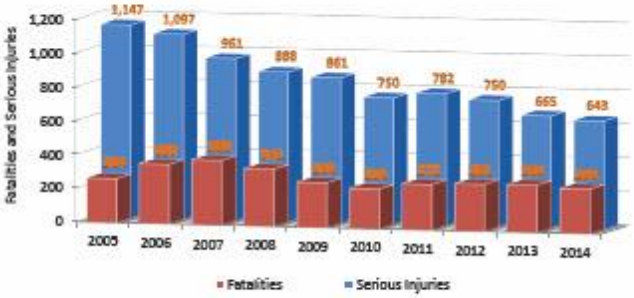
Purpose Statement

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

Goal

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

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



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

Strategies to Achieve Goal

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

Executive Committee designated top focus Emphasis Area.

ARIZONA SHSP EMPHASIS AREA FACT SHEET - JUNE 2015 DRAFT

Occupant Protection

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

Purpose Statement

Everyone is buckled up, every time.

Goal

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

Trend in Unrestrained-Occupant Crash Fatalities and Serious Injuries*

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

Strategies to Achieve Goal

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

Executive Committee designated top focus Emphasis Area.

ARIZONA SHSP EMPHASIS AREA FACT SHEET - JUNE 2015 DRAFT

Motorcycles

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

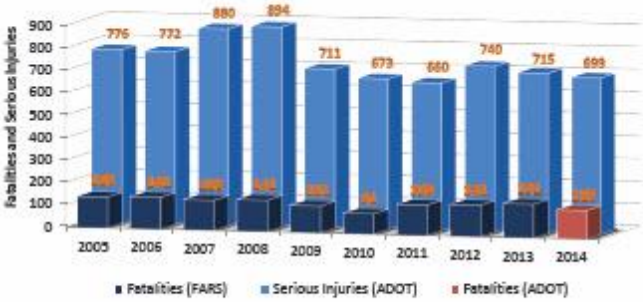
Purpose Statement

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

Goal

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

*Trend in Motorcyclist Fatalities and Serious Injuries**



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

Strategies to Achieve Goal

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

Executive Committee designated top focus Emphasis Area.

ARIZONA SHSP EMPHASIS AREA FACT SHEET - JUNE 2015 DRAFT

Nonmotorized Users | *Pedestrians*

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

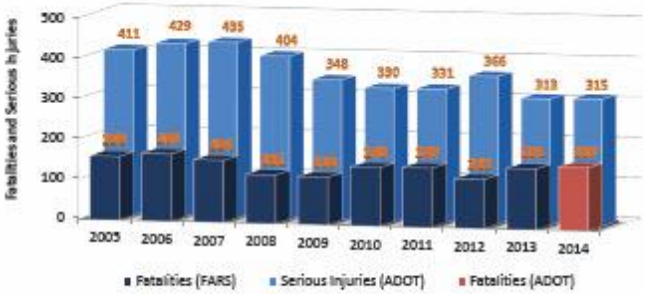
Purpose Statement

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

Goal

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

*Trend in Pedestrian Crash Fatalities and Serious Injuries**



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

Strategies to Achieve Goal

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

ARIZONA SHSP EMPHASIS AREA FACT SHEET - JUNE 2015 DRAFT

Nonmotorized Users | *Bicyclists*

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

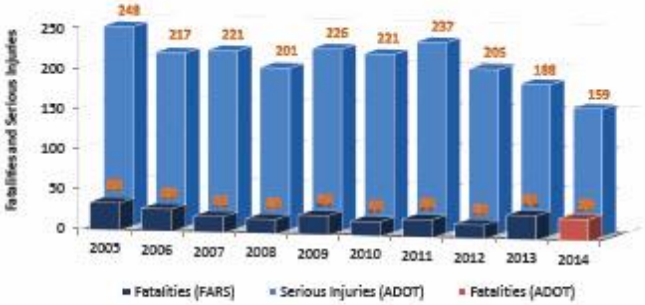
Purpose Statement

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

Goal

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

*Trend in Bicyclist Crash Fatalities and Serious Injuries**



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

Strategies to Achieve Goal

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

ARIZONA SHSP EMPHASIS AREA FACT SHEET - JUNE 2015 DRAFT

2.0 Highway Safety Performance Plan

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

2.1 HIGHWAY SAFETY GOALS FOR FFY 2016

Table 2.1 identifies the program areas, performance targets, and performance measures which are the focus of the GOHS HSP efforts for FFY 2016. The three national activity measures, are included, however no targets have been set for them. Arizona will report progress on the grant activity measures annually.

Table 2.1 Performance Targets and Measures

	CORE OUTCOME MEASURES		2009	2010	2011	2012	2013
C-1	Traffic Fatalities (FARS)	Annual	806	759	826	821	849
		5-Year Moving Average	806	762	825	821	844
	Reduce total fatalities by 5.7 percent from 813 (2009-2013 average) to 767 by 2016						
C-2	Serious Injuries in Traffic Crashes (ADOT)	Annual	4,808	4,600	4,570	4,471	4,305
		5-Year Moving Average	-	-	5,111	4,756	4,551
	Reduce serious traffic injuries by 7.7 percent from 4,371 (2009-2013 average) to 4,035 by 2016						
C-3	Fatalities/VMT (FARS/FHWA)	Annual	1.31	1.27	1.39	1.37	1.40
		5-Year Moving Average	1.34	1.27	1.39	1.37	1.39
	Reduce fatalities/VMT by 0.8 percent from 1.35 (2009-2013 average) to 1.34 by 2016						
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	248	235	222	252	227
		5-Year Moving Average	321	266	292	317	299
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 6.4 percent from 237 (2009-2013) to 222 by 2016						
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	218	206	212	230	219
		5-Year Moving Average	261	223	265	281	262
	Reduce alcohol impaired driving fatalities by 2.8 percent from 216 (2009-2013 average) to 210 by 2016						
C-6	Speeding-Related Fatalities (FARS)	Annual	293	262	299	302	290
		5-Year Moving Average	283	251	287	279	266
	Reduce speeding-related fatalities by 12.9 percent from 288 (2009-2013 average) to 251 by 2016						
C-7	Motorcyclist Fatalities (FARS)	Annual	121	91	136	141	151
		5-Year Moving Average	122	85	132	139	149
	Reduce motorcyclist fatalities by 2.3 percent from 128 (2009-2013 average) to 125 by 2016						
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	66	50	73	70	83
		5-Year Moving Average	57	41	66	67	76
	Reduce unhelmeted motorcyclist fatalities 7.4 percent from 68 (2009-2013 average) to 63 by 2016						
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	95	79	116	99	119
		5-Year Moving Average	94	77	114	99	118
	Reduce drivers age 20 and younger involved in fatal crashes by 11.8 percent from 102 (2009-2013) to 90 by 2016						
C-10	Pedestrian Fatalities (FARS)	Annual	118	145	147	122	151
		5-Year Moving Average	122	155	154	131	158
	Reduce pedestrian fatalities by 0.8 percent from 137 (2009-2013 average) to 136 by 2016						
C-11	Bicyclist Fatalities (FARS)	Annual	25	19	23	18	31
		5-Year Moving Average	25	19	23	18	30
	Reduce bicyclist fatalities 4.4 percent from 23 (2009-2013 average) to 22 by 2016						

	CORE BEHAVIOR MEASURE		2010	2011	2012	2013	2014
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	81.8%	82.9%	82.2%	84.7%	87.2%
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1.6 percentage points from 87.2 percent in 2014 to 88.8 percent in 2016						

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

2.2 EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

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

Data-driven Problem Identification

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

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

Implementation of Evidence-based Strategies

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

Continuous Monitoring

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

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

3.0 Highway Safety Strategies and Projects

The Arizona FFY 2016 Highway Safety Plan (HSP) commences October 1, 2015 and ends September 30, 2016. It is a flexible working document that can be revised to accommodate necessary changes to existing programs, as well as to introduce new programs. It contains a statewide overview and detailed summaries of traffic safety data, as well as program and project descriptions and budgets for the allocation of available funding.

Funding for FFY 2016 is estimated based on allocated amounts from prior years plus carry forward funding. The amounts listed with each project are estimates as of the submission date for this Highway Safety Plan. For FFY 2016, GOHS is utilizing the remaining carry forward Section 402 and 405d funding for some projects. Carry forward funding will fund Section 402 and 405d grants until all FFY 2015 funds are expended and new Section 402 and 405d funding is received. Additionally, GOHS manages funding from the Arizona DUI Abatement Fund. These funds are not programmed through the HSP and are addressed separately in Appendix A.

The GOHS philosophy and commitment is "Grants for Performance"; in other words, we treat every taxpayer dollar granted to law enforcement agencies, nonprofits, fire districts, and city and county transportation departments with respect. All funds are devoted to improving safety on our roadways, and all grantees are required to report their progress and expenditures in a timely manner, in addition to quarterly and final reports of cost incurred. Our monitoring process is designed to fulfill our commitment to the public we serve and ensure State and Federal compliance with statutes, rules, and guidelines.

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

Program Overview

The number one predictor of traffic crashes is the amount of travel a state's citizens experience. The more we travel, the more we are exposed to the possibility of crash involvement. Between 2006 and 2011, Arizona was among the states hardest hit by a severe recession and an increase in fuel prices. Exemplary law enforcement, training, education, and public awareness programs, together with the troubled economy, resulted in the achievement of dramatic reductions in fatal and serious injury crashes. Arizona's economy has begun to stabilize and improve since the 2007 recession. In 2010, Arizona realized the beginning of a recovery, which resulted in more jobs, increased home values, and increased economic activity. With a strengthened economy and lower fuel prices, our citizens bought new vehicles. They traveled more often and for longer distances. As might be expected, congestion increased on our highways, and with increased exposure, crashes, fatalities and injuries began to increase. Despite the increase in economic activity, there was a tremendous drop in traffic fatalities in 2014 to 774. This fall from 849 traffic fatalities in 2013 is wonderful news.

The following sections provide details on the program areas, goals, performance measures, strategies, task or project descriptions, funding levels and sources. Multiple projects are included under most strategies to provide consistency with the Arizona accounting system. Therefore, a summary budget is included at the end of each section. The emphasis areas in Arizona's FFY 2016 HSP include speeding and aggressive driving, impaired driving, occupant protection, motorcycles, pedestrian and bicyclist safety, traffic records, accident investigation, and planning and

The emphasis areas in Arizona's FFY 2016 HSP include speeding and aggressive driving, impaired driving, occupant protection, motorcycles, pedestrian and bicyclist safety, traffic records, accident investigation, and planning and administration.

administration. GOHS used *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Seventh Edition, 2013 (CTW) as a primary reference aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2016 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 2013, 219 fatalities involving at least one driver with a BAC of 0.08 percent or greater occurred. This represents a 4.8 percent decrease from 2012. Research shows sustained, long-term, highly visible enforcement coupled with effective education programs reduces impaired driving crashes and fatalities.

Southeastern Arizona DUI Task Force.

In 2014, Arizona law enforcement agencies made over 1,100,000 traffic stops and 29,000 DUI arrests. Though Arizona has some of the toughest impaired driving laws in the country, Arizona is experiencing an alarming increase in arrests

stemming from drug impaired driving. Prescription drug abuse is an epidemic, and "medical marijuana" is legal. As drugged driving has become more prevalent in Arizona arrests have increased dramatically, from about 700 in 2008 to about 4,200 in 2014. This increase is most likely due to the focus on drugged driving recognition (DRE) training for law enforcement. The State has a cadre of superbly trained officers in alcohol- and drug-impaired driver detection, but the challenges continue. Most law enforcement training in drugged driving recognition is through the advanced roadside impaired driving enforcement (ARIDE) course. This course is targeted to NHTSA Standardized Field Sobriety Test (SFST) certified officers.

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

In FFY 2015, GOHS allocated funding through 89 contracts to law enforcement and non-law enforcement agencies, county sheriff's departments, the state highway patrol and other state agencies to participate in overtime enforcement details and purchase equipment to enhance impaired driving enforcement statewide, including participation in the national high-visibility enforcement mobilization over the Memorial Day holiday period. The purchase of Portable Breath Testing devices (PBTs), Intoxilyzers, Phlebotomy supplies, and mobile Dual Channel Blood Alcohol Analyzers equipment are essential to improve the efficiency of impaired driver processing in addition to decreasing the time an arresting officer spends out of service for processing.

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

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

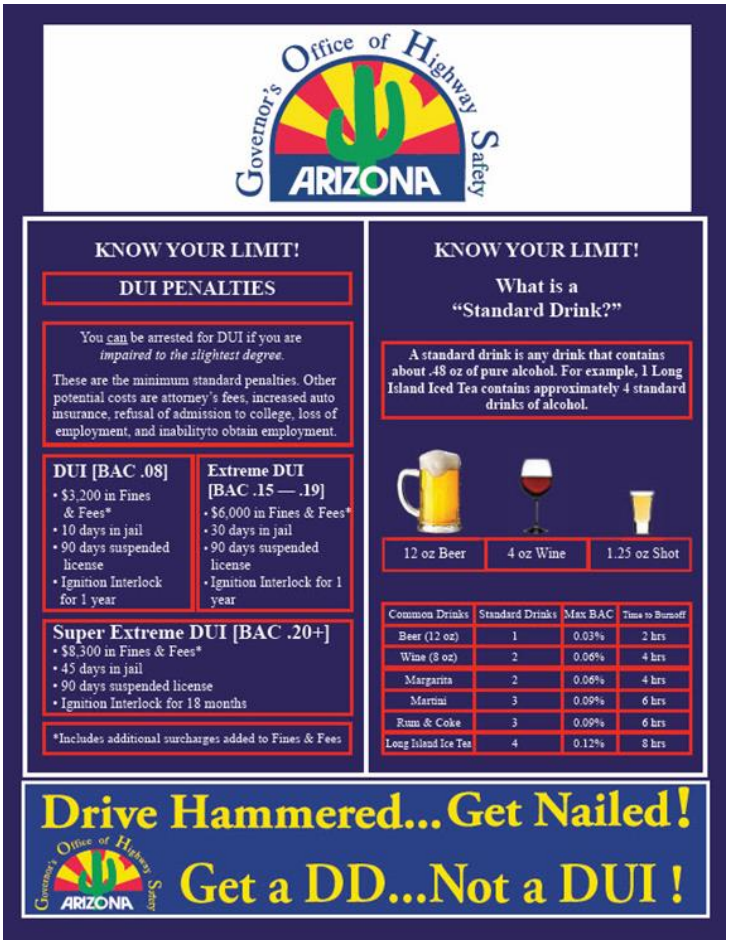
influence. Properly analyzed evidence is an important component when prosecuting an impaired driver.

GOHS developed a strategic, statewide impaired driving task force which includes members from state, county, local, and tribal law enforcement personnel in addition to non-law enforcement agencies. The strategic task force works to increase impaired driver recognition training for law enforcement personnel and enhance enforcement efforts in addition to identifying best practices to increase public awareness and education about the dangers and consequences of impaired driving. The strategic task force coordinates with law enforcement agencies statewide to encourage the implementation of additional HVE impaired driving efforts such as saturation patrols, Wolf Packs, and Task Force details.

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

Figure 3.1 below is the advertisement distributed for the 2015 Super Bowl held in Glendale, Arizona. One million copies were printed by the NFL.

Figure 3.1 2015 Super Bowl Program Advertisement



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

During the Thanksgiving to New Year's holiday, these news releases are sent often to the media and they are used in a cumulative manner to show enforcement, citations, and arrests through January 2nd of the New Year. Figure 3.2 is a sample of the Arizona Statewide Memorial Day weekend DUI Enforcement Media Advisory (sent before enforcement begins).

Figure 3.2 2015 Statewide Memorial Day weekend DUI Enforcement Media Advisory

Governor's Office of Highway Safety
ARIZONA

DOUGLAS A. DUCEY
GOVERNOR

ALBERTO C. GUTIER
DIRECTOR
GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE

MEDIA ADVISORY

IMMEDIATE RELEASE
May 21, 2015

Memorial Day

"Drive Hammered... Get Nailed!"
"Designate a Sober Driver"

FOR MORE INFORMATION, CONTACT:
Alberto Gutier - Office: (602) 255-3216
Cell: (602) 377-1365
Cell: (602) 908-8900
Home: (602) 944-1015
Email: agutier@azgohs.gov

ARIZONA STATEWIDE HOLIDAY DUI ENFORCEMENT

PHOENIX – These are the Impaired Driving Deployment activities that will occur during the Memorial Day weekend throughout the state. GOHS Director, Alberto Gutier said "We want everyone to enjoy the Memorial Day festivities and to do so responsibly by having a sober designated driver, calling a friend, or taking a taxi home."

PHOENIX POLICE DEPARTMENT
Saturation Patrol In Six Locations Nightly
5/22 and 5/23
– 2212 E. Bell Rd., QT Parking Lot
– 2710 W. Thunderbird, QT Parking Lot
– 8233 N. 7th St., QT Parking Lot
– 2700 W. Thomas, QT Parking Lot
– 1610 E. Highland, QT Parking Lot
– 3443 S. Central, Southern Command Lot
5/24 and 5/25
– 1610 E. Highland, QT Parking Lot
Lt. Scott Sowerwine 602-495-5001

EAST VALLEY DUI TASK FORCE
Saturation Patrol 7:00pm-4:00am
5/22 – 7601 E. McKellips Rd., Scottsdale and Val Vista/Warner, Gilbert
5/23 – 2330 W. Rio Salado, Mesa
5/24 – Agencies Patrolling Own Jurisdiction
Sobriety Checkpoint 12:00pm-6:00pm
5/25 – Power Rd./Redmont, Mesa
ASU PD, CHANDLER PD, DLLC, DPS METRO EAST, GILBERT PD, MCSO, MESA PD, SALT RIVER PD, SCOTTSDALE PD, TEMPE PD
Sgt. Efren Carmona 480-229-3054

WEST VALLEY DUI TASK FORCE
Saturation Patrol 7:00pm-4:00am
5/23 – 8351 W. Cinnabar, Peoria
AVONDALE PD, BUCKEYE PD, DLLC, DPS METRO CENTRAL, DPS METRO WEST, EL MIRAGE PD, GLENDALE PD, GOODYEAR PD, MCSO, PEORIA PD, SURPRISE PD, TOLLESON PD, WICKENBURG PD
Sgt. Rich Stringer 602-690-0803

SOUTHERN AZ DUI TASK FORCE
Saturation Patrol 8:00pm-4:00am
5/22 – 1310 W. Miracle Mile, Tucson
5/23 – 1750 E. Benson Hwy, Tucson
5/24 – 1310 W. Miracle Mile, Tucson
5/25 – 1310 W. Miracle Mile, Tucson
PIMA COUNTY SO, DLLC, DPS DISTRICT 8, MARANA PD, ORO VALLEY PD, PASQUA YAQUI PD, SAHUARITA PD, SOUTH TUCSON PD, TUCSON PD, UA PD
Sgt. Dawn Barkman 520-548-2530

PINAL COUNTY DUI TASK FORCE
Saturation Patrol 2:00pm
5/25 – Hwy 88/Idaho, Apache Junction
CASA GRANDE PD, COOLIDGE PD, FLORENCE PD, GILA RIVER PD, MARICOPA PD, PINAL COUNTY SO, APACHE JUNCTION PD, DPS DISTRICT 6
Sgt. Leo Aparicio 520-705-4929

WESTERN AZ DUI TASK FORCE
Saturation Patrol
5/1 through 5/5 – Quartzsite and Parker Areas
PARKER PD, QUARTZSITE PD
Ofc. Hilario Tanakeyoma 928-917-4644

EASTERN AZ DUI TASK FORCE
Saturation Patrol 7:00pm-3:00am
5/22 – Safford and Thatcher Areas
SAFFORD PD, THATCHER PD, GRAHAM COUNTY SO, DPS DISTRICT 9, PIMA PD, GREENLEE COUNTY SO
Ofc. Jason Larson 928-428-2296

TRI-CITY DUI TASK FORCE
Saturation Patrol 6:00pm-3:00am
5/23 – Costco, Prescott
5/24 – Each Agency In Own Jurisdiction
CHINO VALLEY PD, DPS DISTRICT 12, PRESCOTT PD, PRESCOTT VALLEY PD, YAVAPAI COUNTY SO
Sgt. Corey Kasun 928-777-1943

NORTHERN AZ DUI TASK FORCE
Saturation Patrol 10:00pm-3:00am
5/22 through 5/25
– 911 Sawmill Rd., Flagstaff
COCONINO COUNTY SO, DPS DISTRICT 2, FLAGSTAFF PD, NAU PD
Lt. Lance Roberts 928-202-6077

SOUTHEASTERN DUI TASK FORCE
Saturation Patrol 7:00pm-3:00am
5/23 – Sierra Vista Area
SIERRA VISTA PD, DPS DISTRICT 9, COCHISE COUNTY SO, DOUGLAS PD
Cpl. Tim Wachtel 520-452-7500

WHITE MOUNTAIN DUI TASK FORCE
Sustained Activity
– Each Agency Patrolling Own Jurisdiction
DPS DISTRICT 3, NAVAJO COUNTY SO, PINETOP-LAKESIDE PD, SNOW LOW PD, SNOWFLAKE-TAYLOR PD
Cdr. David Sargent 928-369-8250

APACHE COUNTY SHERIFF'S OFFICE
Saturation Patrol
5/22 through 5/25 – Apache County
Sgt. Lance Spivey 928-245-6636

ARIZONA STATE UNIVERSITY POLICE DEPT.
Saturation Patrol 6:00pm-4:00am
5/24 through 5/25 – Tempe Campus Area
Sgt. Nate Devaney 480-599-0875

BENSON POLICE DEPARTMENT
Sustained Activity
– Benson Area
Sgt. Floyd Graf 520-586-2211

BULLHEAD CITY POLICE DEPARTMENT
Saturation Patrol
5/22 and 5/23 – 1255 Marina Blvd., Bullhead City
Sgt. Rod Polomski 928-763-9300 x288

CAMP VERDE MARSHALL'S OFFICE
Saturation Patrol 7:00pm-12:00am
5/21 through 5/24 – Camp Verde Area
Dep. Dan Jacobs 928-554-8300

CHANDLER POLICE DEPARTMENT
Saturation Patrol 6:00pm-4:00am
5/24 and 5/25 – Chandler Area
Sgt. Dan Stout 480-782-4854

CLIFTON POLICE DEPARTMENT
Sustained Activity
– Clifton Area
Ofc. Trevor Thompson 928-865-2067

COOLIDGE POLICE DEPARTMENT
Saturation Patrol 7:00pm-3:00am
5/22 through 5/24 – Coolidge Area
Det. Jason Masterson 520-723-6064

COTTONWOOD POLICE DEPARTMENT
Saturation Patrol
5/23 and 5/25 – Cottonwood Area
Ofc. Roger Scarim 928-634-4346

GILA COUNTY SHERIFF'S OFFICE
Saturation Patrol
5/22 through 5/25 – Gila County
Lt. Keith Thompson 928-425-4449

GLOBE POLICE DEPARTMENT
Saturation Patrol
5/22 through 5/24 – Globe Area
Sgt. Gabriel Guerrero 928-425-5751

JEROME POLICE DEPARTMENT
Sustained Activity
– Jerome Area
Ofc. Nicole Florid 928-634-8992

KEARNY POLICE DEPARTMENT
Sustained Activity
– Kearny Area
Chf. Richard Como 520-363-5567

KINGMAN POLICE DEPARTMENT
Sustained Activity
– Kingman Area
Ofc. Dan Spivey 928-753-2191

LA PAZ COUNTY SHERIFF'S OFFICE
Sustained Activity
– La Paz County
Lt. William Poindexter 928-669-6141

LAKE HAVASU CITY POLICE DEPARTMENT
Saturation Patrol 5:00pm-3:00am
5/22 through 5/24
– 2360 Mcculloch Blvd., Lake Havasu City
Sgt. Jerry Burns 928-855-1171

MARICOPA POLICE DEPARTMENT
Saturation Patrol 8:00pm-2:00am
5/24 – 39675 W. Civic Center Plaza, Maricopa
Sgt. Joshua Paulsen 520-251-2067

MESA POLICE DEPARTMENT
Saturation Patrol 2:00pm-8:00pm
5/24 – Power Rd./202 Overpass, Mesa
Sgt. Efren Carmona 480-259-6036

NOGALES POLICE DEPARTMENT AND SANTA CRUZ COUNTY SHERIFF'S OFFICE
Saturation Patrol 8:00pm-4:00am
5/22 and 5/25 – Nogales Area
Sgt. Robert Thompson 520-287-9111

PATAGONIA MARSHALL'S OFFICE
Sustained Activity
– Patagonia Area
Dep. Ronald Davis 520-227-8404

PAYSON POLICE DEPARTMENT
Saturation Patrol 5:00pm-2:00am
5/21 through 5/25 – Payson Area
Lt. Sherwood Eldredge 928-474-5242

SAN LUIS POLICE DEPARTMENT
Saturation Patrol 6:00pm-4:00am
5/22 through 5/23
– 1030 E. Union St., San Luis
Lt. Victor Figueroa 928-920-5343

SALT RIVER POLICE DEPARTMENT
Saturation Patrol 7:00pm-3:30am
5/20 through 5/25 – 4915 N. Pima Rd.
Sgt. Louis Lombart 480-226-2393

SANTA CRUZ COUNTY SHERIFF'S OFFICE
Saturation Patrol 6:00pm-2:00am
5/22 through 5/25 – Santa Cruz County
Sgt. Rafael Corralez 520-980-7014

SCOTTSDALE POLICE DEPARTMENT
Saturation Patrol 6:00pm-4:00am
5/24 through 5/25 – 7601 E. McKellips Rd., Scottsdale
Sgt. K.C. Moore 480-312-3192

SEDONA POLICE DEPARTMENT
Sustained Activity
– Sedona Area
Cdr. Marlayne Hatler 928-203-5006

SNOWFLAKE-TAYLOR POLICE DEPARTMENT
Saturation Patrol 6:00pm-3:00am
5/22, 5/23 and 5/25 – Snowflake-Taylor Area
Ofc. David Young 928-587-2730

SPRINGERVILLE POLICE DEPARTMENT
Saturation Patrol 6:00pm-3:00am
5/25 – Springerville Area
Sgt. David Gregory 928-245-0935

WICKENBURG POLICE DEPARTMENT
Saturation Patrol
5/22 – Wickenburg Area
Cpl. Aaron Hadley 805-341-0401

WILLIAMS POLICE DEPARTMENT
Saturation Patrol 10:00pm-3:00am
5/22 through 5/24– 501 W. Route 66, Williams
Sgt. Romero 928-635-4461

YUMA COUNTY SHERIFF'S OFFICE
Saturation Patrol
5/22 through 5/24 – 141 S. 3rd Ave., Yuma
Sgt. Richard Meraz 928-783-4427 x3204

YUMA POLICE DEPARTMENT
Saturation Patrol
5/22 through 5/24 – Yuma Area
Sgt. Eric Egan 928-373-4743

-30-

3030 NORTH CENTRAL AVENUE, SUITE 1550, PHOENIX, ARIZONA 85012
TELEPHONE (602) 255-3216 | TOLL FREE (877) 355-3216 | FAX (602) 255-1265
WWW.AZGOHS.GOV

Table 3.1 Performance Goals and Measures

Performance Goal	Performance Measure
Reduce alcohol impaired driving fatalities by 2.8 percent from 216 (2009-2013 average) to 210 by 2016	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or higher.

Strategies

To combat the prevalence of impaired driving, GOHS devotes significant resources to overtime enforcement, equipment, and training for law enforcement officers statewide. Arizona's impaired driving program utilizes enforcement, education, training, and public awareness to reduce the number of fatalities and injuries resulting from alcohol- and drug-impaired collisions. GOHS will pursue the following strategies in FFY 2016 to reduced impaired driving on our roadways.

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

GOHS will continue to fund these proven effective strategies to reduce the number of alcohol and drug driving-related fatalities by increasing the number of DUI arrests, training law enforcement on effective tools and techniques, and regularly informing the public about the danger associated impaired driving and the threat of arrest for those who break the laws. For an overview of Arizona DUI Enforcement Statistics from 2005 through 2014, see Figure B.5 in Appendix B.

Programs and Projects

Project Title: Impaired Driving Enforcement Program

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

Description: Arizona's DUI enforcement program includes parallel enforcement activities: 1) year-long sustained enforcement efforts and 2) periodic enhanced enforcement campaigns, such as the Holiday DUI Task Force enforcement efforts. Arizona's DUI Enforcement Program mobilizes enforcement efforts where a high frequency of fatal and/or serious injury impaired driving collisions occur. The GOHS requires each of the 70 agencies receiving DUI enforcement funds to conduct educational and public awareness campaigns in their respective communities.

Budget: $2,148,641.00

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

Table 3.2 Impaired Driving Enforcement Program

Project Number	Agency	Amount	Source
2016-AL-001	ARIZONA STATE UNIVERSITY PD	$25,979.00	402
2016-AL-002	CAMP VERDE MO	$7,000.00	402
2016-AL-003	CLARKDALE PD	$3,500.00	402
2016-AL-004	CLIFTON PD	$6,365.00	402
2016-AL-005	COOLIDGE PD	$15,135.00	402
2016-AL-006	DEPT OF LIQUOR LICENSES AND CONTROL	$41,000.00	402
2016-AL-007	EL MIRAGE PD	$6,500.00	402
2016-AL-008	FLAGSTAFF PD	$20,000.00	402
2016-AL-009	FLORENCE PD	$2,500.00	402
2016-AL-010	GAME AND FISH DEPARTMENT	$20,000.00	402
2016-AL-011	GLOBE PD	$5,000.00	402
2016-AL-012	JEROME PD	$2,000.00	402
2016-AL-013	MARICOPA CSO	$30,000.00	402
2016-AL-014	MARICOPA CSO	$110,000.00	402
2016-AL-015	MARICOPA PD	$20,000.00	402
2016-AL-016	MESA PD	$120,000.00	402
2016-AL-017	MESA PD	$10,000.00	402
2016-AL-018	NAU PD	$12,108.00	402
2016-AL-019	NAVAJO CSO	$23,843.00	402
2016-AL-020	NOGALES PD	$10,000.00	402
2016-AL-021	ORO VALLEY PD	$20,000.00	402
2016-AL-022	PARKER PD	$5,000.00	402
2016-AL-023	PATAGONIA MO	$5,000.00	402
2016-AL-024	PEORIA PD	$40,000.00	402
2016-AL-025	PHOENIX PD	$30,000.00	402
2016-AL-026	PHOENIX PD	$81,000.00	402
2016-AL-027	PHOENIX PD	$60,000.00	402
2016-AL-028	PIMA CSD	$65,000.00	402
2016-AL-029	PIMA PD	$2,500.00	402
2016-AL-030	PINAL CSO	$50,000.00	402

Project Number	Agency	Amount	Source
2016-AL-031	PINETOP-LAKESIDE PD	$10,000.00	402
2016-AL-032	PRESCOTT PD	$25,000.00	402
2016-AL-033	PRESCOTT VALLEY PD	$25,711.00	402
2016-AL-034	SAFFORD PD	$7,500.00	402
2016-AL-035	SAHUARITA PD	$15,000.00	402
2016-AL-036	SALT RIVER PIMA MARICOPA INDIAN COMMUNITY	$50,000.00	402
2016-AL-037	SAN LUIS PD	$8,000.00	402
2016-AL-038	SANTA CRUZ CSO	$8,000.00	402
2016-AL-039	SCOTTSDALE PD	$100,000.00	402
2016-AL-040	SIERRA VISTA PD	$25,000.00	402
2016-AL-041	SNOWFLAKE-TAYLOR PD	$5,000.00	402
2016-AL-042	SPRINGERVILLE PD	$5,000.00	402
2016-AL-043	ST. JOHNS PD	$7,000.00	402
2016-AL-044	SURPRISE PD	$35,000.00	402
2016-AL-045	TEMPE PD	$100,000.00	402
2016-AL-046	TEMPE PD	$60,000.00	402
2016-AL-047	THATCHER PD	$10,000.00	402
2016-AL-048	TOLLESON PD	$16,000.00	402
2016-AL-049	TUCSON PD	$100,000.00	402
2016-AL-050	UNIVERSITY OF ARIZONA PD	$20,000.00	402
2016-AL-051	WELLTON PD	$4,000.00	402
2016-AL-052	WICKENBURG PD	$8,000.00	402
2016-AL-053	WILLCOX PD	$65,000.00	402
2016-AL-054	WILLIAMS PD	$3,500.00	402
2016-AL-055	YAVAPAI CSO	$30,000.00	402
2016-AL-056	YUMA PD	$10,000.00	402
2016-II-001	APACHE CSO	$10,000.00	405d
2016-II-002	APACHE JUNCTION PD	$25,000.00	405d
2016-II-003	AVONDALE PD	$30,000.00	405d
2016-II-004	BUCKEYE PD	$30,000.00	405d
2016-II-005	CASA GRANDE PD	$20,000.00	405d
2016-II-006	CHANDLER PD	$50,000.00	405d
2016-II-007	COCHISE CSO	$40,000.00	405d

Project Number	Agency	Amount	Source
2016-II-008	COTTONWOOD PD	$20,000.00	405d
2016-II-009	DOUGLAS PD	$20,000.00	405d
2016-II-010	DEPARTMENT OF PUBLIC SAFETY	$50,000.00	405d
2016-II-011	FLAGSTAFF PD	$20,000.00	405d
2016-II-012	GRAHAM CSO	$10,000.00	405d
2016-405d-001	GILBERT PD	$80,000.00	405d
2016-405d-002	GLENDALE PD	$60,000.00	405d
2016-405d-003	GOODYEAR PD	$30,000.00	405d
2016-405d-004	KINGMAN PD	$20,000.00	405d
2016-405d-005	LA PAZ CSO	$15,000.00	405d
2016-405d-006	LAKE HAVASU CITY PD	$20,000.00	405d
2016-405d-007	MARANA PD	$40,000.00	405d
2016-405d-008	PIMA COMMUNITY COLLEGE PUBLIC SAFETY	$15,000.00	405d
Total		**$2,148,641.00**	

Project Title: Impaired Driving Enforcement Equipment Program

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

Avondale PD DUI Enforcement Vehicle

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. PBTs are handheld instruments used in the field by law enforcement officers to indicate the presence of alcohol in suspected impaired drivers and underage alcohol offenders. Livescan Instruments take electronic fingerprints, provide for immediate comparison to check DUI suspects for prior arrests, and assist officers in positive suspect identification. Eighteen enforcement agencies will receive funding for equipment under this program.

Budget: $248,693.00

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

Table 3.3 Impaired Driving Enforcement Equipment Program

Project Number	Agency	Amount	Source
2016-AL-057	ARIZONA STATE UNIVERSITY PD	$3,000.00	402
2016-AL-058	BUCKEYE PD	$1,500.00	402
2016-AL-059	BULLHEAD CITY PD	$1,500.00	402
2016-AL-060	CHANDLER PD	$2,000.00	402
2015-AL-061	COCHISE CSO	$7,108.00	402
2016-AL-062	DEPARTMENT OF PUBLIC SAFETY	$34,372.00	402
2015-AL-063	GAME AND FISH DEPARTMENT	$13,604.00	402
2016-AL-064	GILBERT PD	$26,033.00	402
2015-AL-065	MESA PD	$84,500.00	402
2016-AL-066	ORO VALLEY PD	$2,700.00	402
2015-AL-067	PAYSON PD	$2,250.00	402
2016-AL-068	PEORIA PD	$5,000.00	402
2015-AL-069	PIMA CSD	$5,000.00	402
2016-AL-070	SALT RIVER PIMA MARICOPA INDIAN COMMUNITY	$7,165.00	402
2016-AL-071	SIERRA VISTA PD	$11,000.00	402
2016-AL-072	YAVAPAI CSO	$11,000.00	402
2016-AL-073	YUMA PD	$3,961.00	402
2016-405d-009	UNIVERSITY OF ARIZONA PD	$27,000.00	405d, 402-PT
Total		**$248,693.00**	

Project Title: Impaired Driving Training Program

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

Description: GOHS devotes significant resources toward the training of officers in areas such as Standardized Field Sobriety Test (SFST), Drug Recognition Expert (DRE), Horizontal Gaze Nystagmus (HGN), DUI report writing and testimony, law enforcement phlebotomy, Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Impairment Training for Educational Professionals (DITEP). As a result, Arizona continues to be a national leader in the Drug Recognition Experts (DRE) program. Arizona's robust DRE Certification Night program has proven to be successful, consequently Arizona provides training to law enforcement officials from other states and countries. Through FFY 2013, GOHS funded 75 DRE certification nights hosted by the Maricopa County Sheriff's Office for law enforcement officials from 13 other states, and are now hosting the return of DRE students from Canada. MCSO collected almost 1,100 training urine sample in its assistance of certifying over 700 DREs across the USA. MCSO has 102 DRE certification nights scheduled for

2014, and has filled the calendar in 2015 with over 100 scheduled certification nights. For 2016, 4 States have already committed and reserved dates.

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

The increase in drugged driving arrests is most likely due to the focus on DRE training for law enforcement. DUI drug arrests increased more than 550 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 1,250 law enforcement officers in Arizona have received ARIDE training since 2010. Arizona takes drugged driving impairment seriously and to date all DPS officers are mandated to attend ARIDE training. GOHS also conducts training for prosecutors and judges on DUI law issues through the Arizona Prosecuting Attorney's Advisory Council ("APAAC") and the Arizona Supreme Court.

Budget: $321,900.00

Evidence of Effectiveness: CTW, Chapter 1, Section 7.1

Table 3.4 Impaired Driving Training Program

Project Number	Agency	Amount	Source
2016-AL-074	DEPARTMENT OF PUBLIC SAFETY	$30,000.00	402
2016-AL-074	SANTA CRUZ CSO	$1,900.00	402
2016-AL-516	GOHS – Judges Conference	$45,000.00	402
2016-AL-511	GOHS – Lifesavers Conference	$15,000.00	402
2016-405d-500	GOHS – DRE/SFST Support/Training	$100,000.00	405d
2016-405d-501	GOHS – Phlebotomy	$60,000.00	405d
2016-405d-525	GOHS – 2015 DRE Conference	$70,000.00	405d
Total		**$321,900.00**	

Project Title: Traffic Safety Resource Prosecutor Program

Project Number: 2016-405d-010

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 $112,991 is provided by the Arizona DUI Abatement Council.

Budget: $112,992.00

Evidence of Effectiveness: CTW, Chapter 1, Section 3

Table 3.5 Traffic Safety Resource Prosecutor Program

Project Number	Agency	Amount	Source
2016-405d-010	City of Phoenix Prosecutor's Office	$112,992.00	405d

Project Title: Impaired Driving Awareness Program

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

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

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

- Law enforcement agencies and fire departments conduct "Mock Crashes" to educate high school students about the risks associated with underage alcohol consumption;
- SADD implements programs to education high school students on the dangers of impaired driving;
- MADD's court monitoring programs informs GOHS, the TSRP, and others about prosecution and adjudication practices;
- GOHS develops, prints, and distributes public information and education materials to promote public awareness of and compliance with Arizona's DUI laws;

- GOHS "*Public Safety Days*" at the Arizona State Fair provide the public with information and education about Arizona DUI laws, children, family and general traffic safety issues; and
- GOHS maintains a storage unit for DUI public information and education materials to ensure they are available when needed.

Budget: $484,151.00

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
2016-AL-076	SADD	$50,000.00	402
2016-AL-077	ARIZONA YOUTH PARTNERSHIP	$11,955.00	402
2016-AL-078	MADD	$35,000.00	402
2016-AL-079	MADD	$20,000.00	402
2016-AL-080	PHOENIX FIRE DEPARTMENT	$30,000.00	402
2016-AL-081	SUPERIOR PD	$2,000.00	402
2016-II-013	CHANDLER PD	$25,000.00	405d
2016-AL-500	GOHS – Public Safety Days	$20,000.00	402
2016-AL-504	GOHS – PI&E	$15,000.00	402
2016-AL-506	GOHS – Alcohol Survey	$10,000.00	402
2016-AL-514	GOHS – Storage Unit	$5,196.00	402
2016-AL-518	GOHS – Law Enforcement Conference	$45,000.00	402
2016-405d-523	GOHS – Mock Crash	$15,000.00	405d
2016-405d-524	GOHS – Paid Media	$200,000.00	405d
Total		**$484,151.00**	

Table 3.7 Impaired Driving Program Summary Budget

Program Area	Budget Amount
Impaired Driving Enforcement Program	$2,148,641.00
Impaired Driving Enforcement Equipment Program	$248,693.00
Impaired Driving Training Program	$321,900.00
Traffic Safety Resource Prosecutor Program	$112,992.00
Impaired Driving Awareness Program	$484,151.00
Total	**$3,316,377.00**

3.2 OCCUPANT PROTECTION PROGRAM OVERVIEW

According to 2013 FARS data, unrestrained fatalities decreased 9.9 percent from (252 in 2012 to 227 in 2013. GOHS accomplishes its goal of improving safety belt and child safety seat use through strong, cohesive statewide enforcement and education campaigns under the banner of "*Buckle Up Arizona…It's the Law*!" Arizona is a secondary safety belt violation state, but the law enforcement agencies implement a zero-tolerance policy when they encounter nonuse of safety belts coincidental to a stop for another traffic infraction. Occupant protection enforcement is a consistent component of all grant supported traffic safety projects. Enforcement is supported by extensive education and public awareness activities conducted by GOHS together with public and private sector partners. The activities include safety belt and child safety seat classes and inspections, media awareness campaigns, participation in the national high-visibility enforcement mobilization Click It or Ticket over the Memorial Day holiday period and other events.

Table 3.8 Performance Goals and Measures

Performance Goal	Performance Measure
Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 6.4 percent from 237 (2009-2013 average) to 222 by 2016	Number of unrestrained vehicle occupant fatalities in all seating positions.
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1.6 percentage points from 87.2 percent in 2014 to 88.8 percent by 2016	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. Occupant Protections program management.

Programs and Projects

Project Title: Safety Belt and Child Safety Seat Survey

Project Number: 2016-OP-515

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

Budget: $58,800.00

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

Table 3.9 Safety Belt Survey

Program Area	Agency	Amount	Source
2016-OP-515	GOHS Annual Safety Belt Survey	$58,800.00	402

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.

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 2014. GOHS will determine these agencies in early January 2015. In 2014, twenty agencies received funding for occupant protection enforcement. One additional agency participated in an enforcement campaign using their own funding mechanism.

Budget: $348,000.00

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

Table 3.10 Occupant Protection Enforcement Program

Project Number	Agency	Amount	Source
2016-OP-001	CHANDLER PD	$10,000.00	402
2016-OP-002	DEPARTMENT OF PUBLIC SAFETY	$40,000.00	402
2016-OP-003	GLENDALE PD	$30,000.00	402
2016-OP-004	PHOENIX PD	$48,000.00	402
2016-OP-005	PIMA CSD	$20,000.00	402
2016-OP-006	TEMPE PD	$20,000.00	402
2016-OP-007	TUCSON PD	$30,000.00	402
2016-OP-509	CLICK IT OR TICKET (CIOT) ENFORCEMENT WAVE	$150,000.00	402
Total		**$348,000.00**	

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.

Children at a Car Seat Event

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

Budget: $204,529.00

Evidence of Effectiveness: CTW, Chapter 2, Section 7.2

Table 3.11 Occupant Protection Equipment Program

Project Number	Agency	Amount	Source
2016-OP-008	APACHE COUNTY PHSD	$9,114.00	402
2016-OP-009	CHANDLER FIRE, HEALTH AND MEDICAL DEPT	$9,189.00	402
2016-OP-010	CHILD AND FAMILY RESOURCES – PINAL	$12,160.00	402
2016-OP-011	COCONINO COUNTY PHSD	$9,830.00	402
2016-OP-012	FLORENCE PD	$5,500.00	402
2016-OP-013	SAFE KIDS – MARICOPA COUNTY	$33,044.00	402
2016-OP-015	MARICOPA INTEGRATED HEALTH SYSTEM	$13,513.00	402
2016-OP-016	MARICOPA PD	$8,876.00	402
2016-OP-017	NOGALES PD	$3,000.00	402
2016-OP-018	PHOENIX CHILDREN'S HOSPITAL	$8,200.00	402
2016-OP-019	PHOENIX FIRE DEPARTMENT	$60,000.00	402
2016-OP-020	RIO RICO FIRE DISTRICT	$2,913.00	402
2016-OP-021	SANTA CRUZ CSO	$4,250.00	402
2016-OP-022	TUCSON MEDICAL CENTER HEALTH CARE	$12,600.00	402
2016-OP-023	TUCSON PD	$4,378.00	402
2016-OP-024	VERDE VALLEY FIRE DISTRICT	$7,962.00	402
Total		**$204,529.00**	

Project Title: Occupant Protection Training and Education Program

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

Description: GOHS facilitates the statewide Children are Priceless Passengers (CAPP) program. The program is open to the general public, but is focused on child passenger safety law violators. It provides an opportunity for education on the proper installation and use of child safety seats. CAPP operates in 11 locations and is expanding to additional locations in FFY 2015. 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.

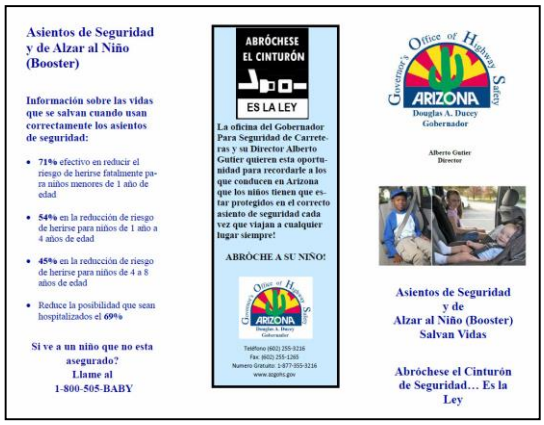
GOHS supports "Public Safety Days" at the Arizona State Fair to provide the public information and education about Arizona occupant protection laws and general traffic safety issues. A storage unit is maintained to ensure materials are readily available when needed.

Budget: $102,500.00

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

Table 3.12 Occupant Protection Training and Education Program

Project Number	Agency	Amount	Source
2016-OP-501	GOHS – Public Safety Days	$20,000.00	402
2016-OP-503	GOHS – CAPP Support	$50,000.00	402
2016-OP-505	GOHS – PI&E	$12,500.00	402
2016-OP-507	GOHS – Storage Unit	$5,000.00	402
2016-OP-510	Lifesavers Conference	$15,000.00	402
Total		**$102,500.00**	



GOHS Occupant Protection Brochure in Spanish

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 2015 *Buckle Up Arizona…It's the Law!/Click it or Ticket* campaign.

Budget: $70,000.00

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

Table 3.13 Occupant Protection Awareness Program

Program Area	Agency	Amount	Source
2016-OP-508	GOHS – CIOT Paid Media	$40,000.00	402
2016-OP-517	GOHS – Media	$30,000.00	402
Total		**$70,000.00**	

Table 3.14 Occupant Protection Program Summary Budget

Program Area	Budget Amount
GOHS Annual Safety Belt Survey	$58,800.00
Occupant Protection Law Enforcement	$348,000.00
Equipment and Child Safety Seats	$209,729.00
Occupant Protection Training and Education Program	$102,500.00
Governor's Office of Highway Safety Paid Media	$70,000.00
Total	**$789,029.00**

3.3 Speeding, Aggressive Driving, and Red Light Running Program Overview

Speeding is the number one contributing factor in the State's fatal crashes. According to FARS data, in 2013, 290 speed-related fatalities occurred, which constitutes an almost 4 percent decrease from 2012. Speeding-related fatalities made up 34.1 percent of all traffic fatalities in 2013.

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

Law enforcement officers are aided by strong statutes governing speeding and aggressive driving. Arizona has a "Double Fine" program to reduce persistent speeding and aggressive driving violations in construction zones. The program provides for a driver license suspension when eight or more points are accumulated within a 12-month period. The "Double Fine" program also applies to speeding in excess of the posted speed limit in construction zones when workers are present. Enforcement deters speeders, but adjudication by prosecutors and the courts also is essential. Posted speed limits are not a

suggestion; they are the law. Reasonable and prudent speeds require drivers to realize the dangers posed to themselves and others while speeding.

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

Table 3.15 Performance Goals and Measures

Performance Goal	Performance Measure
Reduce speeding-related fatalities by 12.9 percent from 288 (2009-2013 average) to 251 by 2016	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 52 law enforcement agencies.

Budget: $821,232.00

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Table 3.16 Speeding, Aggressive Driving, and Red Light Running Enforcement Program

Program Area	Agency	Amount	Source
2016-PT-001	APACHE JUNCTION PD	$10,000.00	402
2016-PT-002	ASU PD	$2,200.00	402
2016-PT-003	CAMP VERDE MO	$2,000.00	402
2016-PT-004	CLARKDALE PD	$3,500.00	402
2016-PT-005	CLIFTON PD	$4,000.00	402
2016-PT-006	COCHISE CSO	$10,000.00	402
2016-PT-007	COOLIDGE PD	$6,000.00	402
2016-PT-008	COTTONWOOD PD	$10,000.00	402
2016-PT-009	DEPARTMENT OF PUBLIC SAFETY	$35,000.00	402
2016-PT-010	EL MIRAGE PD	$10,000.00	402
2016-PT-011	FLORENCE PD	$10,270.00	402
2016-PT-012	GILA RIVER INDIAN COMMUNITY PD	$25,000.00	402
2016-PT-013	GLENDALE PD	$25,000.00	402
2016-PT-014	GLOBE PD	$3,000.00	402
2016-PT-015	GREENLEE CSO	$18,653.00	402
2016-PT-016	JEROME PD	$2,000.00	402
2016-PT-017	MARANA PD	$40,000.00	402
2016-PT-018	MARICOPA CSO	$30,084.00	402
2016-PT-019	MARICOPA PD	$2,500.00	402
2016-PT-020	MESA PD	$50,000.00	402
2016-PT-021	NOGALES PD	$6,000.00	402
2016-PT-022	PARKER PD	$3,000.00	402
2016-PT-023	PAYSON PD	$7,980.00	402
2016-PT-024	PEORIA PD	$20,000.00	402
2016-PT-025	PHOENIX PD	$60,000.00	402
2016-PT-026	PIMA CSD	$20,000.00	402
2016-PT-027	PIMA PD	$2,500.00	402
2016-PT-028	PINAL CSO	$40,000.00	402
2016-PT-029	PINETOP-LAKESIDE PD	$10,000.00	402
2016-PT-030	PRESCOTT PD	$10,000.00	402
2016-PT-031	PRESCOTT VALLEY PD	$20,000.00	402

Program Area	Agency	Amount	Source
2016-PT-032	QUARTZSITE PD	$8,000.00	402
2016-PT-033	SAFFORD PD	$7,500.00	402
2016-PT-034	SAHUARITA PD	$8,000.00	402
2016-PT-035	SALT RIVER PIMA MARICOPA INDIAN COMMUNITY	$10,000.00	402
2016-PT-036	SAN LUIS PD	$8,000.00	402
2016-PT-037	SANTA CRUZ CSO	$5,000.00	402
2016-PT-038	SEDONA PD	$10,000.00	402
2016-PT-039	SNOWFLAKE-TAYLOR PD	$5,000.00	402
2016-PT-040	SPRINGERVILLE PD	$5,000.00	402
2016-PT-041	ST. JOHNS PD	$7,000.00	402
2016-PT-042	TEMPE PD	$80,000.00	402
2016-PT-043	THATCHER PD	$10,925.00	402
2016-PT-044	TUCSON PD	$75,000.00	402
2016-PT-045	UNIVERSITY OF ARIZONA PD	$10,500.00	402
2016-PT-046	WELLTON PD	$4,000.00	402
2016-PT-047	WICKENBURG PD	$4,750.00	402
2016-PT-048	WILLCOX PD	$5,000.00	402
2016-PT-049	WILLIAMS PD	$1,750.00	402
2016-PT-050	YAVAPAI CSO	$8,000.00	402
2016-PT-051	YUMA CSO	$30,000.00	402
2016-PT-052	YUMA PD	$19,120.00	402
Total		**$821,232.00**	

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 24 law enforcement agencies.

Budget: $401,579.00

Evidence of Effectiveness: CTW, Chapter 3, Section 2.3

Table 3.17 Speeding, Aggressive Driving, and Red Light Running Equipment Program

Program Area	Agency	Amount	Source
2016-PT-053	BULLHEAD CITY PD	$3,972.00	402
2016-PT-054	CHANDLER PD	$18,306.00	402
2016-PT-055	COCHISE CSO	$1,107.00	402
2016-PT-056	COLORADO CITY MD	$8,560.00	402
2016-PT-057	COOLIDGE PD	$4,157.00	402
2016-PT-058	COTTONWOOD PD	$8,525.00	402
2016-PT-059	DOUGLAS PD	$5,971.00	402
2016-PT-060	DEPARTMENT OF PUBLIC SAFETY	$133,000.00	402
2016-PT-061	EL MIRAGE PD	$5,500.00	402
2016-PT-062	FLAGSTAFF PD	$32,253.00	402
2016-PT-063	GLOBE PD	$6,000.00	402
2016-PT-064	MARANA PD	$12,113.00	402
2016-PT-065	MARICOPA CSO	$29,916.00	402
2016-PT-066	NAVAJO CSO	$4,175.00	402
2016-PT-067	ORO VALLEY PD	$12,479.00	402
2016-PT-068	PAYSON PD	$4,200.00	402
2016-PT-069	PIMA CSD	$27,000.00	402
2016-PT-070	SAFFORD PD	$5,520.00	402
2016-PT-071	SALT RIVER PIMA MARICOPA INDIAN COMMUNITY	$16,300.00	402
2016-PT-072	SCOTTSDALE PD	$24,100.00	402
2016-PT-073	SEDONA PD	$9,000.00	402
2016-PT-074	SPRINGERVILLE PD	$4,000.00	402
2016-PT-075	TUCSON PD	$17,925.00	402
2016-PT-076	YUMA CSO	$7,500.00	402
Total		**$401,579.00**	

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

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

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

Budget: $56,137.00

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

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

Program Area	Agency	Amount	Source
2016-PT-077	ARIZONA TRANSPORTATION EDUCATION FOUNDATION	$21,137.00	402
2016-PT-078	PIMA COUNTY DOT	$20,000.00	402
2016-PT-519	GOHS PAID MEDIA	$15,000.00	402
Total		**$56,137.00**	

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

Project Number: 2015-PT-502

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

Budget: $12,000.00

Evidence of Effectiveness: CTW, Chapter 4, Sections 2.1

Table 3.19 Speeding, Aggressive Driving, and Red Light Running Survey

Program Area	Agency	Amount	Source
2016-PT-502	GOHS Annual Survey	$12,000.00	402

Table 3.20 Speeding, Aggressive Driving, Red Light Running Program Summary Budget

Program Area	Budget Amount
Law Enforcement Overtime	$821,232.00
Law Enforcement Equipment	$401,579.00

Program Area	Budget Amount
Materials and Support for Public Information and Media Campaigns	$56,137.00
GOHS Annual Survey to Track Public Attitudes and Behaviors	$12,000.00
Total	**$1,290,948.00**

3.4 MOTORCYCLE SAFETY PROGRAM OVERVIEW

According to 2013 FARS data, motorcycle fatalities in Arizona rose from 141 in 2012 to 151 in 2013 – an increase of 7.1 percent. GOHS provides grant funding to support an annual motorcycle helmet survey, enforcement of legal motorcycle driving practices, training for safe motorcycle driving, and a motorcycle safety awareness campaign geared to the general motoring public.

In addition, GOHS works closely with the Arizona Motorcycle Safety Advisory Council (AMSAC) which is established by statute and composed of five members appointed by the Governor. AMSAC provides input on relevant motorcycle safety issues at each meeting, and links riders to statewide, specialized motorcycle training provided by highly qualified instructors. Peoria Police Department also offers a popular and comprehensive safe motorcycle driving program.

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

Table 3.21 Performance Goals and Measures

Performance Goal	Performance Measure
Reduce motorcyclist fatalities 2.3 percent from 128 (2009-2013 average) to 125 by 2016	Number of motorcycle fatalities.
Reduce unhelmeted motorcyclist fatalities 7.4 percent from 68 (2009-2013 average) to 63 by 2016	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: 2015-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: $11,200.00

Evidence of Effectiveness: CTW, Chapter 2, Section, 3.1; Chapter 4, Sections 2.1

Table 3.22 Motorcycle Helmet Survey

Project Number	Agency	Amount	Source
2016-MC-520	GOHS Annual Motorcycle Helmet Survey	$11,200.00	402

Project Title: Motorcycle Enforcement

Project Number: 2015-MC-001

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: $46,221.00

Evidence of Effectiveness: CTW, Chapter 5, Section 2.1

Table 3.23 Motorcycle Enforcement Program

Project Number	Agency	Amount	Source
2016-MC-001	CHANDLER PD	$14,924.00	402
2016-MC-002	PEORIA PD	$11,297.00	402
2016-405f-001	PHOENIX PD	$20,000.00	405f
Total		**$46,221.00**	

Project Title: Motorcycle Safety Awareness Activities

Project Number: Two project numbers are 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 to include "Look out for Motorcycles" and "Share the Road" messages.

Budget: $100,000.00

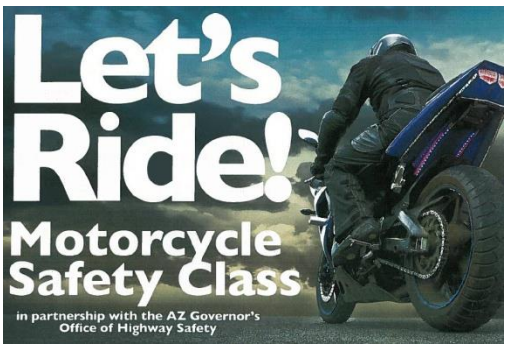
Evidence of Effectiveness: CTW, Chapter 5, Sections 4.1 and 4.2

Table 3.24 Motorcycle Training and Awareness Program

Project Number	Agency	Amount	Program Area
2016-405f-521	GOHS Paid Media	$100,000.00	405f
Total		**$100,000.00**	

Table 3.25 Motorcycle Safety Program Summary Budget

Program Area	Budget Amount
GOHS - Motorcycle Helmet Survey	$11,200.00
Motorcycle Enforcement Program	$46,221.00
Motorcycle Safety Training and Awareness Activities	$100,000.00
Total	**$157,421.00**



Arizona annually generates $205,000 in state funds from motorcycle registrations. This money is deposited into the GOHS/ Arizona Motorcycle Safety Advisory Council account and spent on programs and paid awareness campaigns suggested and endorsed by AMSAC. The media buy is a comprehensive urban and rural plan proposed by GOHS to AMSAC and is geared to both traveling and leisure riders. Some outreach is geared to older adults in the heavy early winter and spring travel periods, but all Arizona's motorcycle facilities are spread among all groups of riders including young students traveling at excessive speed on highways and streets.

GOHS also promotes the message of mutual respect in sharing the road and cautions all road users on the need to watch out for motorcycles. This message is included in awareness campaigns via paid media and other outreach efforts.

GOHS works in tandem with the Motorcycle Safety Foundation, AMSAC, Gold Wing Road Riders Association, and the Peoria Police Department to link new riders to specialized training conducted by qualified instructors. These efforts

provide motorcycle training, covering a wide range of skill levels from beginning rider to advanced, offered in communities across Arizona. GOHS hopes that linking more people to a wide variety of training options will lead to greater numbers of motorcyclists who will comply with licensing requirements, and practice safe driving to reduce injuries and fatalities. All funded law enforcement agencies throughout the state enforce motorcycle rider speeding, aggressive driving, and impaired riding.

3.5 CRASH INVESTIGATION PROGRAM OVERVIEW

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

Table 3.26 Performance Goals and Measures

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

Strategies

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

1. Enforcement overtime; and
2. Equipment.

Programs and Projects

Project Title: Enforcement Overtime for Crash Investigations

Project Number: 2016-AI-001

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

Budget: $40,000.00

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

Enforcement Overtime

Table 3.27 Crash Investigation Enforcement Program

Project Number	Agency	Amount	Source
2016-AI-001	MARICOPA CSO	$40,000.00	402

Project Title: Crash Investigation Equipment

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

Budget: $37,680.00

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

Table 3.28 Crash Investigation Equipment Program

Project Number	Agency	Amount	Source
2016-AI-002	PAGE PD	$8,185.00	402
2016-AI-003	PEORIA PD	$6,547.00	402
2016-AI-004	SURPRISE PD	$11,500.00	402
2016-AI-005	YAVAPAI CSO	$11,448.00	402
Total		**$37,680.00**	

Table 3.29 Crash Investigation Program Summary Budget

Program Area	Budget Amount
Enforcement Overtime for Crash Investigations	$40,000.00
Crash Investigation Equipment	$37,680.00
Total	**$77,680.00**

3.6 EMERGENCY MEDICAL SERVICES PROGRAM OVERVIEW

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

Table 3.30 Performance Goals and Measures

Performance Goal	Performance Measure
Increase the number of fire departments/districts receiving	Number of new fire departments/

equipment	districts receiving equipment.
Increase the number of first responders receiving training in the use of crash extrication equipment	Number of first responders trained.

Strategies

The strategies utilized are twofold:

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

Programs and Projects

Project Title: Crash Extraction Equipment Purchases

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

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

Budget: $198,887.00

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

Table 3.31 Crash Extrication Equipment Program

Project Number	Agency	Amount	Source
2016-EM-001	AVRA VALLEY FIRE DISTRICT	$28,368.00	402
2016-EM-002	BLACK CANYON FIRE DISTRICT	$35,000.00	402
2016-EM-003	BLUE RIDGE FIRE DISTRICT	$25,000.00	402
2016-EM-004	CASA GRANDE FIRE DEPARTMENT	$4,694.00	402
2016-EM-005	CLARKDALE FIRE DISTRICT	$11,070.00	402
2016-EM-006	DREXEL HEIGHTS FIRE DISTRICT	$17,993.00	402
2016-EM-007	HEBER-OVERGAARD FIRE DISTRICT	$1,250.00	402
2016-EM-008	MOUNTAIN VISTA FIRE DISTRICT	$27,647.00	402
2016-EM-009	PINAL RURAL FIRE RESCUE	$34,400.00	402
2016-EM-010	PINEWOOD FIRE DISTRICT	$5,380.00	402

2016-EM-011	PONDEROSA FIRE DISTRICT	$8,085.00	402
Total		**$198,887.00**	

Table 3.32 Emergency Medical Services Program Summary Budget

Program Area	Budget Amount
Extrication Equipment Purchases	$198,887.00
Total	**$198,887.00**

3.7 PEDESTRIAN AND BICYCLE SAFETY PROGRAM OVERVIEW

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

Table 3.33 Performance Goals and Measures

Performance Goal	Performance Measure
Reduce pedestrian fatalities by 0.8 percent from 137 (2009-2013 average) to 136 by 2016	Number of pedestrian fatalities.
Reduce bicyclist fatalities 4.4 percent from 23 (2009-2013 average) to 22 by 2016	Number of bicycle fatalities.

Strategies

The four strategies supporting this program include:

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

Programs and Projects

Project Title: Pedestrian and Bicycle Safety Enforcement Program

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

Description: GOHS provides overtime funding for selected agencies representing cities with identified problems, such as speeding through school zones and crashes involving motor vehicles and pedestrians and bicycles. These

agencies participate in "Wolf Pack" enforcement details within their communities to aggressively enforce school zone and pedestrian traffic laws.

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

Since the start of this program officers have issued 1,458 citations, of these citations 1,281 have been issued for pedestrians crossing the light rail tracks illegally. The remaining citations were issued for 63 other light rail violations, 50 hazardous/moving violations, and 64 non-hazardous/non-moving traffic violations. This program has also resulted in 22 arrests, 5 departmental reports, and 257 quality service opportunities/educational contacts.

Budget: $165,005.00

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

Table 3.34 Pedestrian and Bicycle Safety Enforcement Program

Project Number	Agency	Amount	Source
2016-PS-001	GILBERT PD	$50,000.00	402
2016-PS-002	PHOENIX PD	$70,000.00	402
2016-PS-003	SOUTH TUCSON PD	$6,600.00	402
2016-PS-004	TUCSON PD	$30,000.00	402
2016-PS-005	UNIVERSITY OF ARIZONA PD	$8,405.00	402
Total		**$165,005.00**	

Bicycle Rodeo in Phoenix

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: $110,292.00

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

Table 3.35 Pedestrian and Bicycle Safety Awareness Program

Project Number	Agency	Amount	Source
2016-PS-006	COCONINO COUNTY PHSD	$2,052.00	402
2016-PS-007	FLAGSTAFF PD	$8,636.00	402
2016-PS-008	MARICOPA INTEGRATED HEALTH SYSTEM	$5,033.00	402
2016-PS-009	MARICOPA PD	$6,978.00	402
2016-PS-010	PEORIA PD	$19,469.00	402
2016-PS-011	PHOENIX CHILDREN'S HOSPITAL	$8,000.00	402
2016-PS-012	PHOENIX FIRE DEPARTMENT	$32,706.00	402
2016-PS-013	PHOENIX STREET TRANSPORTATION	$10,000.00	402
2016-PS-014	PONDEROSA FIRE DISTRICT	$1,280.00	402
2016-PS-015	QUARTZSITE PD	$2,138.00	402
2016-PS-016	YAVAPAI CSO	$1,500.00	402
2016-PS-518	GOHS – PI&E	$12,500.00	402
Total		**$110,292.00**	

Project Title: School Zone and School Bus Operations Enforcement

Project Number: 2015-SB-001

Description: GOHS provides overtime funding to Pima County Sheriff's Department for school zone and school bus operations enforcement. "Operation BUS" was designed to target enforcement in school zones as well as violators who pass school buses while loading and unloading children.

Budget: $27,480.00

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

Table 3.36 School Bus Safety

Project Number	Agency	Amount	Source
2016-SB-001	PEORIA PD	$7,480.00	402

2016-SB-002	PIMA CSD	$20,000.00	402
Total		**$27,480.00**	

Table 3.37 Pedestrian and Bicycle Safety Program Summary Budget

Program Area	Budget Amount
Pedestrian and Bicycle Safety Enforcement Program	$165,005.00
Pedestrian and Bicycle Community Education and Awareness	$110,292.00
School Zone and School Bus Operations Enforcement Program	$27,480.00
Total	**$302,777.00**

3.8 TRAFFIC RECORDS PROGRAM OVERVIEW

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

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

No projects have been approved under the traffic records program at the time of publication. Projects that meet the strategies and goals of this program area will be evaluated as needed throughout the fiscal year.

Table 3.38 Performance Goals and Measures

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

Strategies

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

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

Programs and Projects

No projects are currently approved under the traffic records program at the time of publication.

3.9 PLANNING AND ADMINISTRATION PROGRAM OVERVIEW

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

Table 3.39 Performance Goals and Measures

Performance Goal	Performance Measure
Efficiently and effectively manage Arizona's Highway Safety Program	Required program and financial deadlines
Conduct a risk assessment for every subgrantee	Risk assessments completed and documented before contracts signed
Prepare GOHS 2015 Annual Report	Submitted to Region 9 December 31, 2015
Closeout 2015 Highway Safety Program and move unexpended funds into 2016 Highway Safety Plan	Submitted to Region 9 December 31, 2015

Strategies

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

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

Programs and Projects

Project Title: Planning and Administration

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

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

Budget: $948,000.00

Table 3.42 shows the cost summary for GOHS program administration.

Table 3.40 Program Administration Cost Summary

Project Number	Program	Amount	Source
2016-PA-300	Planning and Administration	$533,000.00	402-PA
2016-AI-300	Accident Investigation	$6,700.00	402-AI
2016-AL-300	Impaired Driving	$118,000.00	402-AL
2016-405d-300	Impaired Driving and Arizona Impaired Driving Coordinator	$87,000.00	405d
2016-EM-300	Emergency Medical Services	$19,700.00	402-EM
2016-OP-300	Occupant Protection	$60,500.00	402-OP
2016-PS-300	Pedestrian/Bicycle Safety	$10,100.00	402-PS
2016-PT-300	Police Traffic Services	$113,000.00	402-PT
Total		**$948,000.00**	

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

Project Number	Agency	Equipment	Amount	Source
2016-AI-002	PAGE PD	Sokkia Data Collector and Accessories	$8,185.00	402
2016-AI-003	PEORIA PD	One (1) AI Light	$6,547.00	402

Project Number	Agency	Equipment	Amount	Source
2016-AI-004	SURPRISE PD	Bosch Crash Data Retrieval	$11,500.00	402
2016-AI-005	YAVAPAI CSO	Crash Data Retrieval System	$11,448.00	402
2015-AL-061	COCHISE CSO	One (1) Intoxilyzer 8000	$7,108.00	402
2016-AL-062	DEPARTMENT OF PUBLIC SAFETY	PBTs and One (1) Calibration Station	$34,372.00	402
2016-AL-063	GAME AND FISH DEPARTMENT	One (1) Intoxilyzer 8000 and 10 PBTs	$13,604.00	402
2016-AL-064	GILBERT PD	DUI Van Refurbish	$26,033.00	402
2015-AL-065	MESA PD	One Half (1/2) of a Gas Chromatograph	$84,500.00	402
2016-AL-070	SALT RIVER PIMA MARICOPA INDIAN COMMUNITY	One (1) Drager 5000	$7,165.00	402
2016-EM-001	AVRA VALLEY FIRE DISTRICT	Extrication Equipment	$28,368.00	402
2016-EM-002	BLACK CANYON FIRE DISTRICT	Extrication Equipment	$35,000.00	402
2016-EM-003	BLUE RIDGE FIRE DISTRICT	Extrication Equipment	$25,000.00	402
2016-EM-005	CLARKDALE FIRE DISTRICT	Extrication Equipment	$11,070.00	402
2016-EM-006	DREXEL HEIGHTS FIRE DISTRICT	Extrication Equipment	$17,993.00	402
2016-EM-008	MOUNTAIN VISTA FIRE DISTRICT	Extrication Equipment	$27,647.00	402
2016-EM-009	PINAL RURAL FIRE RESCUE	Extrication Equipment	$34,400.00	402
2016-EM-010	PINEWOOD FIRE DISTRICT	One (1) Thermal Imager	$5,380.00	402
2016-EM-011	PONDEROSA FIRE DISTRICT	Air Bags and Cribbing	$8,085.00	402
2016-PT-056	COLORADO CITY MD	One (1) Speed Trailer	$8,560.00	402
2016-PT-058	COTTONWOOD PD	One (1) Multimessage Sign	$8,525.00	402

Project Number	Agency	Equipment	Amount	Source
2016-PT-060	DEPARTMENT OF PUBLIC SAFETY	Speed Enforcement Equipment	$133,000.00	402
2016-PT-061	EL MIRAGE PD	One (1) Lidar	$5,500.00	402
2016-PT-062	FLAGSTAFF PD	Ten (10) Radar and One (1) Message Board	$32,253.00	402
2016-PT-063	GLOBE PD	Speed Enforcement Equipment	$6,000.00	402
2016-PT-065	MARICOPA CSO	Ten (10) Radar and Four (4) Lidar	$29,916.00	402
2016-PT-069	PIMA CSD	Speed Detection Devices	$27,000.00	402
2016-PT-071	SALT RIVER PIMA MARICOPA INDIAN COMMUNITY	One (1) Speed Trailer	$16,300.00	402
2016-RS-002	PIMA COUNTY DOT	Speed Display Signs	$20,000.00	402
2016-405d-009	UNIVERSITY OF ARIZONA PD	One (1) DUI Motorcycle	$27,000.00	405d, 402-PT
Total			**$717,459.00**	

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 provides 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 3.42 Paid Advertising Summary

Project Number	Agency	Amount	Source
2016-405d-524	GOHS Paid Media	$200,000.00	405d
2016-OP-508	GOHS CIOT	$40,000.00	402
2016-405f-521	GOHS Paid Media	$100,000.00	405f
Total		**$340,000.00**	

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

4.0 Performance Report

Table 4.1 shows Arizona's progress in meeting the national core performance measures identified in the FFY 2015 HSP. The end date for each performance target, which is December 31, 2015, has been omitted from the figure below for conciseness of presentation.

Figure 4.1 Progress in Meeting FFY 2015 Performance Targets

Core Performance Measured	FFY 2015 Performance Targets	2009	2010	2011	2012	2013	2014	5-Year Average [a]	2015 Target
Fatalities	Decrease 1.9% from 844 in 2013 to 828 in 2015	806	759	826	821	849	774	813	**828**
Serious Traffic Injuries[a]	Decrease 3.4% from 4,305 in 2013 to 4,159 in 2015	4,808	4,600	4,570	4,471	4,305	3,910	4,371	**4,159**
Fatalities/100M VMT	Decrease 1.5% from 1.39 in 2013 to 1.35 in 2015	1.31	1.27	1.39	1.37	1.40	N/A	1.35	**1.35**
Unrestrained Passenger Vehicle Occupant Fatalities	Decrease 13.4% from 299 in 2013 to 259 in 2015	248	235	222	252	227	266	237	**259**
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	Decrease 9.2% from 262 in 2013 to 238 in 2015	218	206	212	230	219	265	216	**238**
Speeding-Related Fatalities	Decrease 2.6% from 266 in 2013 to 259 in 2015	293	262	299	302	290	239	288	**259**
Total Motorcycle Fatalities	Decrease 7.4% from 149 in 2013 to 138 in 2015	121	91	136	141	151	127	128	**138**
Unhelmeted Motorcycle Fatalities	Decrease 1.4% from 72 in 2013 to 71 in 2015	66	50	73	70	83	58	68	**71**
Drivers Age 20 or Younger in Fatal Crashes	Decrease 6.8% from 118 in 2013 to 110 in 2015	95	79	116	99	119	86	102	**110**
Pedestrian Fatalities	Decrease 6.3% from 158 in 2013 to 148 in 2015	118	145	147	122	151	157	137	**148**
Bicycle Fatalities	Decrease 13.3% from 30 in 2013 to 26 in 2015	25	19	23	18	31	28	23	**26**
Percent Observed Belt Use for Passenger Vehicles	Increase 0.4% from 84.7 percent in 2013 to 85.0 percent in 2016	80.8%	81.8%	82.9%	82.2%	84.7%	87.2%	83.8%	**85.0%**
Number of Seat Belt Citations Issued	Target not required	3,323	5,439	21,828	29,710	27,840	24,848	21,933	**n/a**
Number of Impaired Driving Arrests Made	Target not required	14,154	19,482	31,561	32,171	31,905	29,250	28,874	**n/a**
Number of Other Citations (including speed) Issued[b]	Target not required	73,600	101,848	331,269	377,992	482,190	565,827	371,825	**n/a**

Sources: Fatality Analysis Reporting System (all 2010 through 2013 data except serious injuries, citations and arrests); ADOT for serious traffic injury data and all 2014 data; GOHS Reporting System for citation and arrest data.

Notes: [a] Five-Year Averages of fatalities are for 2009 through 2013, the most recent five years of FARS data. Averages for Serious Traffic Injuries, Percent Observed Belt Use for Passenger Vehicles, Seat Belt Citations, Impaired Driving Arrests and Other Citations are for 2010 through 2014.

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

5.0 Cost Summary

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2016-00-00-00		$.00	$166,291.52	$.00	$533,000.00	$533,000.00	$.00
	Planning and Administration Total		**$.00**	**$166,291.52**	**$.00**	**$533,000.00**	**$533,000.00**	**$.00**
Alcohol								
	AL-2016-00-00-00		$.00	$233,245.12	$.00	$2,219,385.00	$2,219,385.00	$887,754.00
	Alcohol Total		**$.00**	**$233,245.12**	**$.00**	**$2,219,385.00**	**$2,219,385.00**	**$887,754.00**
Emergency Medical Services								
	EM-2016-00-00-00		$.00	$22,972.29	$.00	$218,587.00	$218,587.00	$87,434.80
	Emergency Medical Services Total		**$.00**	**$22,972.29**	**$.00**	**$218,587.00**	**$218,587.00**	**$87,434.80**
Motorcycle Safety								
	MC-2016-00-00-00		$.00	$3,932.74	$.00	$37,421.00	$37,421.00	$14,968.40
	Motorcycle Safety Total		**$.00**	**$3,932.74**	**$.00**	**$37,421.00**	**$37,421.00**	**$14,968.40**
Occupant Protection								
	OP-2016-00-00-00		$.00	$89,280.81	$.00	$849,529.00	$849,529.00	$339,811.60
	Occupant Protection Total		**$.00**	**$89,280.81**	**$.00**	**$849,529.00**	**$849,529.00**	**$339,811.60**
Pedestrian/Bicycle Safety								
	PS-2016-00-00-00		$.00	$29,993.65	$.00	$285,397.00	$285,397.00	$114,158.80
	Pedestrian/Bicycle Safety Total		**$.00**	**$29,993.65**	**$.00**	**$285,397.00**	**$285,397.00**	**$114,158.80**
Police Traffic Services								
	PT-2016-00-00-00		$.00	$143,223.92	$.00	$1,362,811.00	$1,362,811.00	$545,124.40
	Police Traffic Services Total		**$.00**	**$143,223.92**	**$.00**	**$1,362,811.00**	**$1,362,811.00**	**$545,124.40**
Accident Investigation								
	AI-2016-00-00-00		$.00	$8,867.87	$.00	$84,380.00	$84,380.00	$33,752.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	Accident Investigation Total		**$.00**	**$8,867.87**	**$.00**	**$84,380.00**	**$84,380.00**	**$33,752.00**
Roadway Safety								
	RS-2016-00-00-00		$.00	$4,323.27	$.00	$41,137.00	$41,137.00	$16,454.80
	Roadway Safety Total		**$.00**	**$4,323.27**	**$.00**	**$41,137.00**	**$41,137.00**	**$16,454.80**
Pupil Transportation Safety								
	SB-2016-00-00-00		$.00	$2,888.00	$.00	$27,480.00	$27,480.00	$10,992.00
	Pupil Transportation Safety Total		**$.00**	**$2,888.00**	**$.00**	**$27,480.00**	**$27,480.00**	**$10,992.00**
	NHTSA 402 Total		***$.00***	***$705,019.19***	***$.00***	***$5,659,127.00***	***$5,659,127.00***	***$2,050,450.80***
MAP 21 405d Impaired Driving Mid								
405d Impaired Driving Mid								
	M5X-2016-00-00-00		$.00	$237,998.00	$.00	$951,992.00	$951,992.00	$.00
	405d Impaired Driving Mid Total		**$.00**	**$237,998.00**	**$.00**	**$951,992.00**	**$951,992.00**	**$.00**
	MAP 21 405d Impaired Driving Mid Total		***$.00***	***$237,998.00***	***$.00***	***$951,992.00***	***$951,992.00***	***$.00***
MAP 21 405d Impaired Driving Int								
405d Int Court Support								
	M7CS-2016-00-00-00		$.00	$87,500.00	$.00	$350,000.00	$350,000.00	$.00
	405d Int Court Support Total		**$.00**	**$87,500.00**	**$.00**	**$350,000.00**	**$350,000.00**	**$.00**
	MAP 21 405d Impaired Driving Int Total		***$.00***	***$87,500.00***	***$.00***	***$350,000.00***	***$350,000.00***	***$.00***
MAP 21 405f Motorcycle Programs								
405f Motorcycle Programs								
	M9X-2016-00-00-00		$.00	$30,000.00	$.00	$120,000.00	$120,000.00	$.00
	405f Motorcycle Programs Total		**$.00**	**$30,000.00**	**$.00**	**$120,000.00**	**$120,000.00**	**$.00**
	MAP 21 405f Motorcycle Programs Total		***$.00***	***$30,000.00***	***$.00***	***$120,000.00***	***$120,000.00***	***$.00***
	NHTSA Total		***$.00***	***$1,060,517.19***	***$.00***	***$7,081,119.00***	***$7,081,119.00***	***$2,050,450.80***

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	Total		***$.00***	***$1,060,517.19***	***$.00***	***$7,081,119.00***	***$7,081,119.00***	***$2,050,450.80***

6.0 State Certifications and Assurances

The State Certifications and Assurances, which is signed by Arizona's Governor's Representative for Highway Safety, will be sent separately to NHTSA.

7.0 Section 405 Grant Application

For FFY 2016, 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: Arizona DUI Abatement Council (State Funds)

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

28-1304. Driving under the influence abatement fund

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

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

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

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

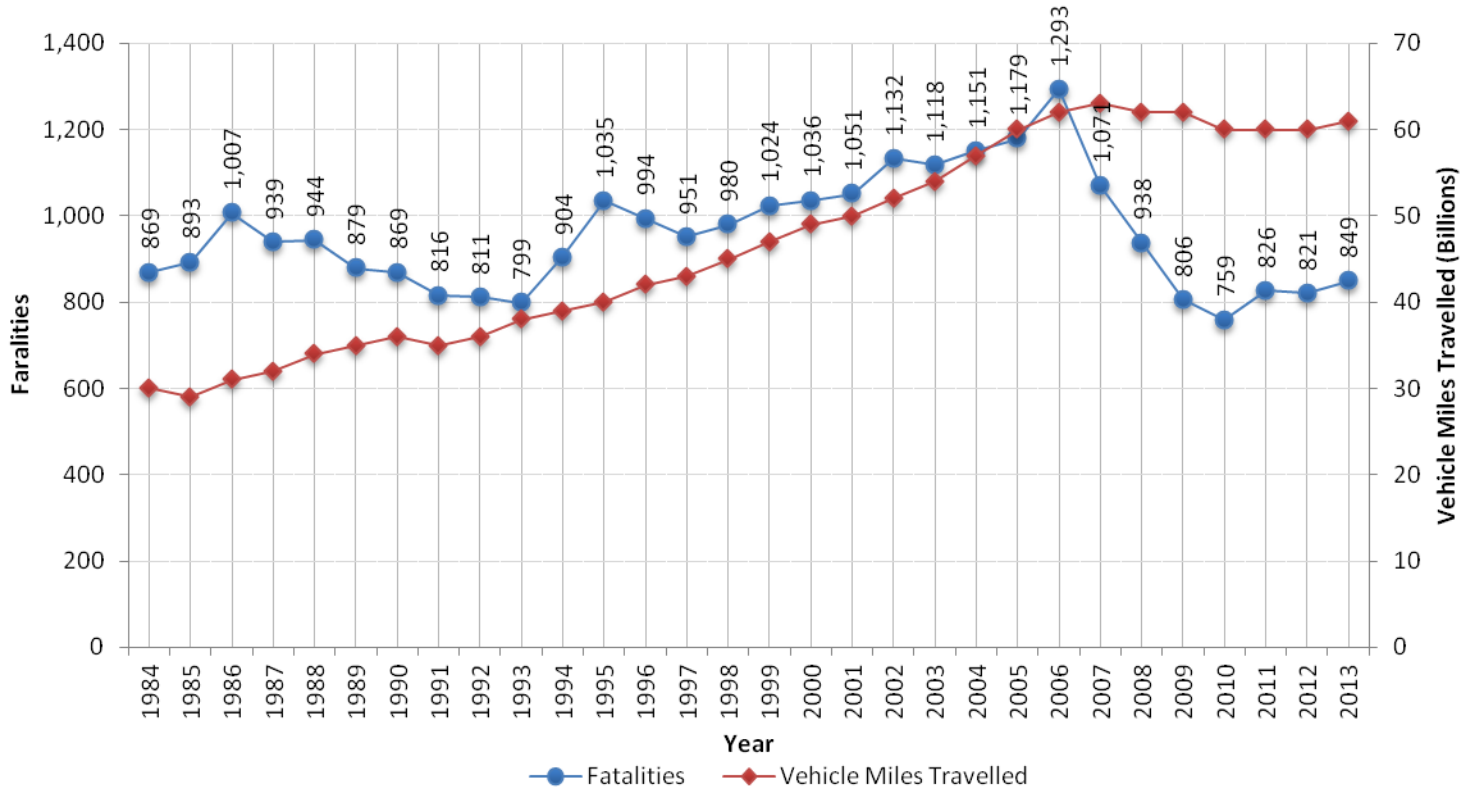
1. Administrative purposes of the oversight council on driving or operating under the influence abatement.

Table A.1 Arizona DUI Abatement Council (State Funds) Grant Awards as of July 1, 2015

Agency Name	Agreement	Title/Purpose	Executed (Start)	End	Awarded
Arizona DPS	DUIAC-E-051	DUI Enforcement & Overtime	11/21/2014	10/31/2015	$200,000.00
Buckeye PD	DUIAC-E-062	DUI Enforcement & Overtime	07/01/2015	06/30/2016	$20,000.00
Chandler PD	DUIAC-E-061	DUI Enforcement & Overtime	07/01/2015	06/30/2016	$45,000.00
Gilbert PD	DUIAC-E-064	DUI Enforcement & Overtime	07/01/2015	06/30/2016	$40,000.00
Glendale PD	DUIAC-I-016	Know Your Limit	12/29/2014	10/31/2015	$40,325.00
Glendale PD	DUIAC-E-055	DUI Enforcement & Overtime	07/01/2015	06/30/2016	$50,000.00
Marana PD	DUIAC-E-056	DUI Warrant Detail	07/01/2015	06/30/2016	$15,000.00
Maricopa CSO	DUIAC-E-063	DUI Multi-Task	07/01/2015	06/30/2016	$50,000.00
Mesa PD	DUIAC-I-019	Headspace Gas Chromatograph/MS	07/01/2015	06/30/2016	$84,500.00
Phoenix PD	DUIAC-E-052	DUI Enforcement & Overtime	12/31/2014	12/31/2015	$50,000.00
Phoenix PD	DUIAC-E-058	DUI Enforcement & Overtime	07/01/2015	06/30/2016	$70,000.00
Phoenix PD	DUIAC-I-021	Know Your Limit	07/01/2015	06/30/2016	$30,000.00
Phoenix Prosecutor's Office	DUIAC-I-015	TSRP Program	9/22/2014	9/30/2015	$112,991.00
Pima CSD	DUIAC-E-060	DUI Enforcement & Overtime	07/01/2015	06/30/2016	$50,000.00
Pima CSD	DUIAC-I-020	DUI Designated Driver Program	07/01/2015	06/30/2016	$3,476.00
Pinetop-Lakeside PD	DUIAC-I-017	DUI Education & Awareness	12/02/2014	10/31/2015	$10,000.00
Show Low PD	DUIAC-E-057	DUI Enforcement & Overtime	07/01/2015	06/30/2016	$8,025.00
Tucson PD	DUIAC-E-053	DUI Enforcement & Overtime	12/02/2014	12/31/2015	$133,000.00
Tucson PD	DUIAC-E-054	DUI Testimony Training	12/02/2015	12/31/2015	$25,000.00
Tucson PD	DUIAC-I-018	Know Your Limit	12/02/2015	12/31/2015	$75,000.00
Yuma CSO	DUIAC-E-059	DUI Enforcement & Overtime	07/01/2015	06/30/2016	$30,000.00
Total Awarded	**21**				**$1,142,317.00**

B. Appendix: Supporting Information

Figure B.1 Arizona Statewide Roadway Fatalities Trend



Sources: Fatality Analysis Reporting System (1994-2013); Arizona HSP (1984-1993) Retrieved June 2015

Figure B.2 Arizona Motor Vehicle Traffic Fatalities by Month

Monday, June 01, 2015
ARIZONA DEPARTMENT OF TRANSPORTATION - TRAFFIC RECORDS SECTION
*NOTE: TRAFFIC RECORDS IS CURRENTLY ENTERING FEBRUARY 2015 REPORTS

ARIZONA MOTOR VEHICLE TRAFFIC FATALITIES BY MONTH

										2014		
MONTH	2005	2006	2007	2008	2009	2010	2011	2012	2013	TOTAL	URBAN	RURAL
JANUARY	101	92	63	68	64	55	53	65	61	47	28	19
FEBRUARY	90	78	82	84	63	56	58	60	61	53	22	31
MARCH	112	112	91	90	61	70	71	85	77	79	44	35
APRIL	108	138	113	85	88	62	62	68	78	67	32	35
MAY	81	120	89	87	70	77	63	76	86	78	38	40
JUNE	101	106	95	67	89	51	69	71	63	65	33	32
JULY	129	130	97	85	60	65	70	70	67	47	24	23
AUGUST	114	119	87	88	61	70	85	71	76	73	28	45
SEPTEMBER	70	118	97	91	64	61	77	72	76	56	32	24
OCTOBER	101	115	88	73	57	63	78	66	72	70	36	34
NOVEMBER	98	92	92	66	66	67	72	52	71	74	46	28
DECEMBER	88	81	77	54	63	62	69	65	61	65	34	31
TOTAL	1,193	1,301	1,071	938	806	759	827	821	849	774	397	377
FATALITY RATE*	2.00	2.08	1.70	1.52	1.34	1.27	1.39	1.37	1.40	N/A		

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

ARIZONA CRASH HISTORY

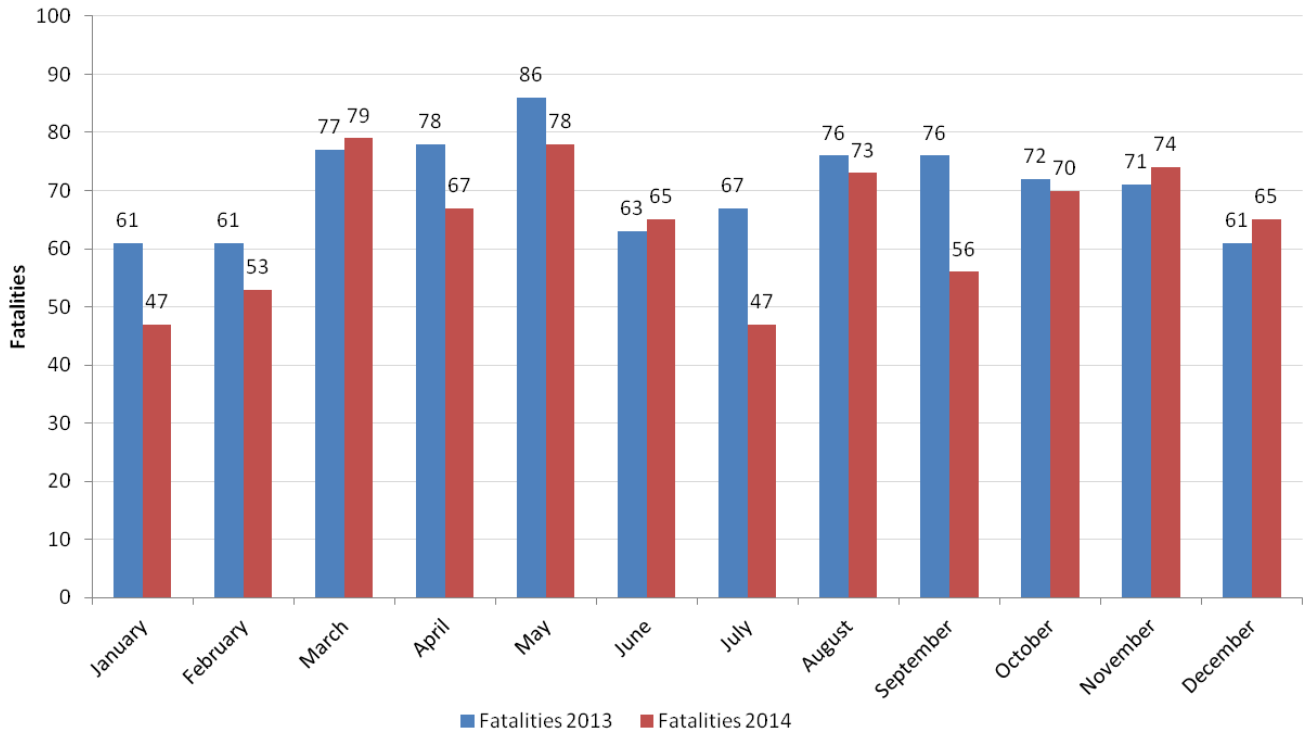
YEAR	TOTAL CRASHES	FATAL CRASHES	TOTAL FATALITIES	INJURY CRASHES	TOTAL INJURIES	PDO CRASHES
2005	140,574	1,049	1,193	45,826	71,083	93,699
2006	143,504	1,126	1,301	45,395	70,013	96,983
2007	141,193	952	1,071	43,560	66,062	96,681
2008	120,557	843	938	37,515	56,539	82,199
2009	107,149	709	806	33,506	50,809	72,934
2010	106,895	695	759	33,416	50,459	72,784
2011	103,945	756	827	33,219	49,848	69,970
2012	103,914	738	821	33,579	50,059	69,597
2013	107,477	782	849	34,106	50,389	72,589
2014	109,554	708	774	34,451	50,890	74,395

POPULATION, VEHICLE REGISTRATION, LICENSED DRIVERS, AND VMT

YEAR	LICENSED DRIVERS*	REGISTERED VEHICLES*	TOTAL POPULATION**	VEHICLE MILES TRAVELED***
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	59,978
2010	4,537,653	4,805,904	6,392,017	59,906
2011	4,634,405	4,855,014	6,438,178	59,575
2012	4,736,517	4,969,620	6,498,571	60,129
2013	4,826,903	5,130,780	6,581,054	60,586
2014	4,922,676	5,300,980	N/A	N/A

*SOURCE FOR LICENSED DRIVERS AND REGISTERED VEHICLES:
ADOT - MOTOR VEHICLE DIVISION
**SOURCE FOR POPULATION DATA: ARIZONA DHS
***SOURCE FOR VEHICLE MILES TRAVELED: ADOT MPD - DATA BUREAU

Figure B.3 Arizona Traffic Fatalities
Monthly Trend



Source: ADOT: Arizona Motor Vehicle Traffic Fatalities By Month

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 1, 2015.

Figure B.4 Arizona DUI Enforcement Statistics for Calendar Year 2014

Governor's Office of Highway Safety
ARIZONA
Doug Ducey
Governor

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

Arizona DUI Enforcement Statistics

Entered by Statewide Agencies on the GOHS Reporting System.

Yearly Data from Calendar Year 2005 to 2014

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015**
Contacts (Traffic Stops)	49230	72057	112555	96243	148063	228146	702921	877617	839268	1130222	363100
Sober Designated Drivers Contacted					1450	9692	6790	6641	6759	14487	4429
Total DUI Arrests	6501	6847	10133	10409	14154	19482	31561	32174	31905	29250	8995
DUI Aggravated	435	542	906	994	1429	2007	3473	3698	3645	3525	1272
DUI Misdemeanor	6066	6305	9227	9415	12725	17475	28088	28476	28260	25725	7723
DUI Extreme (.15 or above)	1616	1622	3410	3302	4369	5943	9466	9002	8217	8414	2516
Under 21 DUI Arrests	427	421	655	590	783	910	1337	1532	1464	1461	398
Average BAC	0.146	0.145	0.148	0.151	0.152	0.152	0.152	0.151	0.151	0.152	0.159
Seat Belt Citations	1259	1387	1137	1132	3323	5439	21828	29710	27840	24848	8883
Child Restraint Citations	177	241	317	215	617	988	3435	3671	4476	4755	1733
Minor Consumption / Possession Citations	943	1540	1502	1571	2019	3169	7708	7988	8585	7493	1809
DUI Drug Arrests	424	541	538	694	1153	1679	3579	4511	4520	4190	1358
Criminal Speed Citations	*These three categories of citations will be broken down by statute starting in mid - 2013 Calendar year.*								5639	15560	5381
Aggressive Driving Citations									192	388	135
Civil Speed Citations									70215	225639	70065
Other Citations *	28789	28095	38348	43846	73600	101848	331269	378010	406144	324240	102592
Participating Officer/Deputies (Cumulative)	6081	6522	11483	10225	15809	34300	47927	51654	46210	53867	17383

*2005 - 2012 'Other Citations' statistics include Speed
**Preliminary (As of 6/1/2015)