



Federal Fiscal Year 2024 Annual Report

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Governor

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State of Arizona Highway Safety Annual Report

Federal Fiscal Year 2024

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1.0 Arizona GOHS Program Overview

1.1 EXECUTIVE SUMMARY

This Arizona Highway Safety Annual Report (AR) serves as the State's assessment of the 2024-2026 Triennial Highway Safety Plan (3HSP) for Federal Fiscal Year (FFY) 2024. It is required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR § 1300.35 and provides an update of highway safety projects administered by the Arizona Governor's Office of Highway Safety (GOHS).

The projects and funding administered by GOHS were approved by NHTSA Region 9 in the FFY 2024-2026 3HSP and subsequent revisions throughout the year.

Each year, GOHS develops the HSP which identifies current highway safety problems, defines performance targets and measures, and describes safety programs and projects that will be implemented to address highway safety concerns and achieve safety performance targets. The AR reviews the yearly progress on implementing Arizona's HSP and documents the use of grant funding administered by NHTSA for Federal funds available under the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Federal transportation bill, Bipartisan Infrastructure Law (BIL). GOHS has reviewed and implemented the BIL in FFY 2024 in Arizona.

GOHS administers Federal funds to state, local and nonprofit organizations who agree to work toward the shared goal of reducing deaths and serious injuries due to motor vehicle crashes through implementation of programs and projects that address driver behaviors and improvements in the traffic records systems.

Total traffic fatalities in Arizona increased from 1,294 in 2022 to 1,307 in 2023. Any life lost due to a motor vehicle crash is tragic. GOHS and our safety partners continue to work toward the shared goal of reducing fatalities and injuries through joint implementation of the HSP and our Strategic Highway Safety Plan (SHSP). GOHS will continue to provide funding and support for the national mobilizations and effective highway safety programs aimed at reducing fatalities and injuries on Arizona's roadways.

1.2 ACCOMPLISHMENTS

- The Governor's Office of Highway Safety (GOHS) partnered with the Arizona Supreme Court and the Phoenix Police Department implemented the "Electronic Search Warrant" for blood draws in DUI cases. Officers can now obtain electronic search warrants from a Superior Court judge based in Maricopa County in less than eight minutes. GOHS Director has implemented this statewide with the help from the Arizona Supreme Court staff. AZ DPS is helping with training statewide to agencies. Over 10,300 officers are certified to use the system.
- In FFY 2024, GOHS collaborated with six Phlebotomy colleges throughout the State of Arizona – Cochise Community College, Eastern Arizona College, Gateway Community College, Northland Pioneer College, Pima County Community College, and Yavapai Community College. These partnerships include both initial training and refresher courses available to Law Enforcement Agencies throughout the State of Arizona. This assists Arizona to increase the number of officers to become certified and assists with the continuing education requirements in Phlebotomy.
- Law enforcement agencies made over 1,230,148 traffic stops in 2024, DUI arrests totaled just over 26,472.
- Of the grants awarded to address speed and reckless driving, Agencies used funds for the acquisition of speed detection devices – totaling over \$578,000.
- The percentage of motorists wearing seat belts was 89.5% in FY 2024 with a Secondary Seat Belt Law in the Arizona statutes.
- GOHS provided grant funds over \$250,000 to purchase over child safety/booster seats in FFY 2024. Through numerous organizations, over 3,600 child safety/booster seats were installed for FFY 2024.
- GOHS reviewed more than 264 grant proposals submitted and awarded 320 grants to 115 agencies/organizations for FFY 2024.
- GOHS and our grantees issued over 276 news releases to media both local and statewide in FFY 2024.
- With the implementation of BIL, GOHS was able to fund two federal agencies, National Park Services – Grand Canyon and AZ National Guard.
- GOHS applied for the State Electronic Data Collection (SEDC) grant. This grant will enhance Arizona's crash data system that is managed by the Arizona Department of Transportation (ADOT).
- GOHS has a total of four National Child Passenger Safety Technicians, as 3 employees were certified in FFY 2024.

1.3 LOOKING FORWARD

The Governor's Office of Highway Safety (GOHS) and Arizona law enforcement continue to work hard to decrease fatalities through enforcement and education. Law enforcement agencies continue to arrest impaired drivers and cite speeding and seat belt violators aggressively. As the leading agency in the State of Arizona dedicated to promoting traffic safety, GOHS looks forward to meeting the challenges ahead in 2025. Next year, GOHS will:

- Promote traffic safety through extensive enforcement, education and public awareness activities.
- Maintain and enhance existing DUI operations, including task forces, saturation patrol deployments.
- Continue to fund programs and identify strategies to reduce speed-related crashes, fatalities and injury collisions.
- Continue to promote Arizona as the preeminent state for Drug Recognition Expert and Phlebotomy training through the enhancement of these programs.
- Complete statewide training for grantees on the FFY 2026 proposal guide.
- Host trainings and workshops for law enforcement, prosecutors, nonprofits, hospitals, fire departments, fire districts etc.
- Continue to actively participate in national enforcement campaigns, such as the Labor Day DUI enforcement campaign, Winter Holiday DUI Crackdown, and the Click it or Ticket Mobilization.
- Enhance and expand the Children are Priceless Passengers program.
- Maintain or increase the seat belt usage percentage rate.

GOHS is confident that it will continue to meet and surpass the goals and objectives delineated in the FFY 2024 Highway Safety Plan and those enumerated above to reduce traffic fatalities and injuries in Arizona in the next year and beyond. GOHS is well prepared to meet these, and other challenges that lie ahead, to keep the public safe on Arizona's streets and highways.

1.4 INTRODUCTION

The Governor's Office of Highway Safety (GOHS) supports activities having the greatest potential to save lives, reduce injuries and improve highway safety in Arizona. GOHS staff analyzed a broad range of data, reviewed relevant highway safety research and applied in-house expertise to identify the most significant safety problems in the State. Relevant magnitudes of various contributing crash factors were reviewed and tracked over time, as were the demographics of drivers and crash victims and whether they used, or did not use, appropriate safety equipment.

Table 1.1 summarizes this analysis and displays the relative importance of various contributing crash factors, modes of travel and demographics to crash fatalities in Arizona in 2023.

Table 1.1 Arizona Crash Factors as Total Fatalities 2023

Speeding Related	Unrestrained Vehicle Occupant	Pedestrians	Alcohol-Impaired Driving*	Motorcyclists	Drivers Age 20 and Younger	Bicyclists
446	361	271	433	263	187	44

Source: ADOT State Crash Facts 2023

*FARS 2022 (The difference between the requirements from pulling data from ADOT State Crash files, GOHS used FARS for Alcohol-Impaired Driving)

This data shows that unrestrained occupants, speeding, and alcohol impairment are the factors having the greatest impact on fatalities in Arizona. Therefore, GOHS has focused its resources on addressing these factors through the following Tier 1 program areas:

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

GOHS addresses other conditions and contributing crash factors through the following Tier 2 program areas:

- **Accident Investigation (AI)** – To provide training and resources for vehicular crimes units to more effectively aid in the investigation and thus increasing prosecution of “at fault” drivers.
- **Emergency Medical Services (EM)** – To support rural first responders with emergency medical services (EMS) equipment.
- **Motorcycle Safety (MC)** – To increase the public's awareness, understanding of and participation in motorcycle safety.
- **Pedestrian and Bicycle Safety (PS)** – To increase the public's awareness of pedestrian and bicycle safety, while encouraging their participation. The public targeted included pedestrians from a wide range of demographics - from schoolchildren to the elderly.

- **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.

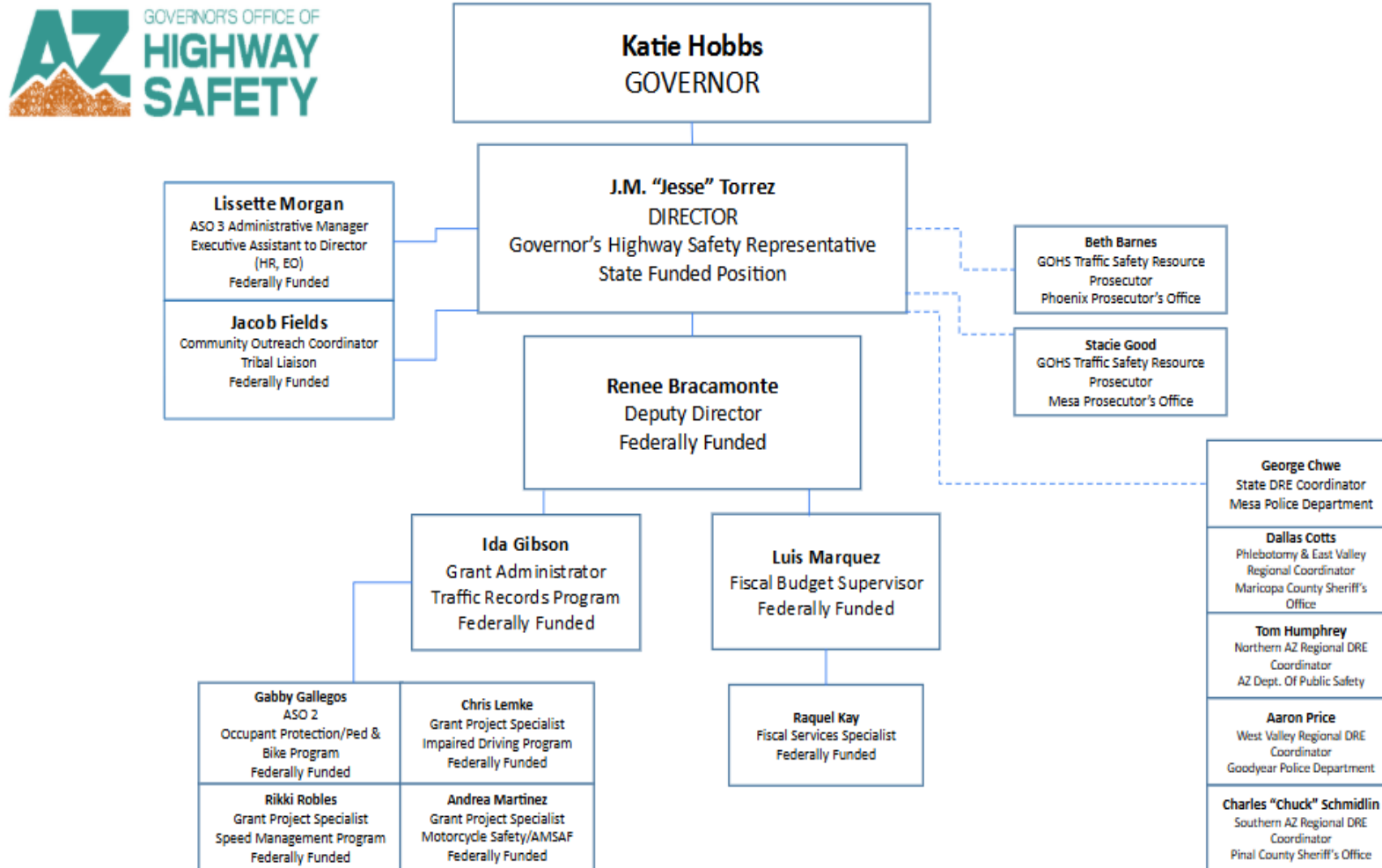
1.5 ARIZONA GOHS MISSION

Committed toward Achieving Zero Fatalities on Arizona Roadways, GOHS' mission is to create a comprehensive and coordinated approach integrating highway safety programs through leadership, funding, public awareness and community engagement throughout Arizona. GOHS funds programs aimed at enhancing road safety. The programs address critical areas such as Speed and Reckless Driving, Impaired Driving, Occupant protection, Motorcycle Safety and Pedestrian/bicycle safety.

1.6 ARIZONA GOHS ORGANIZATION

GOHS is led by the Director, J.M. "Jesse" Torrez, who is appointed by and reports to the Governor of Arizona, Katie Hobbs. Director Torrez is supported by a Deputy Director, Renee Bracamonte and administrative staff; grant-funded programs for a variety of agencies and other institutions is headed by Grant Administrator, Ida Gibson; financial staff is headed by the Fiscal Budget Supervisor, Luis Marquez; and grant project specialists. The dotted lines in the organizational chart (Figure 1.1) depict the Traffic Safety Resource Prosecutors and Drug Recognition Experts from several Law Enforcement partners. These positions are supported by GOHS and are housed in an office outside of the GOHS office.

Figure 1 Organizational Chart



1.7 STRATEGIC PARTNERS

The Governor's Office of Highway Safety (GOHS) appreciates the cooperation and support of many stakeholders at the federal and state level including:

- Arizona Department of Transportation;
- Arizona Department of Public Safety;
- Arizona Department of Health Services;
- Arizona Department of Liquor Licenses and Control;
- Arizona DUI Abatement Council;
- Arizona Association of Chiefs of Police;
- Arizona Sheriffs Association;
- Arizona Prosecuting Attorneys Advisory Council;
- Arizona Restaurant Association;
- National Safety Council;
- Maricopa Associations of Governments;
- Mothers Against Drunk Driving (MADD);
- Pima Associations of Governments;
- Students Against Destructive Decisions (SADD);
- Federal Highway Administration;
- Federal Motor Carrier Safety Administration; and
- National Highway Traffic Safety Administration.

1.8 LEGISLATIVE UPDATE

In FFY 2019, the AZ Legislative passed and the Governor signed a bill to prohibit Distracted Driving including texting, and cell phone use that took effect on January 1, 2021 statewide.

2.0 Highway Safety Performance

2.1 PERFORMANCE REPORT

Core Performance Measures

Arizona's primary highway safety objective is to decrease fatalities across all program areas. The Governor's Office of Highway Safety (GOHS) tracks performance metrics using data from the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) and other sources to assess trends and establish safety performance goals.

Table 2.1 outlines the performance metrics monitored by GOHS for FFY 2024. These metrics align with the outcome, behavior, and activity performance indicators collaboratively developed by NHTSA and the Governors Highway Safety Association (GHSA).

Table 2.1 Arizona Highway Safety Core Performance Report

Performance Measure	Assessment of Results in Achieving Performance Targets for FY 2024				
	FY 2024				
	Target Period	Target Year(s)	Benchmark Value FY 24 HSP	Data Source*/ FY 24 Progress Results	On Track to Meet FY 24 Benchmark Y/N/ In-Progress
C-1) Total Traffic Fatalities	5 year	2020-2024	1,267.4	2019 – 2023 FARS 1,170.0	Yes
C-2) Serious Injuries in Traffic Crashes	5 year	2020-2024	3,619.6	2019 – 2023 STATE 3,514.0	Yes
C-3) Fatalities/VMT	5 year	2020-2024	1.72	2019 – 2023 FARS 1.61	Yes
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	3 years	2024-2026	272	2023 State 361	No
C-5) Alcohol-Impaired Driving Fatalities	3 years	2024-2026	413	*2023 FARS 433	No
C-6) Speeding-Related Fatalities	3 years	2024-2026	417	2023 State 446	No
C-7) Motorcyclist Fatalities	3 years	2024-2026	222	2023 State 263	No
C-8) Unhelmeted Motorcyclist Fatalities	3 years	2024-2026	78	2023 State 71	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	3 years	2024-2026	148	2023 State 187	No
C-10) Pedestrian Fatalities	3 years	2024-2026	296	2023 State 271	No
C-11) Bicyclist Fatalities	3 years	2024-2026	47	2023 State 44	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	3 years	2024-2026	87.0%	89.5%	Yes

Activity Measures	FFY 2024
Seat belt citations	17,247
Impaired driving arrests	26,472
Speeding citations	292,053

Sources: ADOT State Crash Facts 2023
 2024 Targets - FFY 2024 - 2026 HSP
 Serious Traffic Injuries and VMT – ADOT Crash Facts
 Core Behavior Measures – Preusser Research Groups Inc.
 Activity Measures – FFY GOHS Enforcement Reporting System
 *FARS data available for FFY 2023. The difference between the requirements from pulling data from ADOT State Crash files, GOHS chose to default to use 2023 FARS for C-5.

2.2 HIGHWAY SAFETY TRENDS

Table 2.2 below shows the data points associated with the performance measures identified in the previous section. Figures illustrating each performance measure's trend follow on the next six pages.

Table 2.2 Arizona Highway Safety Trends

	2019	2020	2021	2022	2023*	5-Year ^a Average
Fatalities	979	1,053	1,192	1,320	1,304	1,170
Serious Traffic Injuries	3,561	3,080	3,502	3,754	3,674	3,514
Fatalities/100M VMT	1.39	1.60	1.62	1.73	1.73	1.61
Passenger Unrestrained Vehicle Occupant Fatalities	220	237	300	271	361	278
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	259	297	437	462	433	378
Speeding-Related Fatalities	325	366	380	442	446	392
Motorcycle Fatalities	175	163	167	235	263	201
Unhelmeted Motorcycle Fatalities	86	80	81	101	71	84
Drivers Age 20 or Younger in Fatal Crashes	101	120	149	157	187	143
Pedestrian Fatalities	210	222	250	297	271	250
Bicycle Fatalities	30	33	45	51	44	41
Percent Observed Belt Use for Passenger Vehicles	90.6%	90.6%	88.8%	87.0%	87.8%	89.0%
Number of Seat Belt Citations Issued	32,172	21,603	25,953	22,096	20,187	25,456
Number of Impaired Driving Arrests Made ^b	26,914	26,166	31,167	29,693	28,798	28,548
Number of Drug Impaired Driving Arrests Made ^c	6,901	7,687	8,895	6,226	5,369	7,016
Number of Other Citations (including speed) Issued	597,837	472,805	547,122	523,868	633,525	555,031
Number of grant funded DUI Checkpoints/Saturation Patrols ^d	5/3,471	1/3,853	1/3,714	1/4,053	1/4,094	4/3,929

Source: Serious Traffic Injuries – ADOT
 Fatalities/100M VMT – Estimated per FARS 2019-2022 and ADOT /GOHS 2023 Crash Facts Report
 *All Data – FARS 2019-2022 and ADOT State Crash Facts for 2023. The difference between the requirements from pulling data from ADOT State Crash files, therefore C-5 for 2023 is significantly different.
 Observed Belt Use – Preusser Research Groups Inc.
 Seat Belt Citations, Impaired Driving Arrests, Other Citations – GOHS Enforcement Reporting System

Notes: ^a 5-year Average includes years 2019-2023 and ADOT 2023 data.
^b The number of Impaired Driving Arrest Made includes all alcohol and drug impaired driving arrest. Alcohol and Drug combination impaired driving arrest data is not available.
^c The number of Drug Impaired Driving Arrest are not included in the total Number of Impaired Driving Arrest Made.
^d The numbers shown for DUI saturation patrols are calendar year. The number of DUI checkpoints are for FFY indicated.

3.0 Activity Report

3.1 PUBLIC PARTICIPATION AND ENGAGEMENT

Pedestrian and Bicycle Safety Program:

In 2023 for the 2024-2026 Triennial Highway Safety Plan, the Arizona pedestrian data was showing a drastic increase with pedestrian and cycling related deaths throughout the state. An ADOT analysis showed pedestrian fatalities rising from 155 in 2014 to 220 in 2019 — a 42% increase. Due to the alarming data, the GOHS initially planned engagement efforts for Pedestrian and Bicycle Safety with the City of Goodyear and the surrounding communities.

The City of Goodyear Police Department was the initial partner for the continuation of community concerns for pedestrian and cyclist safety from the tragic crash on February 25, 2023. The tragic crash involved a truck hitting a group of cyclists, causing multiple injuries and two fatalities. Since the initial virtual meeting on April 6, 2023, Goodyear Police Chief Santiago Rodriguez retired after 26 years with the department in January of 2024. The police department selected an Interim Chief, Art Miller.

The previous Director of GOHS retired in 2023. Director J.M. “Jesse” Torrez was appointed in July of 2023. The agency experienced about 90% staff position changes during the last year. All of the hires were outside of traffic safety, requiring training about programs and federal grants. A few staff required transition from the private sector to public service, as they were unfamiliar with state and federal rules. Director Torrez met with Interim Chief Miller for a virtual meeting on March 14, 2024 to discuss steps on moving forward with the collaboration. Both entities decided that the next meeting would include the West Valley Cycle Club (WVCC). The WVCC was the cyclist group that experienced the loss of two members and multiple injuries in 2023. The partnership with Goodyear Police Department was a holistic approach as GOHS has an established relationship through traffic safety, the police department was able to connect GOHS with WVCC. GOHS reached out by email to the cyclist group representative for introductions and to confirm their interest in continuing a partnership with GOHS and Goodyear Police, correspondences were sent in April and May of 2024. WVCC was interested in the continued collaboration.

GOHS continued to coordinate with Goodyear Police. Ultimately in June 2024, a Lieutenant was assigned from the department to work with GOHS. Between the coordination of schedules with Goodyear Police Department, the WVCC, and GOHS a virtual meeting was scheduled for July 17, 2024. A virtual meeting was strategically selected as this provided flexibility to all parties. GOHS continues to aim for ADA compliance, however, no accessibility measures were necessary for the meeting.

On July 17, 2024, a virtual meeting was hosted by GOHS, the Goodyear Police Department and the West Valley Cycle Club (WVCC) were invited. The WVCC membership is an active cyclist community in the City of Goodyear. Due to unexpected circumstances the WVCC representative

could not attend. The Goodyear Police Department Lieutenant and Community Liaison (need to confirm title) were in attendance as well as the GOHS Grant Administrator and the Community Outreach Coordinator.

A community survey was requested by the Goodyear Police Department to survey community members for various events. In August 2024 the Goodyear Police Department experienced additional leadership change, as Brian Issitt was announced as the Goodyear Police Department Chief of Police. GOHS recognizes the importance of community engagement and opportunity for direct feedback from community members. GOHS will continue to encourage engagement with the City of Goodyear and the surrounding community such as cyclist groups.

Recent data is showing a decrease in pedestrian fatalities in Arizona. The GHSA Pedestrian Traffic Fatalities by State Report mentioned, "the majority of the 5.4% decrease in projected pedestrian fatalities in 2023 was concentrated in two states – Arizona and California." The 2023 ADOT Crash Facts pedestrian fatalities were 309 and bicycle fatalities of 49 in 2022. In 2023, pedestrian fatalities decreased by 12.3% to 271, and bicycle fatalities decreased by 10.2% to 44. GOHS will engage with various community member at events at schools, faith organizations, nonprofit entities, or governmental agencies to increase pedestrian and bicycle safety throughout Arizona. For Federal Fiscal Year (FFY) 2025 GOHS has planned media campaigns drafted for Pedestrian and Bicycle Safety. GOHS will continue to engage with WVCC and by inviting them to any collaborative meetings.

For FFY 2025 Goodyear Police Department was awarded federal funding for Pedestrian and Bicycle Safety overtime. In January and July of 2024 a young boy (8 to 9 years old) spoke at a Goodyear City Council about traffic safety concerns specific to street racing. Therefore, the Goodyear Police Department will be enforcing in school zones and high-pedestrian/cycling areas to ensure the community's safety.

Occupant Protection Program:

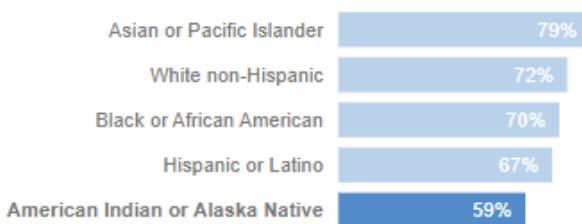
GOHS participated in an Occupant Protection (OP) Assessment in 2023 that was completed by NHTSA virtually. The feedback from the assessment lead the GOHS OP Coordinator to inquire about Arizona Tribal Communities with Primary Seat Belt Enforcement Ordinances. The information was provided by a District Injury Prevention Specialist Coordinator with the Phoenix Area Indian Health Services (PAIHS) during a phone call with the OP Coordinator. GOHS learned that there are five tribal communities out of 22 in Arizona, which includes the following:

- Salt River Pima-Maricopa Indian Community
- Fort McDowell Yavapai Nation
- San Carlos Apache Tribe
- Navajo Nation (Served by the Navajo Area IHS)
- Tohono O'odham Nation (Served by the Tucson Area IHS)

Governor Hobbs prioritizes the proper use of child safety seats and supports collaboration with tribal communities to address this concern. GOHS continued the engagement that was outlined in the 2024-2026 3HSP for occupant protection safety in order support tribal communities that are overrepresented in this category.

The U.S. Department of Transportation & National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts 2021 Data reported that American Indian / Alaska Native (AIAN) people had the highest traffic fatality rate at 28.51 per 100,000 population. National data is showing an alarming overrepresentation for AIAN communities. The data with the Arizona Department of Health Services Motor Vehicle Traffic (MVT) Related Trauma Data Visualization by race shows AIAN people with the lowest seat belt use at 59%. There's a correlation of AIAN having the lowest seat belt use in Arizona and the national statistic that AIAN individuals have the highest traffic fatality.

Seat belt use by race



ADHS Data Visualization MVT-Related Trauma

GOHS was able to leverage current relationships through the OP Program. The importance of child safety and concerns about car seat safety was a topic that mutual among every community.

GOHS attended an event with the Salt River Indian Community in June 2023 that is detailed in the 2024-2026 3HSP, the Ak-Chin Indian Community was present for a child safety seat check event. At this event the Ak-Chin Safety Seat Lead Instructor approached the GOHS OP Coordinator about the need for car seat technicians and training in their community and the local county. It was mentioned that there was only one certified technician serving the entire Ak-Chin Indian Community and Pinal County.

The car safety seat training was held at the AK-Chin Reservation, the classes began on April 22, 2024 and the safety seat check event was held on April 25, 2024. The class was taught by the Ak-Chin Lead Instructor, in collaboration with the Salt River Indian Community, Hopi Tribe, Apache Tribe, Navajo Nation, Indian Health Services, and the Arizona Department of Health. There were 12 technicians that successfully completed the course and received certification, this included two AZ GOHS employees. The GOHS promoted ADA accessibility by supporting car seat technicians and instructors who are Native language interpreters. There were no concerns about interpreters, it was merely natural that the child seat techs were available to communicate in Navajo and O'odham as this was their community.

The OP Coordinator attended the final day of the class, making connections with other tribes, which has led to additional partnerships. Those participating in the child safety seat event were members of the Ak-Chin Indian Community. The GOHS survey required prior approval by the Ak-Chin Council before the community was approached with any questions. In previous community events an electronic survey was used successfully by GOHS for both program and community feedback. The electronic survey was shortened to four questions that were taken when a participant scanned a specific QR code. Based on surveys and communication about 70% were parents and 30% were caregivers. The issues addressed during the event were the lack of

resources and education. The traffic safety concern for community members was vehicle speed, as the main highway is busy and the roadway runs through town.

Currently, the Ak-Chin Indian Community has scheduled another certification class for February 2025, with continued support from AZ GOHS. This upcoming class will help increase the number of certified technicians in both the Ak-Chin community and throughout Pinal County.

New collaborative tribal partners include:

- Ak-Chin Reservation, Tonto Apache Tribe, & Cocopah Tribe-Fort Yuma

On December 7, 2023 & December 14, 2023 virtual meetings were held with a PAIHS District Injury Prevention Specialist Coordinator and the Area Injury Prevention Specialist. These meetings with PAIHS provided the opportunity for GOHS to partner and build a relationship with entities that support tribal communities. The PAIHS provides community health services to approximately 180,000 American Indians/ Alaska Natives in the tri-state area of Arizona, Nevada, and Utah.

After establishing new partnerships, GOHS continues to attend tribal events as it takes time to build and establish meaningful collaborations. Often, it's the tribal community taking the lead and GOHS providing support when it is requested. With our federal grants, there's delays as tribal council approval is required and review by their legal team. This process delays the execution of federal grants. During a Car Seat Program Virtual Meeting in May 2024, tribal liaisons provided feedback that the radio is a great media for reaching tribal communities, especially in rural locations. Moving forward GOHS should re-evaluate the technology resources and internet connection for all community events.

3.2 EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

A significant portion of Arizona's highway safety grant funds was awarded to law enforcement agencies. GOHS developed policies and procedures to ensure that enforcement resources were used efficiently and effectively to support the goals of the State's highway safety program. Arizona incorporated an evidence-based approach in its statewide enforcement program. All enforcement agencies who received grant funding also used a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the highway safety issue identified was included in the funding application submitted to GOHS, along with the proven strategies that were implemented to address the problem.

To ensure enforcement resources were deployed effectively, law enforcement agencies were directed to implement evidence-based strategies using the data provided. Examples of proven strategies included 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 and seat belt enforcement. High visibility enforcement, including participation in national seat belt and impaired driving mobilizations, was also required. Several mandated holiday enforcement saturation patrols were included. The Data Driven Approach to Crime and Traffic Safety (DDACTS) model and other strategies that used data to identify high crash locations were also proven strategies. By implementing strategies that research has shown to be effective, more efficient use was made of the available resources and the success of enforcement efforts was enhanced. Multi-jurisdictional enforcement efforts were encouraged and supported by GOHS.

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

Law Enforcement Community Collaboration:

The GOHS presented the FFY 2024 requirements and FFY 2025 grant funding virtual training session for all current and potential sub-grantees on February 13th, 2024. There were over 75 attendees from 41 agencies across the state that attended the virtual training. After the overview training, all law enforcement agencies attended another session specifically to discuss the required law enforcement community collaboration in the Bipartisan Infrastructure Law. To streamline the process an electronic form was created by GOHS and shared with law enforcement entities on February 20th, 2024. GOHS felt that an electronic form would provide easier accessibility for agencies as this was an additional component for them to complete. There were several follow up questions after the February 13th training. Therefore, an additional community collaboration informational document was created and shared with law enforcement on February 23rd, 2024. The training information and LE community collaboration activity form is accessible on the GOHS website.

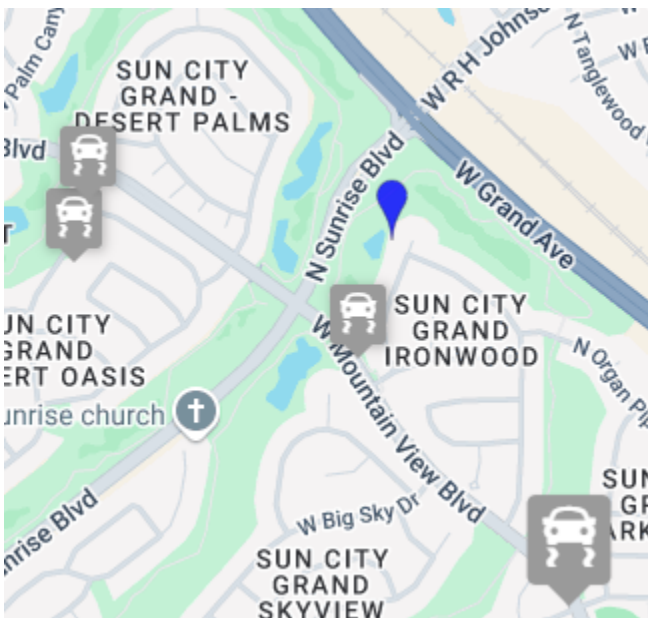
A total of forty-one electronic responses were received, (19) were within Maricopa County (46%). The remaining (22) were from other counties (54%). Surprise Police Department provided three responses that are detailed below.

- Surprise Police Department - attended a Homeowners Association meeting on February 27th, 2024 at West Point Elementary School (13700 W Greenway Road) after receiving concerns from the surrounding community about vehicles speeding on 137th Avenue. This was not a new concern for the police department. Speed trailers were deployed to the area to access vehicle speed with extra enforcement following. The data from the trailer reported that 85% were traveling at 35 mph. The department issued 14 citations during the additional enforcement.

- Surprise Police Department - attended a community meeting on March 19th, 2024 at Western Peaks Elementary School (18063 W Surprise Farms Loop South) with the Vice Mayor Nick Haney about a new concern from the local community. On neighboring residential streets, vehicles were illegally parking and creating unsafe roadway conditions. The police department deployed officers to the area to access the concerns. Initially warnings were issued as the problem persisted about 43 citations were issued for parking illegally.

- Surprise Police Department - attended a community meeting on April 5th, 2024 at the Community Center (19753 N Remington Drive) after receiving citizen concerns about general traffic concerns in Sun City Grand and a DUI related traffic crash. Surprise Police added information to their enforcement calendar for officer deployments to the area.

Using the Community Crime Map below, there were four occasions in 2024 that Surprise Police Department responded for Driving under the Influence (February 16, April 29, August 7 and November 12th):



Although previous DUI statistics for April 2022 and April 2023 do not show the highest number of DUIs, there has been an increase in the number of Extreme DUIs since April 2023.

TRAFFIC & DUI STATISTICS	
Traffic Enforcement	Calendar Year 2023
Traffic Stops	12,298
Traffic Violations Observed	9,838
Traffic Citations Issued	8,584
DUI Charges	Calendar Year 2023
Extreme DUI	152
Aggravated DUI	31
Misdemeanor DUI	303
DUI Under 21	11
DUI Drugs	35
Minor Consumption	9
Total DUI Charges	541



City of Surprise Annual Report 2023 Charts

For FFY 2025, GOHS will be adjusting procedures with the activity form, it has been added to the GOHS quarterly reports for law enforcement agencies to easily access. In addition, GOHS will follow up with agencies shortly after their submission. This will aid in any potential project agreement changes. With the implementation, it will help provide quicker feedback to agencies about their understanding of the requirement so that adjustments can be made. Both law enforcement agencies and GOHS have experienced staffing changes, quicker follow up will increase accuracy of details.

Accurate state traffic record data plays a crucial role in effective safety programming, operational management, and strategic planning. Each state must maintain a traffic records system that facilitates data-driven decision-making, allowing for the identification of issues, development and evaluation of countermeasures, and efficient resource allocation. Currently, GOHS has been utilizing the nine data sources and processes that are detailed in the 3HSP. The Arizona Department of Transportation Accident Location Identification Surveillance System (ALISS), the central repository for crash data within Arizona was replaced with the Crash Records Information System (CRIS) in July 2024.

GOHS applied for the State Electronic Data Collection (SEDC) grant. This grant will enhance Arizona's crash data system that is managed by ADOT to support data collection throughout the state. For FFY 2025 GOHS also applied for the Section 1906 grant. By collecting the data electronically, Arizona will be able to decrease errors associated with the use of scanners currently being used to compile the data received from officers in the field. This will help Arizona identify

disparities in traffic enforcement. GOHS can uphold its commitment to the public by promoting transparency, accountability, and effective grant funding GOHS continues to align with State and Federal regulations and contribute to the overall goal of improving highway safety in Arizona.

4.0 Program Areas

The performance targets, accomplishments and performance measures of the ten program areas addressed in Arizona's *FFY 2024-2026 Triennial Highway Safety Plan for FFY 2024* are described in this section.

4.1 ACCIDENT INVESTIGATION (AI)

Accident investigations aim to identify the causes, contributing factors, and outcomes of crashes. Key steps include confirming crash parameters, boundaries, and the exact location. Witness, victim, and driver statements are gathered and analyzed to determine fault and issue any citations. These investigations culminate in a report that summarizes findings, details vehicle positions before and after impact, and identifies the cause(s) of the crash.

Accident investigations are essential for prosecution of vehicular crimes and providing accurate crash data to the Governor's Office of Highway Safety (GOHS), the National Highway Traffic Safety Administration, the Arizona Department of Transportation, and other agencies. Many jurisdictions have specialized Vehicular Crimes Units trained to conduct these investigations. The Arizona Department of Public Safety also offers accident investigation services to smaller jurisdictions that may not have access to the advanced equipment required for thorough investigations.

Performance Assessment

Table 4.1 Performance Targets, Status and Measures (Accident Investigation)

Performance Target	Performance Measure
<p>Performance Target: The C-1 Core Performance Outcome Measure was established with ADOT and FHWA. FARS data from 2017 - 2021 and 2022 state crash data were analyzed to project annual traffic fatalities for calendar years 2024-2026. This projection was calculated into a 5-year rolling average for 2020-2023. The 2024-2026 targets for Core Performance Measure, C-1, are 1,267.4 for 2024, 1,242.1 for 2025 and 1,217.2 for 2026 total traffic fatalities based on a 5-year rolling average for the years of 2019-2023. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets. GOHS will fund priority programs to combat the rise of traffic fatalities on Arizona roadways.</p>	<p>C-1) Number of traffic fatalities</p> <p>Reduce total fatalities by 6% from 1,293 in 2022 to a current safety level of 1,217.2 (2024-2026 rolling average) by 2026.</p>

Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of Traffic Fatalities at 1,200.0 for the fiscal year 2023 HSP. Based on the State 5-year rolling average actuals for 2018-2022, Number of Traffic Fatalities was 1,104.2. Based on this data, the projected target of 1,200.0 for 2023 was met.

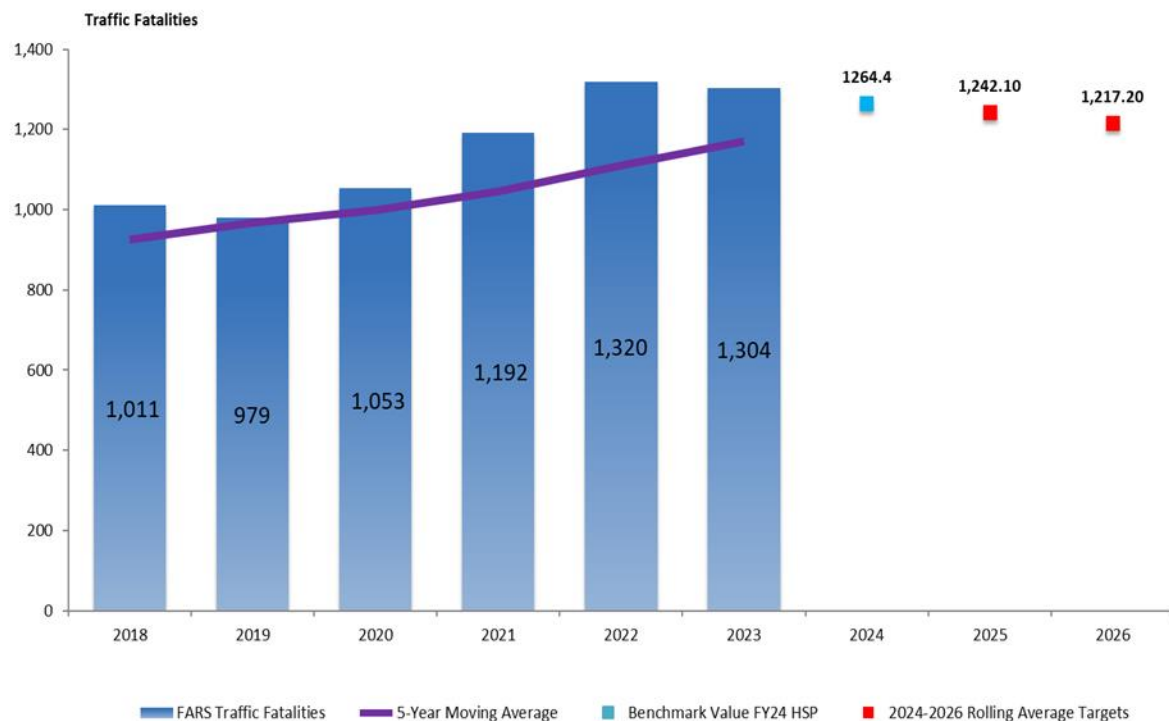
The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2024 target that aligns with the triennial HSP and GOHS will continue to promote the current established projects. Based on state data to date, the projection is that there is a slight downward trend in serious traffic injuries. Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public

awareness initiatives, community engagement, and education. In collaboration with ADOT and AZDPS, GOHS is helping develop a campaign aimed at influencing driver behavior to reduce crashes and fatalities on Arizona roads. This campaign includes various outreach efforts, such as social media content (both paid and organic), radio and TV advertisements, online ads, and out-of-home advertising.

*2022 Actuals and 2023 Targets are both on 5-year rolling averages.

Figure 2 Traffic Fatalities

The chart below shows the 5-year rolling average target for 2024-2026 total traffic fatalities.



Sources: FARS (2018-2023, Estimated 2024)

Retrieved January 2025

Performance Target	Performance Measure
<p>Performance Target: The C-2 Core Performance Outcome Measure was established with ADOT and FHWA. State crash data from 2018-2022 was analyzed to project annual serious traffic injuries for calendar years 2024-2026. This projection was then calculated in to a 5-year rolling average for the years of 2020-2024. The 2024-2026 targets for Core Performance Measure, C-2, are 3,619.6 for 2024, 3,547.2 for 2025 and 3,476.3 for 2026 serious traffic injuries based on the 5-year rolling average. Current trend projections show a decrease in serious traffic injuries through 2022. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.</p>	<p>C-2) Number of serious injuries in traffic crashes (State crash data files)</p> <p>Reduce serious traffic injuries by 6% from 3,752 in 2022 to a current safety level of 3,476.3 (2024-2026 rolling average) by 2026.</p>

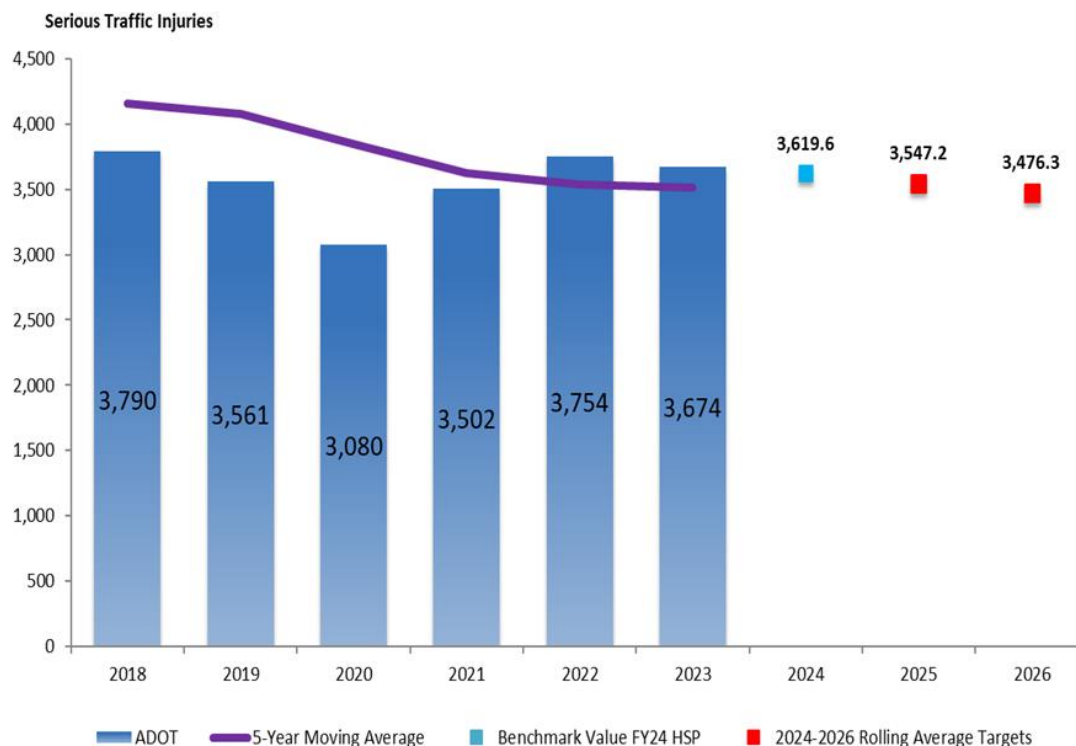
Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of serious injuries in traffic crashes at 3,619.6 for the fiscal year 2023 HSP. Based on the State 5-year rolling average actuals for 2018-2022, number of serious injuries in traffic crashes was 3,625. Based on this data, the projected target of 3,619.4 for 2023 was met.

The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2024 target that aligns with the triennial HSP and GOHS will continue to promote the current established projects. Based on state data to date, the projection is that there is a slight downward trend in serious traffic injuries. Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public awareness initiatives, community engagement, and education. In collaboration with ADOT and AZDPS, GOHS is helping develop a campaign aimed at influencing driver behavior to reduce crashes and fatalities on Arizona roads. This campaign includes various outreach efforts, such as social media content (both paid and organic), radio and TV advertisements, online ads, and out-of-home advertising.

*2022 Actuals and 2023 Targets are both on 5-year rolling averages.

Figure 3 Serious Traffic Injuries

The chart below shows the 5-year rolling average target for 2024-2026 total Serious Traffic Injuries.



Sources: ADOT (2018-2023, Estimate 2024)

Retrieved January 2025

Projects and Funding

Table 4.2 contains a list of the Accident Investigation projects, the relevant performance measures, the funds spent on each project and the project status. These projects are grouped into the following planned activities:

- Accident Investigation Materials and supplies (AI-MS);
- Accident Investigation Overtime (AI-OT);
- Accident Investigation Training and supplies (AI-TR).

Projects not implemented

Accident Investigation (AI) –

GOHS Accident Investigation Training Support Program - 2024-AI-500 \$141,000 - *Funds were not used to contract AI courses as funding is now awarded through AI grant agreements to agencies.

Table 4.2 FFY 2024 Accident Investigation Projects**Related Performance Measure**

Number of traffic fatalities.

Number of serious injuries in traffic crashes.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Accident Investigation Materials and supplies (AI-MS)	Apache Junction PD	2024-AI-001	Sec. 402	\$10,833.00	\$6,853.00
	Coolidge PD	2024-AI-005	Sec. 402	\$3,034.00	\$3,016.24
	Eloy PD	2024-AI-006	Sec. 402	\$5,500.00	\$3,383.00
	Flagstaff PD	2024-AI-007	Sec. 402	\$6,703.00	\$5,880.00
	Goodyear PD	2024-AI-010	Sec. 402	\$4,678.00	\$4,678.00
	Oro Valley PD	2024-AI-013	Sec. 402	\$4,716.00	\$4,359.08
	Prescott PD	2024-AI-017	Sec. 402	\$60,471.00	\$60,471.00
Accident Investigation Overtime (AI-OT)	AZ DPS	2024-AI-002	Sec. 402	\$80,581.00	\$58,187.25
	Buckeye PD	2024-AI-003	Sec. 402	\$17,658.00	\$15,570.58
	Maricopa CSO	2024-AI-011	Sec. 402	\$74,200.00	\$67,200.00
	Pinal CSO	2024-AI-016	Sec. 402	\$26,500.00	\$26,158.66
	Surprise PD	2024-AI-021	Sec. 402	\$38,109.00	\$30,928.93
Accident Investigation Training and supplies (AI-TR)	Chandler PD	2024-AI-004	Sec. 402	\$5,000.00	\$5,000.00
	Gilbert PD	2024-AI-008	Sec. 402	\$8,285.00	\$5,544.30
	Glendale PD	2024-AI-009	Sec. 402	\$27,940.00	\$18,056.88
	Mesa PD	2024-AI-012	Sec. 402	\$12,270.00	\$11,476.49
	Peoria PD	2024-AI-014	Sec. 402	\$6,032.00	\$5,740.20

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Accident Investigation Training and supplies (AI-TR)	Pima CSD	2024-AI-015	Sec. 402	\$27,967.00	\$27,781.38
	Sahuarita PD	2024-AI-018	Sec. 402	\$18,628.00	\$18,574.72
	Salt River PD	2024-AI-019	Sec. 402	\$4,376.00	\$4,376.00
	Scottsdale PD	2024-AI-020	Sec. 402	\$5,150.00	\$4,029.42
	Tempe PD	2024-AI-022	Sec. 402	\$22,460.00	\$17,430.55
	Tucson PD	2024-AI-023	Sec. 402	\$25,096.00	\$19,017.06
	GOHS Accident Investigation Training Support Program	2024-AI-500	Sec. 402	\$141,000.00	\$0.00
Total Funds Spent (Accident Investigation)				\$637,187.00	\$423,712.74

Performance Results – Accident Investigation

In FFY 2024, Arizona's Accident Investigation grants provided funding for equipment, overtime, training, and supplies, enabling agencies to conduct accident investigations for themselves and on behalf of other agencies lacking the necessary tools or expertise. The equipment purchased through these grants represents the latest advancements in on-scene investigation technology. This enhanced capacity for high-quality accident investigations across Arizona is supporting more effective prosecution of at-fault drivers in fatal traffic collisions and helping to remove dangerous drivers from Arizona's roads.

Project Descriptions

The following are descriptions of the accident investigation areas, including the outcomes of the areas over the FFY 2024.

Accident Investigation Materials & Supplies (AI-MS)

Project Description –Funding was awarded to several Agencies to purchase equipment and material and supplies to aid in the investigation and reconstruction of traffic accidents. If the equipment package did not include training, the grants included funding for training to allow officers to become proficient in the use of the equipment. The Prescott Police Department was awarded funds to purchase a LED lighting system for serious and fatal collision reconstruction investigations. The lighting system increased safety and efficiency especially during hours of darkness.

Accident Investigation Overtime (AI-OT)

Project Description – The Arizona Department of Public Safety, Buckeye Police Department, Maricopa County Sheriff's Office, Pinal County Sherri's Office, and Surprise Police Department were awarded a grant for overtime to properly respond to collisions involving the potential for criminal charges.

Accident Investigation Training and Supplies (AI-TR)

Project Description – Funding was awarded to agencies for officers to participate in accident investigation training. In addition, funds were used to send officers from agencies to attend training through the Institute of Police Technology and Management.

4.2 ALCOHOL AND OTHER DRUGS (AL)

Alcohol and drug-related crashes are a leading cause of death on Arizona roads and highways. Stopping impaired driving and reducing the number of alcohol and drug impaired fatalities continues to be the number one priority of the Governor's Office of Highway Safety (GOHS). According to FARS data in 2023, Arizona had 433 fatalities involving at least one driver with a BAC of 0.08 percent or greater occurred, a decrease from 462 in 2022. Clearly, Arizona's sustained, long-term, highly visible enforcement coupled with effective education programs has reduced impaired driving crashes and fatalities over the past several years. Arizona has some of the toughest impaired driving laws in the country and it continues to address impaired driving crashes from a variety of angles.

Training law enforcement officers in combating impaired driving is a strong focus of Arizona's efforts to decrease impaired driving fatalities. The State has a cadre of superbly trained officers in alcohol and drug-impaired driver detection, but the challenges continue. For 2024, Arizona has trained 236 in ARIDE, 136 in DITEP, 933 in SFST/HGN (51 Instructor course, 37 Refresher course, 647 Training course, 198 Wet workshop), 80 in DRE (3 DRE refresher, 67 Training Preschool & School and 10 Instructor course), and 358 in Phlebotomy (166 Initial Training course, 192 Refresher course). Arizona as a total of 319 DREs statewide.

Performance Assessment

Table 4.3 Performance Targets, Status and Measures (Alcohol and Other Drugs)

Performance Target	Performance Measure
<p>Performance Target: The C-1 Core Performance Outcome Measure was established with ADOT and FHWA. FARS data from 2017 - 2021 and 2022 state crash data were analyzed to project annual traffic fatalities for calendar years 2024-2026. This projection was calculated into a 5-year rolling average for 2020-2023. The 2024-2026 targets for Core Performance Measure, C-1, are 1,267.4 for 2024, 1,242.1 for 2025 and 1,217.2 for 2026 total traffic fatalities based on a 5-year rolling average for the years of 2019-2023. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets. GOHS will fund priority programs to combat the rise of traffic fatalities on Arizona roadways.</p>	<p>C-1) Number of traffic fatalities</p> <p>Reduce total fatalities by 6% from 1,293 in 2022 to a current safety level of 1,217.2 (2024-2026 rolling average) by 2026.</p>

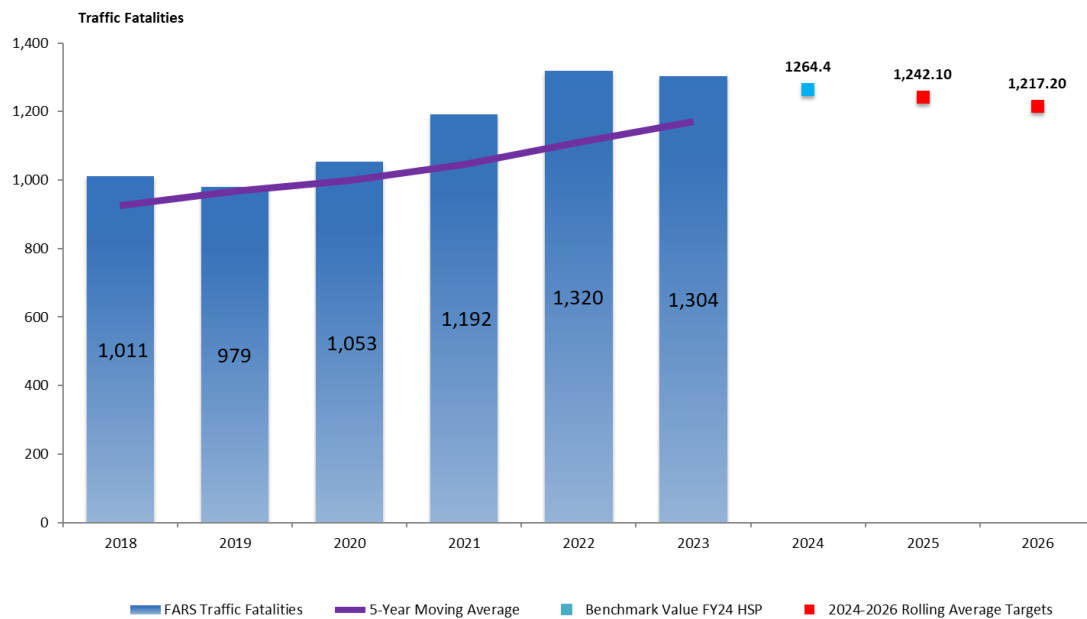
Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of Traffic Fatalities at 1,200.0 for the fiscal year 2023 HSP. Based on the State 5-year rolling average actuals for 2018-2022, Number of Traffic Fatalities was 1,104.2. Based on this data, the projected target of 1,200.0 for 2023 was met.

The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2024 target that aligns with the triennial HSP and GOHS will continue to promote the current established projects. Based on state data to date, the projection is that there is a slight downward trend in serious traffic injuries. Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public awareness initiatives, community engagement, and education. In collaboration with ADOT and AZDPS, GOHS is helping develop a campaign aimed at influencing driver behavior to reduce crashes and fatalities on Arizona roads. This campaign includes various outreach efforts, such as social media content (both paid and organic), radio and TV advertisements, online ads, and out-of-home advertising.

*2022 Actuals and 2023 Targets are both on 5-year rolling averages.

Figure 4 Traffic Fatalities

The chart below shows the 5-year rolling average target for 2024-2026 total traffic fatalities.



Sources: FARS (2018-2023, Estimated 2024)

Retrieved January 2025

Performance Target	Performance Measure
<p>Performance Target: The C-2 Core Performance Outcome Measure was established with ADOT and FHWA. State crash data from 2018-2022 was analyzed to project annual serious traffic injuries for calendar years 2024-2026. This projection was calculated in to a 5-year rolling average for the years of 2020-2024. The 2024-2026 targets for Core Performance Measure, C-2, are 3,619.6 for 2024, 3,547.2 for 2025 and 3,476.3 for 2026 serious</p>	<p>C-2) Number of serious injuries in traffic crashes (State crash data files)</p> <p>Reduce serious traffic injuries by 6% from 3,752 in</p>

traffic injuries based on the 5-year rolling average. Current trend projections show a decrease in serious traffic injuries through 2022. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.

2022 to a current safety level of 3,476.3 (2024-2026 rolling average) by 2026.

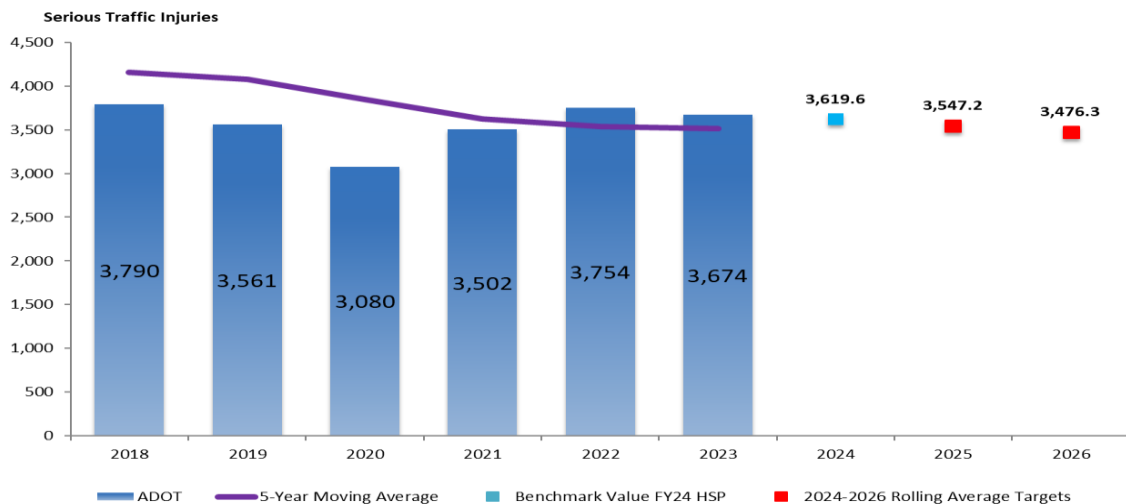
Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of serious injuries in traffic crashes at 3,619.6 for the fiscal year 2023 HSP. Based on the State 5-year rolling average actuals for 2018-2022, number of serious injuries in traffic crashes was 3,674. Based on this data, the projected target of 3,619.6 for 2023 was met.

The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2024 target that aligns with the triennial HSP and GOHS will continue to promote the current established projects. Based on state data to date, the projection is that there is a slight downward trend in serious traffic injuries. Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public awareness initiatives, community engagement, and education. In collaboration with ADOT and AZDPS, GOHS is helping develop a campaign aimed at influencing driver behavior to reduce crashes and fatalities on Arizona roads. This campaign includes various outreach efforts, such as social media content (both paid and organic), radio and TV advertisements, online ads, and out-of-home advertising.

*2022 Actuals and 2023 Targets are both on 5-year rolling averages.

Figure 5 Serious Traffic Injuries

The chart below shows the 5-year rolling average target for 2024-2026 total Serious Traffic Injuries



Sources: ADOT (2018-2023, Estimate 2024)

Retrieved January 2025

<p>Performance Target: GOHS developed a 3-year annual performance measure target by conducting a statistical forecasting analysis of 2016-2021 FARS fatality data. GOHS conducted an annual linear state analysis of the data for each core performance measure to establish projected 2024-2026 numbers. The difference between the requirements from pulling data from ADOT State Crash files, GOHS chose to default to FARS to compute the performance target until there is sufficient data from ADOT to establish future trends. GOHS established an annual target reduction of 2% from current 2021 FARS Data for 2024-2026. GOHS set annual 2024-2026 targets of 413 for 2024, 405 for 2025 and 397 for 2026 for core performance measure C-5) number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.</p>	<p>C-5) Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or higher.</p> <p>Reduce alcohol-impaired driving fatalities by 6% from 421 in 2021 to a current safety level of 397 (2024-2026 rolling average) by 2026.</p>
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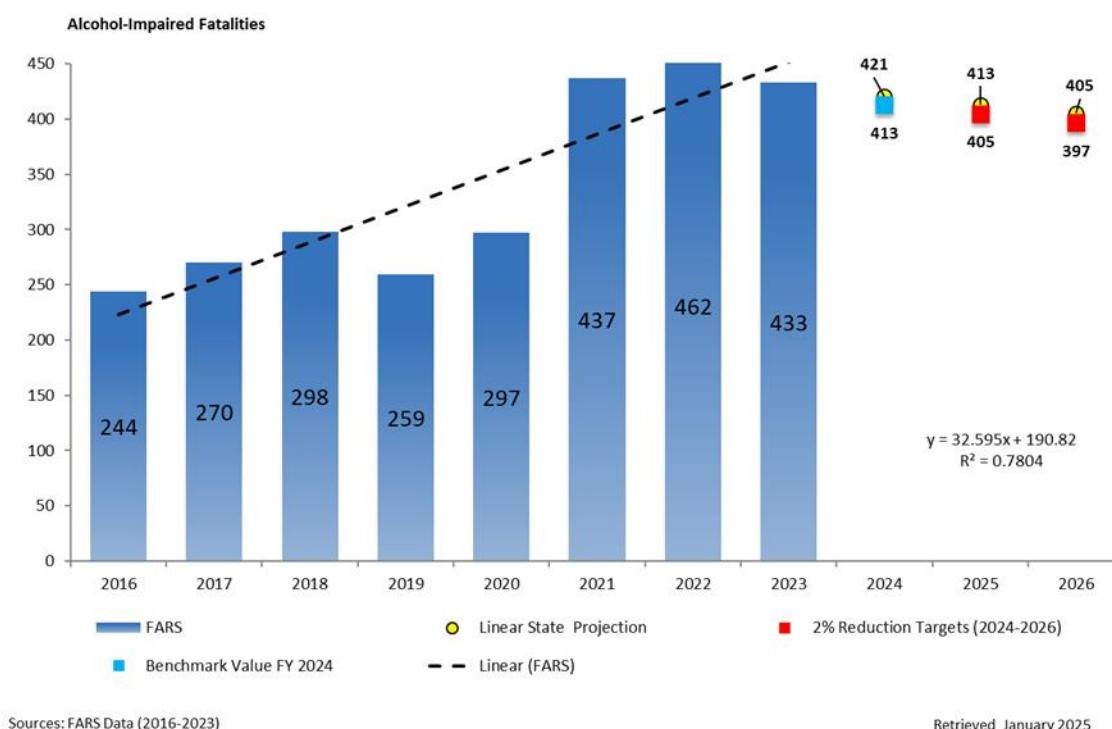
Performance Status: GOHS targeted 287 number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above for the fiscal year 2023 HSP. However, the most recent published 2021 FARS data at that time showed that the actual number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above was 462. The difference between the requirements from pulling data from ADOT State Crash files, GOHS chose to default to FARS to compute the performance target until there is sufficient data from ADOT to establish future trends. Based on this data, the projected target of 287 for 2023 was not met.

The performance status for the FY 2024-2026 HSP shows that the State is currently not on track to meet the 2024 target set by the triennial HSP. To address this, GOHS plans to collaborate with non-traditional organizations, such as the military and faith-based groups, with a focus on education and awareness initiatives. GOHS also remains committed to engaging tribal and rural communities by participating in monthly meetings with ADOT and tribal representatives to discuss traffic safety concerns and conducting presentations to highlight available grant funding and resources.

To further combat impaired driving fatalities on Arizona roadways, GOHS will review funding allocations for enforcement and task forces. According to ADOT Crash Facts 2023, the 25-34 age group represents the highest percentage of drivers involved in alcohol-related crashes, accounting for 31.12%. In response, GOHS will work closely with law enforcement agencies to strengthen impaired driving enforcement efforts and identify educational opportunities for overrepresented communities in partnership with agencies like the Arizona Motor Vehicle Division.

Despite challenges in achieving the target, GOHS continues to allocate funding to key program areas within the HSP. These efforts include enforcement, public awareness campaigns, community engagement, and educational initiatives. A notable new project is a two-year traffic safety campaign designed to include combating impaired driving and influence driver behavior to reduce crashes and fatalities on Arizona roads. This campaign employs a range of outreach strategies, such as social media content, digital ads, and radio and TV advertisements. The overarching goal is to lower the number of fatalities in crashes involving drivers or motorcycle operators with a BAC of .08 or higher on Arizona roadways.

Figure 6 Alcohol-Impaired Driving Fatalities



Projects and Funding

Table 4.4 contains a list of the many Alcohol and Other Drugs projects, relevant performance measures, funds spent on each project, and project status. These projects are grouped into the following planned activities:

- DUI/Impaired Driving Enforcement and Overtime (AL-EN);
- DUI/Impaired Driving Equipment & Supplies (AL-EQ);
- DUI/Impaired Driving Training (AL-TR);
- DUI/Impaired Driving Awareness (AL-AW; AL-Media); and
- Traffic Safety Resource Prosecutor (AL-TSRP).

Projects not implemented

Alcohol & Other Drugs (AL) -

Phoenix Fire Dept - 2024-AL-025 \$31,500 - *Agency was unable to implement the project in time.

GOHS DRE Support Equipment - 2024-AL-503 \$37,000 - *Funds were not used as funding is now awarded through a grant agreement specific for DREs.

GOHS Judges Conference - 2024-405d-503 \$20,000 - *Funds were not used to send any judges at GOHS request.

GOHS PI&E - 2024-AL-501 \$3,000 - *State funds were used for expenses.

GOHS State Fair - 2024-AL-502 \$30,000 - *Due to GOHS staff shortages, the event was not attended.

Table 4.4 FFY 2024 Alcohol and Other Drugs Projects**Related Performance Measure**

Number of traffic fatalities.

Number of serious injuries in traffic crashes.

Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or higher.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Apache CSO	2024-AL-001	Sec. 402	\$4,433.00	\$4,406.48
	ADOT-ECD	2024-AL-002	Sec. 402	\$34,654.00	\$33,486.12
	ASU PD	2024-AL-004	Sec. 402	\$32,322.00	\$29,907.50
	AZ DPS	2024-AL-006	Sec. 402	\$20,000.00	\$13,304.55
	AZ DPS	2024-AL-007	Sec. 402	\$75,000.00	\$73,842.24
	Bisbee PD	2024-AL-009	Sec. 402	\$20,000.00	\$11,497.17
	Casa Grande PD	2024-AL-010	Sec. 402	\$41,861.00	\$35,568.37
	Chandler PD	2024-AL-012	Sec. 402	\$180,459.00	\$160,558.67
	Clifton PD	2024-AL-013	Sec. 402	\$13,943.00	\$735.13
	Cochise CSO	2024-AL-014	Sec. 402	\$32,500.00	\$32,490.20
	Coolidge PD	2024-AL-015	Sec. 402	\$19,102.00	\$19,102.00
	El Mirage PD	2024-AL-016	Sec. 402	\$30,000.00	\$30,000.00
	Marana PD	2024-AL-017	Sec. 402	\$55,000.00	\$55,000.00
	Maricopa CSO	2024-AL-018	Sec. 402	\$42,000.00	\$41,845.91
	Maricopa PD	2024-AL-019	Sec. 402	\$21,500.00	\$17,656.58
	Mesa PD	2024-AL-020	Sec. 402	\$208,930.00	\$208,537.81
	NPS Grand Canyon	2024-AL-021	Sec. 402	\$40,646.00	\$21,605.92
	NAU PD	2024-AL-022	Sec. 402	\$8,000.00	\$4,196.34

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Oro Valley PD	2024-AL-023	Sec. 402	\$64,158.00	\$54,109.96
	Payson PD	2024-AL-024	Sec. 402	\$35,512.00	\$1,488.53
	Pima PD	2024-AL-026	Sec. 402	\$4,000.00	\$4,000.00
	Prescott Valley PD	2024-AL-027	Sec. 402	\$58,792.00	\$55,519.88
	Sahuarita PD	2024-AL-028	Sec. 402	\$20,000.00	\$15,475.01
	San Luis PD	2024-AL-029	Sec. 402	\$20,000.00	\$19,615.16
	Santa Cruz CSO	2024-AL-030	Sec. 402	\$10,000.00	\$9,513.41
	Sedona PD	2024-AL-032	Sec. 402	\$1,200.00	\$1,019.52
	Show Low PD	2024-AL-033	Sec. 402	\$37,150.00	\$37,150.00
	Sierra Vista PD	2024-AL-034	Sec. 402	\$80,596.89	\$80,447.20
	Snowflake-Taylor PD	2024-AL-035	Sec. 402	\$7,980.00	\$5,428.88
	Somerton PD	2024-AL-036	Sec. 402	\$7,640.00	\$7,319.61
	St. Johns PD	2024-AL-037	Sec. 402	\$11,428.00	\$2,951.63
	Tempe PD	2024-AL-039	Sec. 402	\$210,000.00	\$185,123.50
	Tombstone MO	2024-AL-040	Sec. 402	\$17,473.00	\$466.85
	Avondale PD	2024-II-001	Sec. 405d II	\$25,000.00	\$25,000.00
	Flagstaff PD	2024-II-002	Sec. 405d II	\$35,000.00	\$19,095.13
	Paradise Valley PD	2024-II-003	Sec. 405d II	\$25,000.00	\$6,410.11
	Salt River PD	2024-II-004	Sec. 405d II	\$50,000.00	\$50,000.00
	U of A PD	2024-II-005	Sec. 405d II	\$10,000.00	\$9,999.97
	Yavapai CSO	2024-II-006	Sec. 405d II	\$27,500.00	\$27,500.00

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Apache Junction PD	2024-405d-001	Sec. 405d	\$15,000.00	\$15,000.00
	AZ Supreme Court	2024-405d-003	Sec. 405d	\$93,933.00	\$93,933.00
	AZ DLLC	2024-405d-005	Sec. 405d	\$124,040.00	\$118,420.26
	AZ DPS	2024-405d-006	Sec. 405d	\$150,000.00	\$150,000.00
	Buckeye PD	2024-405d-007	Sec. 405d	\$45,244.00	\$45,244.00
	Bullhead City PD	2024-405d-008	Sec. 405d	\$20,946.00	\$20,839.67
	Coconino CSO	2024-405d-009	Sec. 405d	\$17,500.00	\$14,104.21
	Cottonwood PD	2024-405d-010	Sec. 405d	\$15,000.00	\$14,253.52
	Douglas PD	2024-405d-011	Sec. 405d	\$25,000.00	\$20,484.41
	Eloy PD	2024-405d-012	Sec. 405d	\$10,595.00	\$3,265.19
	Flagstaff PD	2024-405d-013	Sec. 405d	\$35,000.00	\$8,015.43
	Florence PD	2024-405d-014	Sec. 405d	\$13,000.00	\$10,219.88
	Gila River PD	2024-405d-015	Sec. 405d	\$60,000.00	\$20,902.74
	Gilbert PD	2024-405d-016	Sec. 405d	\$93,918.00	\$93,915.14
	Glendale PD	2024-405d-017	Sec. 405d	\$79,799.00	\$78,005.13
	Goodyear PD	2024-405d-018	Sec. 405d	\$70,000.00	\$64,885.49
	Graham CSO	2024-405d-019	Sec. 405d	\$18,000.00	\$16,884.87
	Kingman PD	2024-405d-020	Sec. 405d	\$34,502.00	\$28,914.07
	La Paz CSO	2024-405d-021	Sec. 405d	\$30,579.00	\$20,221.93
	Maricopa CSO	2024-405d-023	Sec. 405d	\$242,385.00	\$229,628.90
	Mohave CSO	2024-405d-024	Sec. 405d	\$38,079.00	\$31,117.42

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Navajo CSO	2024-405d-025	Sec. 405d	\$33,600.00	\$14,792.15
	Nogales PD	2024-405d-026	Sec. 405d	\$8,000.00	\$5,987.40
	Parker PD	2024-405d-027	Sec. 405d	\$25,830.00	\$24,356.35
	Peoria PD	2024-405d-028	Sec. 405d	\$83,240.00	\$82,852.51
	Phoenix PD	2024-405d-029	Sec. 405d	\$108,000.00	\$104,857.60
	Pima CCC PD	2024-405d-031	Sec. 405d	\$18,000.00	\$12,679.94
	Pinal CSO	2024-405d-033	Sec. 405d	\$75,000.00	\$74,940.52
	Prescott PD	2024-405d-034	Sec. 405d	\$37,500.00	\$37,448.83
	Quartzsite PD	2024-405d-035	Sec. 405d	\$11,418.00	\$10,430.83
	Queen Creek PD	2024-405d-036	Sec. 405d	\$30,000.00	\$28,863.41
	Safford PD	2024-405d-037	Sec. 405d	\$8,000.00	\$6,879.29
	Scottsdale PD	2024-405d-038	Sec. 405d	\$100,000.00	\$100,000.00
	Springerville PD	2024-405d-039	Sec. 405d	\$7,000.00	\$1,206.39
	Surprise PD	2024-405d-040	Sec. 405d	\$66,192.00	\$62,229.44
	Tempe PD	2024-405d-041	Sec. 405d	\$112,000.00	\$112,000.00
	Tolleson PD	2024-405d-042	Sec. 405d	\$32,000.00	\$16,648.63
	Tucson PD	2024-405d-043	Sec. 405d	\$75,000.00	\$75,000.00
	Wickenburg PD	2024-405d-044	Sec. 405d	\$10,000.00	\$6,484.22
	Willcox PD	2024-405d-045	Sec. 405d	\$44,753.00	\$25,579.84
	Williams PD	2024-405d-046	Sec. 405d	\$4,800.00	\$4,800.00
	Winslow PD	2024-405d-047	Sec. 405d	\$25,000.00	\$24,575.84
	Yuma PD	2024-405d-048	Sec. 405d	\$20,000.00	\$20,000.00

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
DUI/Impaired Driving Training (AL-TR)	AZ Prosecuting Attorneys Advisory Council	2024-AL-003	Sec. 402	\$47,200.00	\$31,885.92
	AZ DPS	2024-AL-005	Sec. 402	\$90,000.00	\$90,000.00
	GOHS GHSA Conference	2024-AL-500	Sec. 402	\$10,000.00	\$9,943.04
	AZ Supreme Court	2024-405d-002	Sec. 405d	\$90,000.00	\$72,154.43
	Pima CSD	2024-405d-032	Sec. 405d	\$5,605.00	\$5,605.00
	GOHS DRE conference	2024-405d-500	Sec. 405d	\$110,000.00	\$37,006.39
	GOHS DRE/SFST Support/Training	2024-405d-501	Sec. 405d	\$100,000.00	\$48,038.66
	GOHS Judges Conference	2024-405d-503	Sec. 405d	\$20,000.00	\$0.00
	GOHS Law Enforcement Conference	2024-405d-504	Sec. 405d	\$30,000.00	\$24,967.41
	GOHS Phlebotomy	2024-405d-506	Sec. 405d	\$145,000.00	\$141,739.74
DUI/Impaired Driving Awareness (AL-AW; AL-Media)	AZ SADD	2024-AL-008	Sec. 402	\$107,450.00	\$79,155.90
	Chandler PD	2024-AL-011	Sec. 402	\$40,000.00	\$39,999.24
	Phoenix Fire Dept	2024-AL-025	Sec. 402	\$31,500.00	\$0.00
	Scottsdale PD	2024-AL-031	Sec. 402	\$25,000.00	\$24,999.94
	Surprise PD	2024-AL-038	Sec. 402	\$30,000.00	\$25,323.27
	GOHS PI&E	2024-AL-501	Sec. 402	\$3,000.00	\$0.00
	GOHS State Fair	2024-AL-502	Sec. 402	\$30,000.00	\$0.00
	Arizona Youth Partnership	2024-405d-004	Sec. 405d	\$8,947.00	\$7,328.94
	MADD	2024-405d-022	Sec. 405d	\$87,500.00	\$87,500.00

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
DUI/Impaired Driving Awareness (AL-AW; AL-Media)	GOHS DUI Support Program	2024-405d-502	Sec. 405d	\$23,000.00	\$14,179.35
	GOHS Paid Media	2024-405d-505	Sec. 405d	\$256,000.00	\$184,329.00
Traffic Safety Resource Prosecutor (AL-TSRP)	Phoenix Prosecutor's Office	2024-405d-030	Sec. 405d	\$245,110.00	186,894.79
	GOHS Traffic Safety Resource Prosecutor	2024-405d-507	Sec. 405d	\$25,000.00	\$20,683.16
Total Funds Spent (Alcohol and Other Drugs)				\$5,403,944.89	\$4,493,977.97

Performance Results – Alcohol and Other Drugs

Arizona continued to be a national leader in DUI enforcement campaigns and strategies. In FFY 2024, over 100 projects were completed to reduce impaired driving fatalities and meet the Calendar Year (CY) 2023 performance target. Over 26,000 impaired driving arrests were made in 2024. This strict enforcement keeps Arizona's roadways much safer.

To combat the prevalence of impaired driving, GOHS awarded funding for overtime enforcement, equipment and training for law enforcement officers statewide. Arizona's DUI evidence-based enforcement program is comprised of two parallel enforcement activities: (1) year-long sustained enforcement efforts, and (2) periodic enhanced enforcement campaigns such as holiday DUI task force enforcement efforts in support of the NHTSA impaired driving mobilizations. The goals of Arizona's DUI enforcement efforts are to identify areas that have a high frequency of fatal and/or serious injury collisions and devote resources to those locations to reduce alcohol-related fatalities.

Earned and paid media efforts focused on increasing the public's awareness of ongoing statewide DUI enforcement activities. GOHS Director conducted press conferences and media interviews, in English and Spanish, throughout the year and during holiday enforcement campaigns. Earned media was supplemented with targeted paid media efforts emphasizing Arizona's "Designate a Driver!" and "Drive Sober, get pulled over" slogans.

Individual law enforcement agencies and the DUI Task Forces conducted saturation patrols and sobriety checkpoints throughout the year with the most intense efforts during holiday periods. The following tables summarize the statewide DUI enforcement results. GOHS also devoted resources to enforce underage drinking laws through partnerships with MADD and SADD as well as awarding funding for agencies to conduct underage drinking enforcement efforts.

Table 4.5 DUI Task Force Statistics (DUI Arrests – Select Holidays)

	2020	2021	2022	2023	2024
Memorial Day	420	601	489	478	425
Independence Day	237	457	462	405	339
Labor Day	433	530	504	435	475
Thanksgiving-New Year's	2,140	1,731	2,090	1,877	1,631

Source: *GOHS 2020-2024

Table 4.6 DUI Task Force Statistics

	2024
# Contacts (Total Traffic Stops)	1,230,148
Sober Designated Drivers Contacted	11,965
DRE Evaluations Conducted	1,564
Total DUI Arrests	26,472
Aggravated DUI	4,320
Misdemeanor DUI	22,152
DUI Extreme (.15+)	5,895
Distracted Driving Citations	17,891
DUI Drug Arrests	5,101
Average Known BAC	0.154
Seat Belt Citations	17,891
Child Restraint Citations	3,036
Under 21 Liquor Law Citations	999
Other Citations*	357,663
Number of other arrests	91,411
# Participating Officers/Deputies (Cumulative)	74,767

Source: *GOHS 2024 Fiscal Year Other Citations include Criminal Speed, Aggressive Driving, and Civil Speeding

Project Descriptions

DUI/Impaired Driving Enforcement and Overtime (AL-EN)

Project Description – This activity awarded funding to numerous law enforcement agencies to conduct enforcement targeted towards DUI and impaired drivers. A substantial portion of the DUI task force statistics shown above can be attributed to enforcement funded by this task. Some overtime funding was also made available to combat underage drinking, particularly around college campuses.

DUI/Impaired Driving Equipment and supplies (AL-EQ)

Project Description –The need to process blood and breathe evidence in DUI and impaired driving cases necessitates the purchase of specialized equipment. This equipment includes portable breath testing devices for officers to use in the field as well as lab equipment such as chromatograph systems, drug screening devices and other processing equipment. GOHS provides funds to purchase traffic safety vehicles such as DUI vans to assist agencies in drawing blood for future testing. These vans are deployed throughout enforcement areas to shorten officer travel times and DUI processing time. Additionally, GOHS awarded funding for motorcycles, SUVs and one pickup truck for dedicated DUI and impaired driving enforcement. Different types of vehicles (not limited to specific vehicle types) are necessary due to the various settings Arizona law enforcement encounter. For example, pickup trucks prove to be very valuable in certain rural communities where unpaved roads are prevalent.

DUI/Impaired Driving Training (AL-TR)

Project Description – GOHS emphasized training of law enforcement officers in standardized field sobriety test (SFST) and horizontal gaze nystagmus (HGN) training, law enforcement phlebotomy training, drug recognition expert (DRE) courses, advanced roadside impaired driving enforcement (ARIDE) and drug impaired training for educational professionals (DITEP) courses. Additionally, conferences were held for law enforcement, prosecutors and judges to educate them on DUI laws and how DUI cases progress through the court system. These conferences allowed law enforcement and prosecutors to collaborate to ensure DUI cases were handled fairly and correctly.



2024 IMPAIRED DRIVING TRAINING

CLASS MONTH	Advanced Roadside Impaired Driving Enforcement (ARIDE)	Drug Impairment Training for Educational Professionals (DITEP)	Drug Impairment Training for Educational Professionals (DITEP) Instructor	Drug Impaired Driver Informational Training (DIDIT)	Drug Recognition Expert (DRE)			Phlebotomy			Standardized Field Sobriety Test Horizontal Gaze Nystagmus (SFST/HGN)				2024 Monthly Totals
					Training	Refresher	Instructor	Training	Refresher	Instructor	Training	Wet Workshop	Refresher	Instructor	
JANUARY	19	0	0	0	0	0	0	0	0	0	37	17	12	0	86
FEBRUARY	0	0	0	8	0	0	0	15	9	0	67	7	0	13	117
MARCH	4	46	0	0	26	0	0	25	88	0	61	60	8	7	286
APRIL	30	0	0	0	0	0	0	13	0	0	128	20	4	6	188
MAY	27	25	0	0	0	3	0	0	43	0	12	15	0	0	126
JUNE	0	0	0	0	0	0	0	28	0	0	4	0	0	0	32
JULY	45	52	0	0	0	0	7	7	17	0	58	3	6	0	183
AUGUST	12	0	0	0	0	0	0	0	0	0	54	15	5	0	88
SEPTEMBER	35	0	0	0	38	0	3	29	38	0	75	7	0	7	228
OCTOBER	28	13	0	0	5	0	0	30	7	0	88	28	2	14	213
NOVEMBER	9	0	0	0	0	0	0	19	12	0	48	7	0	0	86
DECEMBER	28	0	0	0	0	0	0	0	0	0	29	29	0	5	82
CLASS TOTALS	238	138	0	8	87	3	10	188	182	0	847	188	37	61	1749

IMPAIRED DRIVING TRAINING CLASS TOTALS

2016	1223
2017	1343
2018	1300
2019	1688
2020	1318
2021	1878
2022	1827
2023	1794

DUI/Impaired Driving Awareness (AL-AW, AL-Media)

Project Description – Funding was awarded to increase public awareness of the dangers and consequences of driving impaired. Media efforts concentrated around holidays and other times when impaired driving was most likely to be a problem. GOHS supported law enforcement efforts to increase public awareness as well. One effective tool used by the Arizona law enforcement and educational community is the “Mock Crash.” A “Mock Crash” is a staged event, typically as a presentation at a high school, where a fake crash scene is laid out. The audience is shown what happens from when first responders arrive at the scene all the way to when a law enforcement officer must inform the crash victim’s parents that their child died from a crash with an impaired driver.

Traffic Safety Resource Prosecutor (AL-TSRP)

Project Description – *Phoenix Prosecutor’s Office* - GOHS has funded and supported the Arizona GOHS Traffic Safety Resource Prosecutor (TSRP) program at the City of Phoenix Prosecutor’s Office for 17 years. Beth Barnes has filled that position the entire time.

With GOHS patronage, the City of Phoenix GOHS TSRP program remains one of the most productive and respected TSRP programs in the nation. The Phoenix TSRP program assisted with the extraordinary DUI and traffic enforcement efforts conducted in Arizona in numerous ways this fiscal year. For example, during the 2023/2024 federal grant cycle, Ms. Barnes facilitated and presented training to audiences consisting of approximately 5,459 prosecutors, law enforcement officers, judges, forensic scientists, members of the tribes, and other traffic safety professionals during at least 195 presentations and training sessions.

Ms. Barnes responded to more than 2,016 requests for assistance from prosecutors, law enforcement officers, forensic scientists, members of the tribes, and highway safety professionals. The requests addressed hundreds of DUI and traffic related issues. Materials such as sample pleadings, tip sheets, jury instructions, example voir dire questions, lists of predicate questions, scientific studies, quick law reference sheets, administrative orders, copies of legal opinions, statutes, and rules, detailed descriptions of scientific methods used to test blood and breath, DRE and HGN materials, case law summaries, trial notebook materials, and transcripts were provided when relevant. [This list is not all-inclusive.]

When new case law, new legislation, rule changes, relevant training, administrative court orders, noteworthy issues, and helpful materials came to her attention, Ms. Barnes sent a notice to Arizona prosecutors, law enforcement officers, crime lab employees, members of the tribes, judges, and traffic safety professionals who desire to be kept informed about impaired driving and traffic issues. This occurred more than 38 times this past fiscal year.

The defense expert bank was added to during this grant cycle. When a request for assistance with preparing for a defense expert was received from a prosecutor, officer, or member of the crime lab, materials were provided. If materials were not already in the bank, Ms. Barnes researched and located materials to provide. Assistance was given to help with preparation for cross-examining various defense experts including numerous requests for Arizona experts: Flaxmayer, Grommes, Brown, Springer, Dagastino, and Carrick, as well as national experts: Egdorf, Jones, Demers, Rizzo, Arvizu, Anderson, O'Donnell, Springer, Corroto, and Shapely. Ms. Barnes also provided strategies and tip sheets for dealing with these experts.

During the past fiscal year, Ms. Barnes served on 16 local and national committees and working groups.

Additional accomplishments during the past federal fiscal year include, but are not limited to, creating a PowerPoint with presentation notes for use at phlebotomy schools and another for phlebotomy refresher courses, consulting with multiple states regarding the Arizona model for law enforcement phlebotomy, coordinating *amicus* briefs for the *Smith v. Arizona* case in the US Supreme Court, consulting with numerous prosecutors, crime lab members, and states regarding the impact of the *Smith*, opinion once it was issued, assisting GOHS with the highway safety plan, consulting/educating on potential impaired driving legislation, assisting IACP obtain endorsements from multiple national organizations for the DRE/DEC program, representing GOHS and presenting at the annual GOHS Judicial Conference, representing GOHS at the annual IDTS (DRE) Conference and attending the state coordinator's and the *Smith v. Arizona* meetings, reviewing presentation proposals for the national IDTS Conference, drafting a right to counsel treatise that can be used by prosecutors across the state, attending a virtual meeting addressing a new phlebotomy program at Yavapai College, continuing the consultation with the DPS Crime Lab, NMS, and various prosecutors regarding the outsourcing of DUI drug tests to NMS Labs to reduce the DPS backlog of drug tests, preparing and filing the Arizona report for the annual national TSRP measures, conducting a survey of prosecutors and judges regarding case delay and the proposed changes in time standards for DUI cases for the Arizona Supreme Court DUI Case Flow Working Group as well as attending working group meetings, attending and presenting at the GOHS Conference, meeting with New Jersey regarding a major *Daubert* challenge to their breath testing program, conducting research for IACP, attending the spring and annual TAP meetings, arranging for prosecutors to attend DRE, HGN and ARIDE schools, conducting research for the GOHS Director, covering sentence review settings and completing restitution collection for a fatality DUI case, completing a first draft of a blood draw treatise that can be used by prosecutors across the state, reviewing and consulting on the published opinion in the *Olenowski*, DRE case, consulting with additional states on *Daubert/Frye* challenges to DRE and HGN, arranging ride-a-longs and DUI trial observations for prosecutors, consulting with IACP and NHTSA regarding multiple issues, obtaining various resources for IACP, tracking DRE/HGN *Daubert* and *Frye* challenges nationwide for IACP and TAP and providing periodic updates, reviewing and making suggestions for the national DRE standards for the IACP TAP Committee, attending the national DRE Section meeting, attending various GOHS meetings and law enforcement DUI details, consulting with TSRPs and safety professionals from various states and the National Traffic Law Center on numerous issues, attending various additional GOHS and APAAC meetings, and assisting GOHS and the Director as requested.

GOHS has entered a grant contract to fund the Phoenix GOHS TSRP on a half-time basis during the next fiscal year.

Mesa's Prosecutor's Office - GOHS funded a new part-time Arizona GOHS Traffic Safety Resource Prosecutor (TSRP) position to provide assistance and support to police officers and prosecutors across Arizona in DUI enforcement. Stacey Good fills this part-time position aiding Beth Barnes, Arizona's Full-Time TSRP.

Ms. Good assisted approximately 50 prosecutors and 500 police officers across the State. She created and conducted trainings for the Arizona GOHS Summer Conference; Regional Toxicology Liaison Program – Region 9; Arizona Prosecuting Attorney Advisory Council; and the Arizona State Bar.

Ms. Good connects with other TSRPs nationwide to provide insight into Arizona laws and to help create trainings. She attended the IACP IDTS conference and the IACP DRE Western Meeting Conference to network with other DRE Coordinators and TSRPs across the country.

Additional highlights include teaching HGN, DRE and DUI investigations, attending GOHS meetings and the Holiday Task Force Kickoff, being interviewed by ABC Family to promote education on marijuana impaired driving and providing motion support and assistance to other prosecutors across the State.

4.3 EMERGENCY MEDICAL SERVICES (EM)

Emergency Medical Services (EMS) play a critical role in ensuring a safe transportation system. The timeliness and effectiveness of an emergency response can often determine whether an injury becomes fatal. To maximize their impact, emergency responders need high-quality equipment and comprehensive training to manage traffic crash responses effectively. This need is particularly acute in rural areas, where longer response times and resource limitations create additional challenges.

In FFY 2024, the Governor's Office of Highway Safety (GOHS) provided funding for both first responder equipment and training in regions with high fatality rates and extended response times. This support equipped several fire departments and districts with tools and training focused on reducing response times and fatalities in rural collisions.

Performance Assessment

Table 4.7 Performance Targets, Status and Measures (Emergency Medical Services)

Performance Target	Performance Measure
<p>Performance Target: The C-1 Core Performance Outcome Measure was established with ADOT and FHWA. FARS data from 2017 - 2021 and 2022 state crash data were analyzed to project annual traffic fatalities for calendar years 2024-2026. This projection was then calculated into a 5-year rolling average for 2020-2023. The 2024-2026 targets for Core Performance Measure, C-1, are 1,267.4 for 2024, 1,242.1 for 2025 and 1,217.2 for 2026 total traffic fatalities based on a 5-year rolling average for the years of 2019-2023. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets. GOHS will fund priority programs to combat the rise of traffic fatalities on Arizona roadways.</p>	<p>C-1) Number of traffic fatalities</p> <p>Reduce total fatalities by 6% from 1,293 in 2022 to a current safety level of 1,217.2 (2024-2026 rolling average) by 2026.</p>

Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of Traffic Fatalities at 1,200.0 for the fiscal year 2023 HSP. Based on the State 5-year rolling average actuals for 2018-2022, Number of Traffic Fatalities was 1,104.2. Based on this data, the projected target of 1,200.0 for 2023 was met.

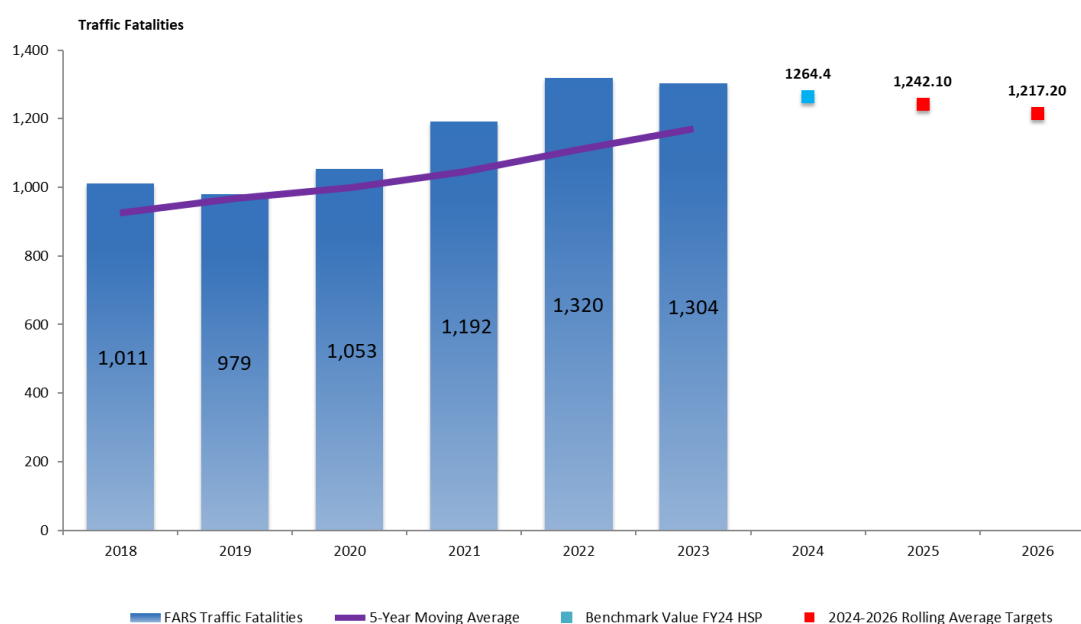
The performance status for the FY 2024-2026 HSP shows that the State is currently on track to meet the 2024 target set by the triennial HSP and GOHS will continue to promote the current established projects. Based on state data to date, the projection is that there is a slight downward trend in serious traffic injuries. Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public

awareness initiatives, community engagement, and education. In collaboration with ADOT and AZDPS, GOHS is helping develop a campaign aimed at influencing driver behavior to reduce crashes and fatalities on Arizona roads. This campaign includes various outreach efforts, such as social media content (both paid and organic), radio and TV advertisements, online ads, and out-of-home advertising.

*2022 Actuals and 2023 Targets are both on 5-year rolling averages.

Figure 7 Traffic Fatalities

The chart below shows the 5-year rolling average target for 2024-2026 total traffic fatalities.



Sources: FARS (2018-2023, Estimated 2024)

Retrieved January 2025

Performance Target	Performance Measure
<p>Performance Target: The C-2 Core Performance Outcome Measure was established with ADOT and FHWA. State crash data from 2018-2022 was analyzed to project annual serious traffic injuries for calendar years 2024-2026. This projection was then calculated in to a 5-year rolling average for the years of 2020-2024. The 2024-2026 targets for Core Performance Measure, C-2, are 3,619.6 for 2024, 3,547.2 for 2025 and 3,476.3 for 2026 serious traffic injuries based on the 5-year rolling average. Current trend projections show a decrease in serious traffic injuries through 2022. Several factors can influence highway safety targets, including the number of vehicles on the road,</p>	<p>C-2) Number of serious injuries in traffic crashes (State crash data files)</p> <p>Reduce serious traffic injuries by 6% from 3,752 in 2022 to a current safety level of 3,476.3 (2024-2026 rolling average) by 2026.</p>

road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.

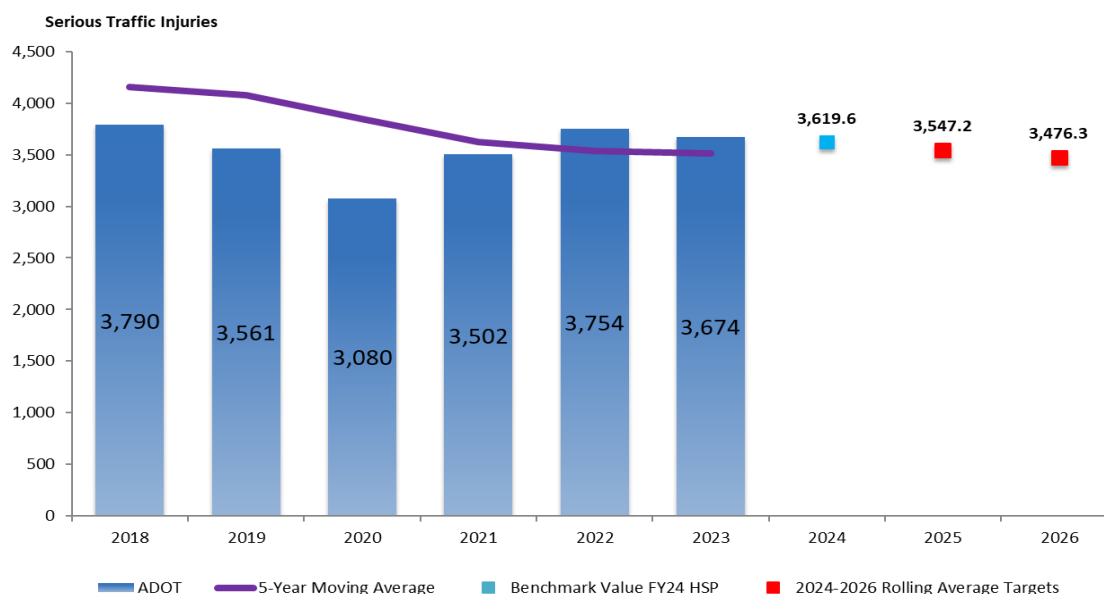
Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of serious injuries in traffic crashes at 3,619.6 for the fiscal year 2023 HSP. Based on the State 5-year rolling average actuals for 2018-2022, number of serious injuries in traffic crashes was 3,625. Based on this data, the projected target of 3,619.4 for 2023 was met.

The performance status for the FY 2024-2026 HSP shows that the State is on track to meet the 2024 target that aligns with the triennial HSP and GOHS will continue to promote the current established projects. Based on state data to date, the projection is that there is a slight downward trend in serious traffic injuries. Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public awareness initiatives, community engagement, and education. In collaboration with ADOT and AZDPS, GOHS is helping develop a campaign aimed at influencing driver behavior to reduce crashes and fatalities on Arizona roads. This campaign includes various outreach efforts, such as social media content (both paid and organic), radio and TV advertisements, online ads, and out-of-home advertising.

*2022 Actuals and 2023 Targets are both on 5-year rolling averages.

Figure 8 Serious Traffic Injuries

The chart below shows the 5-year rolling average target for 2024-2026 total Serious Traffic Injuries



Sources: ADOT (2018-2023, Estimate 2024)

Retrieved January 2025

Projects and Funding

Table 4.8 contains a list of the Emergency Medical Services projects, the relevant performance measures, the funds spent on each project and the project status. These projects are grouped into the following planned activity:

- Equipment, training, materials and supplies (EM-EQ)

Projects not implemented

Emergency Medical Services (EM) –

Ehrenberg Fire Dist-2024-EM-004 \$52,072.00 - *Funds were not used due to Agency staffing changes, unsuccessful in implementing the project.

Table 4.8 FFY 2024 Emergency Medical Services Projects**Related Performance Measure(s)**

Number of traffic fatalities.

Number of serious injuries in traffic crashes.

Planned Activity	Grantee	Project Number	Funding Source	Funds Obligated	Funds Spent (FFY 2024)
Emergency Medical Services Equipment, materials and supplies (EM-EQ)	Arivaca Fire Dist	2024-EM-001	Sec. 402	\$45,939.00	\$44,112.00
	Buckeye Fire Med Rescue Dept	2024-EM-002	Sec. 402	\$51,005.00	\$51,005.00
	Drexel Heights Fire Dist	2024-EM-003	Sec. 402	\$22,279.00	\$22,279.00
	Ehrenberg Fire Dist	2024-EM-004	Sec. 402	\$52,072.00	\$0.00
	Green Valley Fire Dist	2024-EM-005	Sec. 402	\$63,683.00	\$63,683.00
	Mohave Valley Fire Dist	2024-EM-006	Sec. 402	\$30,000.00	\$30,000.00
	Pine-Strawberry Fire Dist	2024-EM-007	Sec. 402	\$10,120.00	\$10,120.00
	Regional Fire & Rescue Dept	2024-EM-008	Sec. 402	\$30,000.00	\$30,000.00
	Timber Mesa Fire & Med Dist	2024-EM-009	Sec. 402	\$18,122.00	\$18,122.00
	Tucson Fire Dept	2024-EM-010	Sec. 402	\$28,442.00	\$28,402.77
	Whetstone Fire Dist	2024-EM-011	Sec. 402	\$30,000.00	\$30,000.00
	Fort Mojave Mesa Fire Dept	2024-EM-012	Sec. 402	\$49,827.00	\$49,826.62
Total Funds Spent (Emergency Medical Services)				\$431,489.00	\$377,550.39

Performance Results – Emergency Medical Services

In FFY 2024, fire agencies received funding to purchase essential equipment and provide training for first responders at traffic crash scenes. These investments enable rural emergency responders to reduce response times and ensure the timely arrival of necessary equipment, with the goal of decreasing fatalities by delivering faster, more effective medical care to crash victims.

Project Descriptions

Emergency Medical Services Equipment, training, materials and supplies (EM-EQ)

Project Description – Fire Districts/Departments were awarded funding to purchase equipment, materials and supplies to assist first responders at traffic coll. The main purpose of these purchases is to shorten the time it takes for medical personnel to properly care for victims in these crashes. Most of the equipment fulfills this purpose, either by allowing first responders to get to victims by cutting away the vehicle (extrication equipment) or by stabilizing the vehicle so that first responders can safely work in and remove crash victims from the vehicle.

Fire agencies were also awarded funding for extrication equipment. This equipment comes in many forms depending on the intended application. This stronger cutter is needed to address the increasingly safer, but harder to cut, metals used in modern automobiles.

4.4 MOTORCYCLE SAFETY (MC)

The combination of speed and exposure makes motorcycle crashes more severe than other types of crashes. The five-year moving average shows a small increasing trend in motorcycle fatalities year after year. To address the risks associated with motorcycle riding, the Governor's Office of Highway Safety (GOHS) implemented a media campaign in FFY 2024. The purposes of the campaign were to educate the community on roadway safety practices with motorcyclists, such as distracted riding, as well as provide general information about Arizona's motorcycle laws. In addition, GOHS's partnership with the Arizona Motorcycle Safety and Awareness Foundation as well as local law enforcement helps ensure motorcycle operators have rider education readily available.

Performance Assessment

Table 4.9 Performance Targets, Status and Measures (Motorcycle Safety)

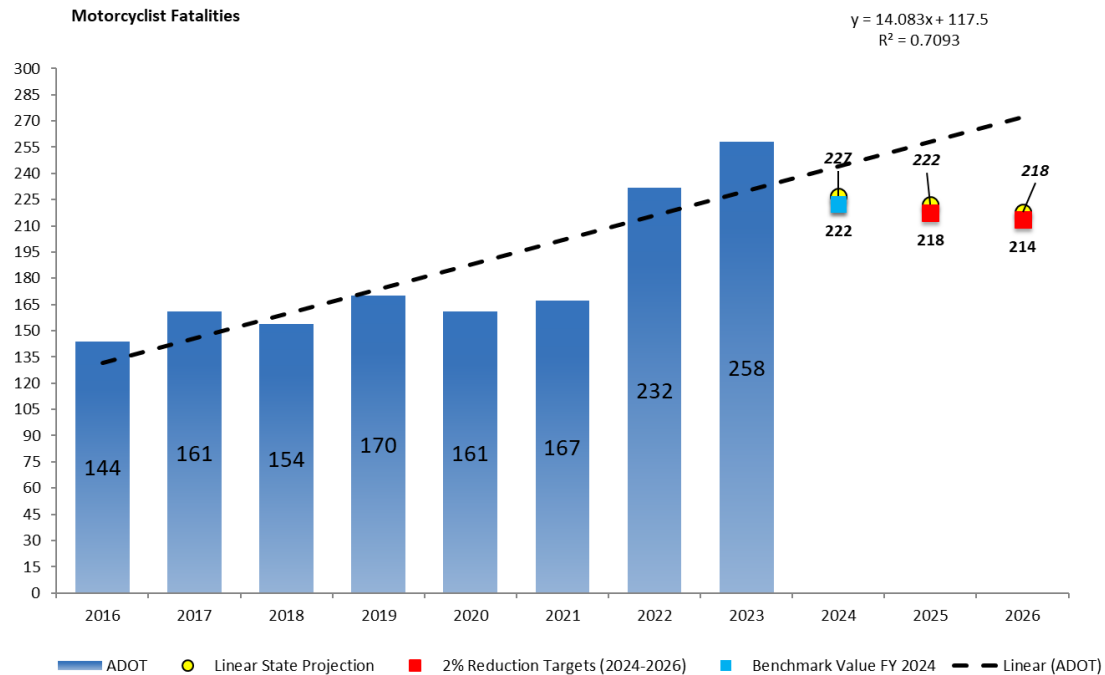
Performance Targets and Status	Performance Measures
<p>Performance Target: GOHS developed a 3-year annual performance measure target by conducting a statistical forecasting analysis of 2016-2022 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2024-2026 numbers. GOHS has established an annual target reduction of 2% from current 2022 State Crash Data for 2024-2026. GOHS has set annual 2024-2026 targets of 222 for 2024, 218 for 2025 and 214 for 2026 for core performance measure C-7) Number of motorcyclist fatalities. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.</p>	<p>C-7) Number of motorcycle fatalities.</p> <p>Reduce motorcyclist fatalities by 6% from 227 in 2022 to a current safety level of 214 (2024-2026 rolling average) by 2026.</p>

Performance Status: GOHS targeted 140 number of motorcyclist fatalities for the fiscal year 2023 HSP. However, the recently published 2023 State crash data shows that the actual number of motorcyclist fatalities was 263. Based on this data, the projected target of 140 for 2023 is not expected to be met.

The performance status for the FY 2024-2026 HSP shows that the State is currently not on track to meet the 2024 target set by the triennial HSP and GOHS will collaborate with law enforcement and motorcycle groups for education and awareness to both vehicle and motorcyclists. GOHS will be planning new collaboration with Motor vehicle departments such as Arizona Motor Vehicle Division to provide education to all drivers about motorcycle safety. GOHS also partners with Arizona Motorcycle Safety Association Foundation (AMSAF) using state funds to also address motorcycle fatalities and awareness.

Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public awareness initiatives, community engagement, and education. The ultimate goal is to reduce the total number of motorcycle fatalities on Arizona roadways.

Figure 9 Motorcycle Fatalities



Sources: ADOT State Crash Data (2016 - 2023, Estimate 2024)

Retrieved January 2025

Performance Target: GOHS developed a 3-year annual performance measure target by conducting a statistical forecasting analysis of 2016-2022 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2024-2026 numbers. GOHS has established an annual target reduction of 2% from current 2022 State Crash Data for 2024-2026. GOHS has set annual 2024-2026 targets of 78 for 2024, 76 for 2025 and 74 for 2026 for core performance measure C-8) Number of unhelmeted motorcyclist fatalities. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.

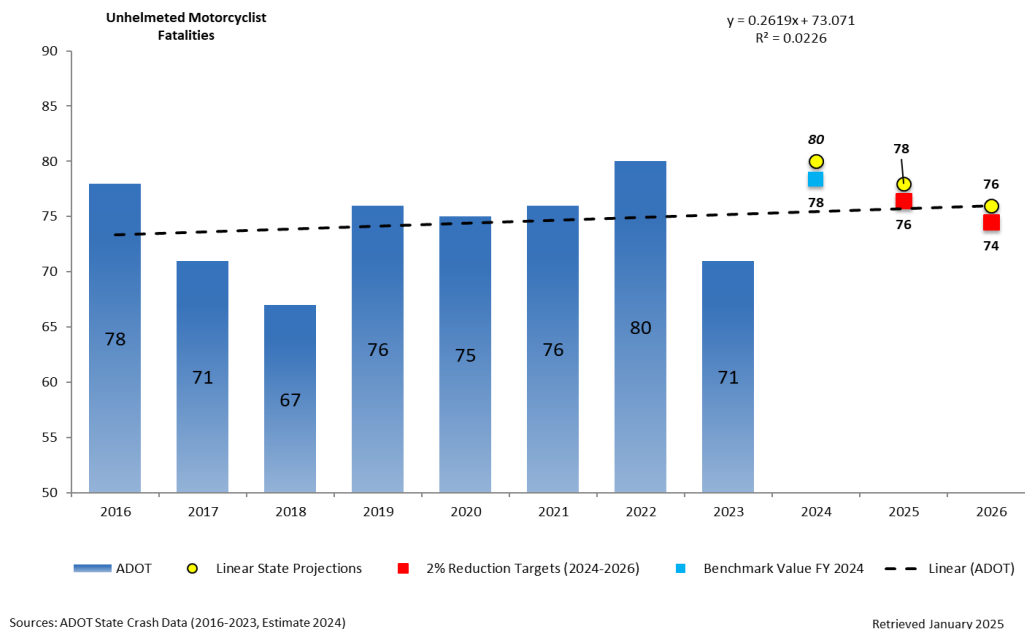
C-8) Number of unhelmeted motorcycle fatalities.

Reduce unhelmeted, motorcyclist fatalities by 6% from 80 in 2022 to a current safety level of 74 (2024-2026 rolling average) by 2026.

Performance Status: GOHS has targeted 64 number of unhelmeted motorcyclist fatalities for the fiscal year 2023 HSP. However, the recently published 2023 State crash data shows that the actual number of unhelmeted motorcyclist fatalities was 71. Based on this data, the projected target of 64 for 2023 is not expected to be met.

The performance status for the FY 2024-2026 HSP indicates that the State is currently not on track to meet the 2024 target set by the triennial HSP. To address this, GOHS has introduced new projects such as a 2-year awareness campaign and strengthened partnerships, including its collaboration with the Arizona Motorcycle Safety Association Foundation (AMSAF) through state funds, to tackle motorcycle fatalities and raise awareness. In addition, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public awareness initiatives, community engagement, education, and newly implemented strategies. These efforts aim to reduce the total number of unhelmeted motorcyclist fatalities on Arizona roadways.

Figure 10 Unhelmeted Motorcycle Fatalities



Projects and Funding

Table 4.10 contains a list of the two Motorcycle Safety projects, relevant performance measures, funds spent on each project, and project status. These projects are grouped into the following planned activities:

- Motorcycle Training and Awareness (MC-AW);
- Motorcycle Media (MC-Media).

Projects not implemented (N/A)

Table 4.10 FFY 2024 Motorcycle Safety Projects**Related Performance Measure(s)**

Number of motorcycle fatalities.

Number of unhelmeted motorcycle fatalities.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Motorcycle Safety Training and Awareness (MC-AW)	Chandler PD	2024-MC-001	Sec. 402	\$35,000.00	\$35,000.00
	Peoria PD	2024-MC-002	Sec. 402	\$22,309.00	\$22,234.81
	Surprise PD	2024-MC-003	Sec. 402	\$35,660.00	\$27,759.92
	Tempe PD	2024-MC-004	Sec. 402	\$29,000.00	\$28,877.02
Motorcycle Media (MC-Media)	GOHS Paid Media	2024-405f-500	Sec. 405f	\$100,000.00	\$60,000.00
Total Funds Spent (Motorcycle Safety)				\$221,969.00	\$173,871.75

Performance Results – Motorcycle Safety

Motorcycle fatalities, including those of unhelmeted drivers, continue to be a concern. According to ADOT State Crash Facts, fatalities had an increase from 232 in 2022 to 263 in 2023. GOHS paid media campaign promoting public awareness of and compliance with Arizona’s motorcycle laws to increase awareness in an effort to reduce fatalities in the years ahead.

Project Descriptions

Motorcycle Safety Training and Awareness (MC-AW)

Project Description – This awarded funding to the Chandler Police Department, Peoria Police Department, Surprise Police Department and Tempe Police Department to increase motorcycle safety through training motorcycle operators.

Motorcycle Safety Training and Awareness (MC-Media)

Project Description – Funds were provide for campaigns to promote motorcyclist compliance with Arizona’s traffic laws. This project included the 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. GOHS placed motorcycle awareness messages during the Motorcycle Awareness Month of May.



May 11, 2024 - Sep 30, 2024

FINAL Arizona GOHS Digital PEP Report

Impressions
75,055,025

Clicks
19,564

CTR
0.03%

campaign

Campaign	Impressions	Clicks	CTR
1. Arizona Motorcycle Safety Campaign DIS...	47,070,210	9,226	0.02%
2. Arizona Hot Cars Campaign DISPLAY	26,735,264	10,127	0.04%
3. Arizona Motorcycle Safety Campaign VID...	1,249,550	211	0.02%
Grand total	75,055,024	19,564	0.03%



4.5 OCCUPANT PROTECTION (OP)

Although unrestrained fatalities in Arizona for 2023 were 361 based off ADOT State Crash Facts data, and has increased, although seat belt use has continued to rise. The Governor's Office of Highway Safety (GOHS) works to increase safety belt and child safety seat use through statewide enforcement and education campaigns under the banner of *"Buckle Up Arizona...It's the Law!"* Arizona's law enforcement agencies implement a zero-tolerance policy when they encounter nonuse of safety belts coincidental to a stop for other traffic infractions. GOHS is proud to fund the Children are Priceless Passengers (CAPP) program designed to improve the child safety seat usage rate in partnership with law enforcement, hospitals and nonprofit organizations throughout the State. GOHS supports the national "Click it or Ticket" mobilization and Border to Border Kick-off campaigns through the "Buckle Up Arizona...It's the Law!" campaign by providing overtime funding for traffic enforcement during the campaign period. GOHS awarded funding to law enforcement agencies for this campaign. Occupant Protection evident-based enforcement is supported by education and public awareness activities conducted by GOHS together with public and private sector partners. The activities include safety belt and child safety seat classes and inspections, media awareness campaigns and other events. Arizona raised awareness and educated the public about the dangers of leaving a child or unattended passenger in a vehicle, especially the risk of heat stroke, through educational materials at child safety seat events and a targeted media campaign.

Performance Assessment

Table 4.11 Performance Targets, Status and Measures (Occupant Protection)

Performance Targets and Status	Performance Measures
<p>Performance Target: GOHS developed a 3-year annual performance measure target by conducting a statistical forecasting analysis of 2016-2022 state fatality data. GOHS then conducts an annual linear state analysis of the data for each core performance measure to establish projected 2024-2026 numbers. GOHS has established an annual target reduction of 2% from current 2022 State Crash Data for 2024-2026. GOHS has set annual 2024-2026 targets of 267 for 2024, 262 for 2025 and 257 for 2026 for core performance measure C-4) unrestrained occupant vehicle fatalities. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.</p>	<p>C-4) Number of unrestrained vehicle occupant fatalities in all seating positions.</p> <p>Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 6% from 272 in 2022 to a current safety level of 257 (2024-2026 rolling average) by 2026.</p>

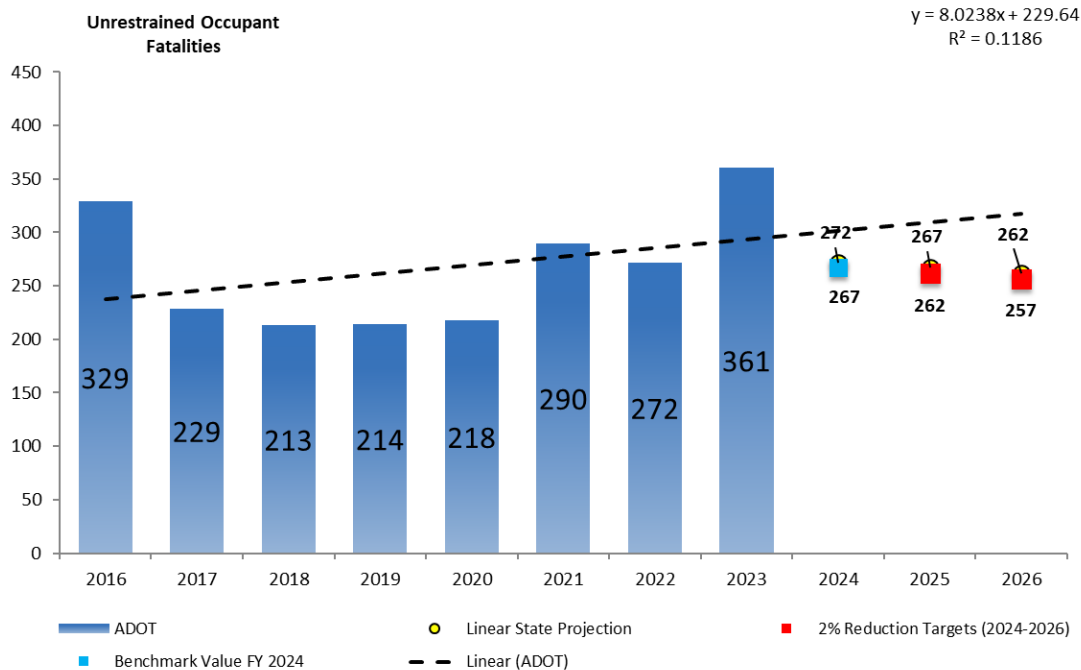
Performance status: GOHS has targeted 270 number of unrestrained passenger vehicle occupant fatalities, all seat positions for the fiscal year 2023 HSP. However, the recently published 2023 State Crash data shows that the number of unrestrained passenger vehicle occupant fatalities, all

seat positions was 361. Based on this data, the projected target of 270 for 2023 is not expected to be met.

The performance status for the FY 2024-2026 HSP indicates that the State is currently not on track to meet the 2024 target set by the triennial HSP; therefore, GOHS will collaborate with non-traditional partners, such as the military, faith-based, daycares and foster care programs through education and awareness. GOHS aims to continue leveraging relationships with the law enforcement community while expanding and strengthening relationships with community organizations, schools, nonprofits, community block watches, and more. GOHS will continue working with State partners like the Arizona Department of Transportation and collaborate with new ones like the Youth and Family Services.

Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public awareness initiatives, community engagement, and education.

Figure 11 Unrestrained Passenger Vehicle Occupant Fatalities



Sources: ADOT State Crash Data (2016- 2023, Estimate 2024)

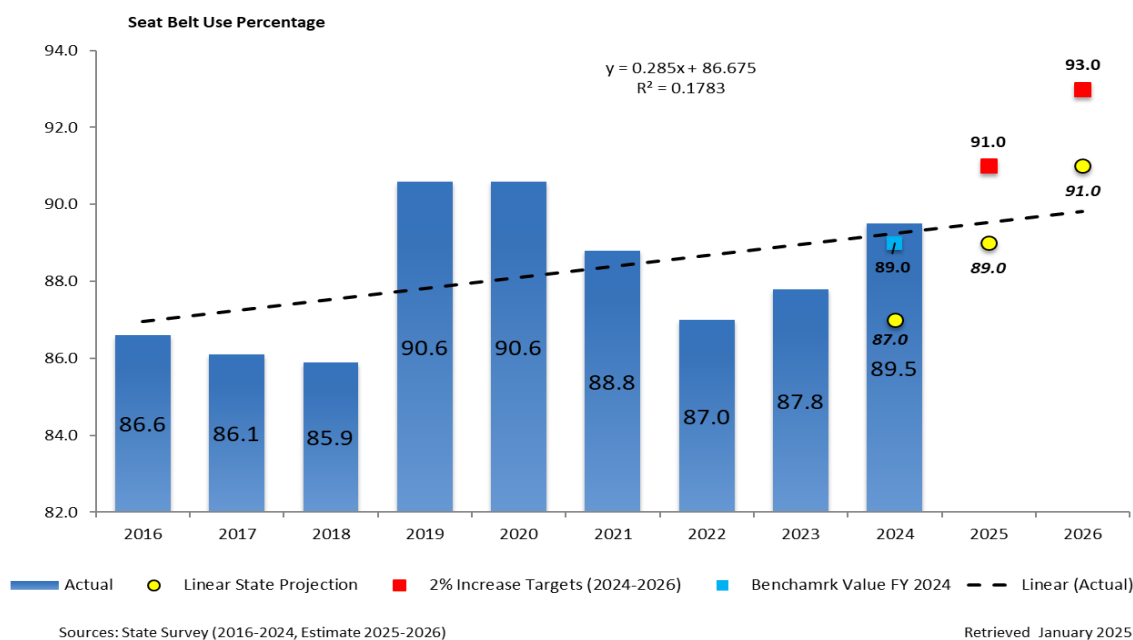
Retrieved January 2025

<p>Performance Target: GOHS developed a 3-year annual performance measure target by conducting a statistical forecasting analysis of 2016-2022 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2024-2026 numbers. GOHS has set annual 2024-2026 targets of 87% for 2024, 89% for 2025 and 91% for 2026 for core performance measure B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.</p>	<p>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</p> <p>Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 6% from 87.0% in 2022 from a current safety level to 91.0% by 2026.</p>
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Performance status: GOHS targeted 89.5% Observed Seat Belt Use for the fiscal year 2023 HSP and 87.0% for 2024. However, the recently published 2024 State Survey data the Observed Seat Belt Use was 89.5%. Based on this data, the projected target of 87.0% for 2024 was met.

The performance status for the FY 2024-2026 HSP indicates that the State met the 2024 target set by the triennial HSP. GOHS is funding a 5-year seat belt survey and will include a child safety seat survey annually to help raise awareness in occupant protection. Ultimately, these surveys guide resource allocation, support the implementation of effective countermeasures, and enhance overall traffic safety by protecting lives on the road. In Arizona, where a primary seat belt law is absent, improving overall seat belt use requires significantly higher adherence to the existing secondary seat belt law.

Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public awareness initiatives, community engagement, and education. The ultimate goal is to increase the Observed Seat Belt Use rate on Arizona roadways.

Figure 12 Percent Observed Seat Belt Use for Passenger Vehicles

Projects and Funding

Table 4.12 contains a list of Occupant Protection projects, the relevant performance measures, the funds spent on each project and the project status. These projects are grouped into the following planned activities:

- Occupant Protection Enforcement (OP-EN);
- Occupant Protection Awareness, Training and Education (OP-AW; OP-Media); and
- GOHS Annual Seat Belt Survey (OP-SB).

Projects not implemented

Occupant Protection (OP) -

Project 2024-OP-001 was an unused grant number.

Payson PD - 2024-OP-013 \$2,266 - * The agency was not able to implement the project in time due to staffing shortages.

GOHS Occupant Protection Support - 2024-OP-500 \$3,000 - *Funds were not used in FFY 2024, but for FFY 2025 funds are reallocated for overall traffic safety support.

GOHS Paid Media - 2024-405b-505 \$200,000 - *Funds were not used in FFY 2024, but for FFY 2025 funds are reallocated for overall traffic safety media.

GOHS State Fair Public Safety Days - 2024-405b-507 \$10,000 - *Due to staff shortages, the event was not able to attend.

Table 4.12 FFY 2024 Occupant Protection Projects**Related Performance Measure(s)**

Number of unrestrained vehicle occupant fatalities in all seating positions.
 Percentage of front seat occupants observed using safety belts.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Occupant Protection Enforcement Programs (OP-EN)	Glendale PD	2024-OP-008	Sec.402	\$32,800.00	\$30,120.00
	Mesa PD	2024-OP-010	Sec. 402	\$11,000.00	\$11,000.00
	Prescott Valley PD	2024-OP-017	Sec. 402	\$16,853.00	\$14,916.77
	San Luis PD	2024-OP-018	Sec. 402	\$5,000.00	\$4,952.84
	AZ DPS	2024-405b-001	Sec. 405b	\$51,200.00	\$35,866.64
	Central Arizona Fire & Medical	2024-405b-014	Sec. 405b	\$6,868.00	\$3,274.37
	Chandler PD	2024-405b-002	Sec. 405b	\$25,000.00	\$25,000.00
	Douglas PD	2024-405b-003	Sec. 405b	\$25,000.00	\$24,499.73
	Phoenix PD	2024-405b-004	Sec. 405b	\$40,140.00	\$37,200.31
	Pima PD	2024-405b-005	Sec. 405b	\$4,000.00	\$4,000.00
	Sahuarita PD	2024-405b-006	Sec. 405b	\$5,000.00	\$3,502.61
	Santa Cruz CSO	2024-405b-007	Sec. 405b	\$4,200.00	\$4,052.18
	St. Johns PD	2024-405b-008	Sec. 405b	\$13,580.00	\$2,221.72
	Surprise PD	2024-405b-009	Sec. 405b	\$31,500.00	\$31,323.34
	Tempe PD	2024-405b-010	Sec. 405b	\$40,000.00	\$40,000.00
	Tucson PD	2024-405b-011	Sec. 405b	\$48,004.00	\$46,690.15
	Willcox PD	2024-405b-012	Sec. 405b	\$10,600.00	\$5,000.00
	GOHS CIOT Enforcement	2024-405b-502	Sec. 405b	\$160,500.00	\$146,307.11
Occupant Protection Awareness and Education (OP-AW; OP-Media)	Apache County PHD	2024-OP-002	Sec. 402	\$14,500.00	\$11,445.89
	Chandler Fire Dept	2024-OP-003	Sec. 402	\$37,089.00	\$30,752.48

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Occupant Protection Awareness and Education (OP-AW; OP-Media)	Coconino County PHD	2024-OP-004	Sec. 402	\$21,138.00	\$15,668.02
	Daisy Mountain Fire	2024-OP-005	Sec. 402	\$18,020.00	\$8,295.98
	El Mirage Fire Dept	2024-OP-006	Sec. 402	\$3,434.00	\$3,422.77
	Fry Fire Dist	2024-OP-007	Sec. 402	\$5,000.00	\$4,950.36
	Honor Health	2024-OP-009	Sec. 402	\$13,000.00	\$4,590.89
	Navajo County Public Health	2024-405b-013	Sec. 405b	\$10,816.00	\$10,573.58
	Nogales PD	2024-OP-011	Sec. 402	\$5,600.00	\$5,580.02
	Parker PD	2024-OP-012	Sec. 402	\$15,171.00	\$14,254.75
	Payson PD	2024-OP-013	Sec. 402	\$2,266.00	\$0.00
	Phoenix Children's Hospital	2024-OP-014	Sec. 402	\$28,197.00	\$28,189.32
	Phoenix FD	2024-OP-015	Sec. 402	\$111,152.00	\$76,498.30
	Pima CSD	2024-OP-016	Sec. 402	\$5,295.00	\$5,295.00
	Tucson Medical Center (SafeKids Pima)	2024-OP-019	Sec. 402	\$39,500.00	\$33,268.00
	Valleywise Health	2024-OP-020	Sec. 402	\$20,000.00	\$19,980.80
	Yavapai Regional Medical	2024-OP-021	Sec. 402	\$12,337.00	\$11,418.43
	Arizona Army National Guard	2024-OP-022	Sec. 402	\$10,000.00	\$9,863.56
	Tombstone MO	2024-OP-023	Sec. 402	\$8,328.00	\$6,979.24
	GOHS Occupant Protection Support	2024-OP-500	Sec. 402	\$3,000.00	\$0.00
	GOHS Car Seats	2024-405b-501	Sec. 405b	\$30,000.00	\$16,664.67
	GOHS Lifesavers Conference	2024-405b-503	Sec. 405b	\$10,000.00	\$6,341.69
	GOHS Occupant Protection Support	2024-405b-504	Sec. 405b	\$50,000.00	\$10,385.34
	GOHS Paid Media	2024-405b-505	Sec. 405b	\$200,000.00	\$0.00
	GOHS PI&E	2024-405b-506	Sec. 405b	\$3,000.00	\$1,011.59
	GOHS State Fair	2024-405b-507	Sec. 405b	\$10,000.00	\$0.00
GOHS Survey (OP-SB)	GOHS - Annual Seat Belt Survey	2024-405b-500	Sec. 405b	\$131,500.00	\$131,500.00
Total Funds Spent (Occupant Protection)				\$1,349,588.00	\$936,858.45

Performance Results – Occupant Protection

According to ADOT State Crash Facts, unrestrained passenger vehicle occupant fatalities decreased from 368 in 2022 to 361 in 2023. GOHS implemented 41 Occupant Protection projects in FFY 2024 to help meet the performance targets.

Project Descriptions

Occupant Protection Enforcement and Education (OP-EN)

Project Description – This funding to law enforcement agencies for overtime and associated employee related expenses for enforcement and education of Arizona seat belt and child safety seat laws. This task included a concentrated enforcement effort in conjunction with the national 2024 “Click It or Ticket” campaign.

Table 4.13 “Buckle Up Arizona...It’s the Law!” Campaign

	2019	2020	2021	2022	2023	2024
Number of Agencies Participating	27	27	25	25	25	25
Seat Belt Citations	1,974	1,199	1,875	1,118	1,131	1,239
Child Restraint Citations	113	65	154	44	64	71
DUI Arrests	274	94	396	80	132	122
Felony Arrests	757	103	144	108	40	71
Stolen Vehicles	364	69	43	29	8	17
Warrants cleared	1,807	107	283	164	48	101
Suspended Licenses	406	217	306	130	127	205
Uninsured Motorists	1,241	511	560	454	510	574
Moving violations	5,936	3,796	9,316	1,571	2,894	3,449
Reckless Driving Citations	28	30	57	136	34	29
Drugs Arrests	655	28	130	39	30	39
Other Misdemeanor Arrests	1,911	355	679	393	153	341

Source: Data reported by participating agencies.

Below is a chart of the FFY 2024 Buckle Up Arizona...It's the Law/Click it or Ticket (CIOT) stats that took place May 20 - June 2:

Buckle Up Arizona Seatbelt Enforcement 2024 (May 20- June 2)																
	Seat Belt Citations	Child Safety Seat Citations	Moving Violations	Distracted Driving Citations	Reckless Driving Citations	Non-Moving Violation Citations	No Insurance Citations	Suspended Drivers License Citations	Total Agency Citations	DUI Arrest	Drug Arrests	Other Felony Arrests	Other Misdemeanor Arrests	Recovered Stolen Vehicles	Warrants Cleared	28-3511 Vehicle Impounds
AZ Department of Public Safety	201	12	316	23	3	130	56	16	757	15	0	0	9	0	7	12
Buckeye PD	150	4	41	11	1	148	49	25	429	10	0	0	5	4	2	29
Casa Grande PD	23	1	39	2	1	17	5	2	90	1	1	2	5	0	0	0
Chandler PD	29	5	22	23	0	33	16	5	133	2	0	1	4	0	1	3
Cochise CSO	15	0	40	5	0	3	3	0	66	1	0	0	1	0	0	0
Coolidge PD	2	0	47	0	0	0	0	0	49	1	0	0	0	0	0	1
El Mirage PD	8	1	66	1	0	58	25	2	161	4	3	4	2	1	1	10
Gila River PD	6	2	57	0	0	23	0	3	91	0	0	0	0	0	0	0
Gilbert PD	318	6	224	60	0	129	27	10	774	0	1	0	13	0	3	18
Glendale PD	17	3	204	2	6	296	0	17	545	19	0	2	8	0	0	19
Goodyear PD	16	1	47	8	0	31	0	2	105	1	0	0	3	0	0	2
Kingman PD	17	1	38	0	2	9	16	3	86	7	11	15	69	0	20	0
La Paz CSO	17	3	147	0	2	12	20	6	207	2	0	1	1	0	0	0
Maricopa CSO	11	2	47	7	0	11	5	0	83	0	0	1	7	0	1	0
Mesa PD	67	2	17	16	0	4	0	0	106	1	0	0	1	0	0	0
Peoria PD	34	1	543	31	3	187	82	26	907	8	15	10	41	3	28	23
Pinal CSO	27	4	201	26	7	253	30	18	566	32	4	3	13	2	27	5
Phoenix PD	26	3	119	5	0	19	51	26	249	1	1	0	2	0	0	2
Prescott PD	41	1	148	9	1	515	59	6	780	6	2	0	20	0	0	3
Prescott Valley PD	6	3	47	4	0	21	2	1	84	0	0	1	2	0	0	1
Scottsdale PD	12	0	58	50	0	29	6	0	155	0	0	0	1	0	0	0
Surprise PD	36	5	458	35	2	152	40	11	739	10	1	31	114	7	10	13
Tempe PD	63	8	73	33	0	152	63	4	396	1	0	0	1	0	1	2
Tucson PD	89	3	409	38	1	46	14	21	621	0	0	0	8	0	0	0
Yavapai County Sheriff's Office	8	0	41	0	0	13	5	1	68	0	0	0	11	0	0	0
TOTALS	1,239	71	3,449	389	29	2,291	574	205	8,247	122	39	71	341	17	101	143

Occupant Protection Awareness, Training and Education including High-Risk Programs (OP-AW; OP-Media)

Project Description – This funding was for child safety seat inspection events, earned/paid media and the GOHS Safety Days to provide training centered on occupant protection. In addition, this provided support to occupant protection training efforts through supporting the Children Are Precious Passengers (CAPP) Program. This program educates motorists of the effectiveness of continuous and proper use of child safety seats. The high-risk funding is to support extensive education and public awareness to focus on seat belt use, child restraint use, education, target drivers on rural roadways (small communities), and teenage drivers. In support of the high-risk program community partnerships have been developed that focus on the need of child safety restraint awareness to low-income Hispanic and Native American populations.

Due to unforeseeable circumstances, the event GOHS hosts at the Arizona State Fair called “Safety Days at the State Fair” was not held this year.

GOHS Annual Seat Belt Survey (OP-SB)

Project Description – This provided funding for the GOHS’s annual seat belt survey. This survey calculates the seat belt usage percentage used as a performance measure by Arizona in the Highway Safety Plan and Annual Report.

4.6 PEDESTRIAN AND BICYCLE SAFETY (PS)

The safety of pedestrians and bicyclists is a high priority in Arizona. Pedestrian fatalities in Arizona have seen a significant rise over the years and according to ADOT State Crash Facts, in 2023, pedestrian fatalities were 271, while bicycle fatalities were 44. Arizona saw a downward trend from both pedestrians and bicyclists fatalities in 2023 from 2022.

Arizona addresses pedestrian and bicycle safety through targeted enforcement, providing safety equipment and materials, and conducting outreach and education activities. Establishing partnerships between government agencies, community organizations, transportation departments, and advocacy groups is essential. Collaborative efforts can help pool resources, share knowledge and best practices, and implement comprehensive strategies to improve pedestrian and cyclist safety. Emphasizing community involvement, multi-faceted education initiatives, targeted enforcement, and media campaigns can foster a culture of safety and encourage positive behaviors on the roads, ultimately improving the well-being of vulnerable non-motorized road users.

Performance Assessment

Table 4.14 Performance Targets, Status and Measures (Pedestrian and Bicycle Safety)

Performance Target and Status	Performance Measures
<p>Performance Target: GOHS developed a 3-year annual performance measure target by conducting a statistical forecasting analysis of 2016-2022 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2024-2026 numbers. GOHS has established an annual target reduction of 2% from current 2022 State Crash Data for 2024-2026. GOHS has set annual 2024-2026 targets of 296 for 2024, 290 for 2025 and 284 for 2026 for core performance measure C-10) Number of pedestrian fatalities. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.</p>	<p>C-10) Number of pedestrian fatalities.</p> <p>Reduce pedestrian fatalities by 6% from 302 in 2022 to a current safety level of 284 (2024-2026 rolling average) by 2026.</p>

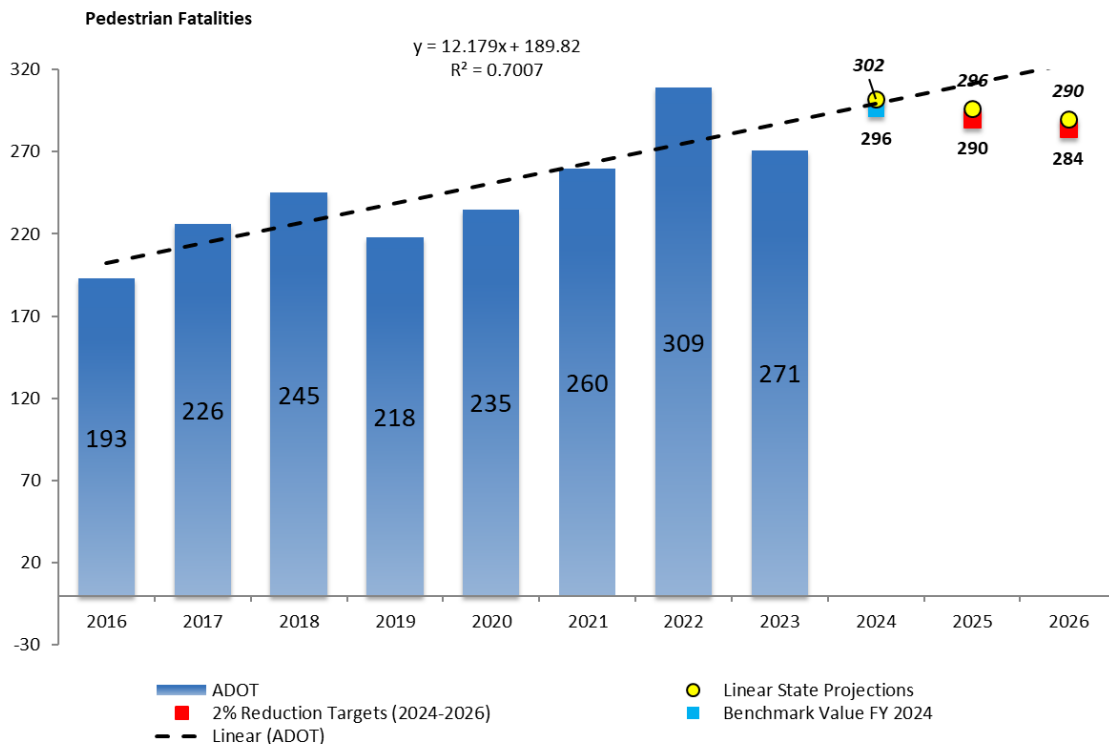
Performance status: GOHS targeted 253 number of pedestrian fatalities for the fiscal year 2023 HSP. However, the recently published 2023 State crash data shows that the actual number of pedestrian fatalities was 271. Based on this data, the projected target of 253 for 2023 was not met.

The performance status for the FY 2024-2026 HSP, the state is currently not on track to meet the target for 2024 that aligns with the triennial HSP. Therefore, GOHS will consult and involve the public in decision-making through various methods, including in-person meetings, surveys, or online feedback. With the input provided, GOHS will continuously assess and revise its engagement strategies to address pedestrian and bicycle safety within communities impacted. To

ensure success, GOHS will build new partnerships with community groups, schools, and local governments to connect with communities within areas with a high risk for pedestrian and bicycle incidents. GOHS is also working with the ADHS, ADOT, and ADE quarterly in Workgroup meetings to discuss the Pedestrian Safety (Part of Vulnerable Road User) Emphasis Area. These workgroups will be discussing programs to involve High school students on the importance of traffic safety.

Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on including enforcement, public awareness initiatives, community engagement, and education. The ultimate goal is to reduce the total number of pedestrian fatalities on Arizona roadways.

Figure 13 Pedestrian Fatalities



Sources: ADOT State Crash Data (2016-2023, Estimate 2024)

Retrieved January 2025

Performance Target: GOHS developed a 3-year annual performance measure target by conducting a statistical forecasting analysis of 2016-2022 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2024-2026 numbers. GOHS has established an annual target reduction of 2% from current 2022 State Crash Data for 2024-2026. GOHS has set annual 2024-2026 targets of 47 for 2024,

C-11) Number of bicycle fatalities.

Reduce bicyclist fatalities by 6% from 48 in 2022 from a current safety level to 45 (2024-

46 for 2025 and 45 for 2026 for core performance measure C-11) Number of bicyclist fatalities. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.

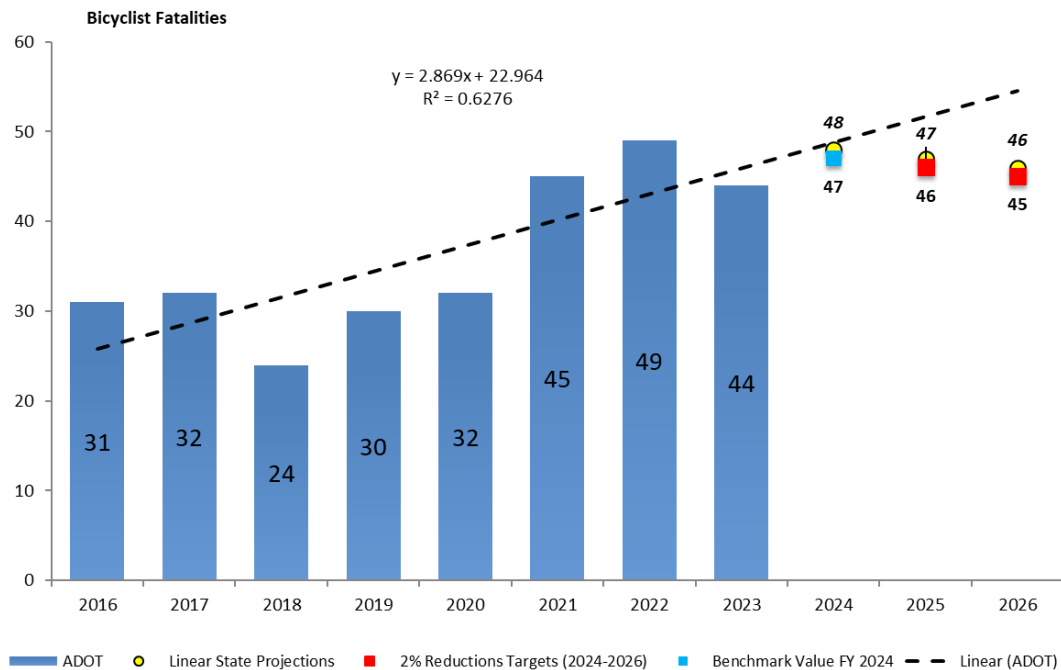
2026 rolling average) by 2026.

Performance status: GOHS has targeted 46 number of bicyclists fatalities for the fiscal year 2023 HSP. However, the recently published 2023 State crash data shows that the actual number of bicyclists fatalities was 44. Based on this data, the projected target of 46 for 2023 was met.

The performance status for the FY 2024-2026 HSP, the state is on track to meet the target that aligns with the triennial HSP and GOHS will continue to promote the current established projects. GOHS will continue to collaborate with cyclists groups around the state and will be implementing an Injury Prevention task force with Pedestrian program.

Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public awareness initiatives, community engagement, and education. The ultimate goal is to reduce the total number of bicyclists fatalities on Arizona roadways.

Figure 14 Bicycle Fatalities



Sources: ADOT State Crash Data (2016-2023, Estimate 2024)

Retrieved January 2025

Projects and Funding

Table 4.15 contains a list of completed Pedestrian and Bicycle Safety projects, the relevant performance measures, the funds spent on each project, and the project status. These projects are grouped into the following planned activities:

- Pedestrian and Bicycle Safety Enforcement (PS-EN); and
- Pedestrian and Bicycle Safety Education and Awareness (PS-AW, PS-Media).

Projects not implemented

Pedestrian and Bicycle Safety (PS)-

GOHS PI&E 2024-PS-500 \$3,000 - *State funds were used for expenses.

GOHS Paid Media 2024-405g-500 \$50,000 - *Funds were not used in FFY 2024, but for FFY 2025 allocation funds are reallocated for overall traffic safety media.

Table 4.15 FFY 2024 Pedestrian and Bicycle Safety Projects**Related Performance Measure(s)**

Number of pedestrian fatalities.

Number of bicycle fatalities.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Pedestrian and Bicycle Safety Enforcement (PS-EN)	Buckeye PD	2024-PS-013	Sec. 402	\$6,000.00	\$4,357.48
	NAU PD	2024-PS-004	Sec. 402	\$5,000.00	\$4,696.95
	Peoria PD	2024-PS-005	Sec. 402	\$35,313.00	\$34,982.08
	Phoenix PD	2024-PS-008	Sec. 402	\$45,000.00	\$43,448.48
	Prescott Valley PD	2024-PS-010	Sec. 402	\$18,081.00	\$15,799.57
	Surprise PD	2024-PS-011	Sec. 402	\$35,000.00	\$35,000.00
	ASU PD	2024-405g-001	Sec. 405g	\$10,000.00	\$4,473.92
	Chandler PD	2024-405g-002	Sec. 405g	\$55,000.00	\$55,000.00
	Gilbert PD	2024-405g-003	Sec. 405g	\$6,460.00	\$6,444.04
	Glendale PD	2024-405g-004	Sec. 405g	\$55,000.00	\$52,090.56
	Mesa PD	2024-405g-005	Sec. 405g	\$40,300.00	\$40,300.00
	Sahuarita PD	2024-405g-006	Sec. 405g	\$15,000.00	\$13,696.39
	Scottsdale PD	2024-405g-007	Sec. 405g	\$60,000.00	\$60,000.00
	St. Johns PD	2024-405g-008	Sec. 405g	\$7,000.00	\$957.89
	Tempe PD	2024-405g-009	Sec. 405g	\$30,000.00	\$28,133.96
	U of A PD	2024-405g-010	Sec. 405g	\$5,956.00	\$5,955.85

Planned Activity	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Pedestrian and Bicycle Safety Education and Awareness (PS-AW, PS-Media)	Arizona Army National Guard	2024-PS-001	Sec. 402	\$5,000.00	\$4,961.94
	Coconino County Public Health	2024-PS-002	Sec. 402	\$2,320.00	\$1,700.25
	El Mirage Fire Dept.	2024-PS-003	Sec. 402	\$3,060.00	\$3,028.51
	Phoenix Children's Hospital	2024-PS-006	Sec. 402	\$13,700.00	\$13,644.60
	Phoenix Fire Dept.	2024-PS-007	Sec. 402	\$44,666.00	\$12,148.26
	Phoenix Street Transportation	2024-PS-009	Sec. 402	\$140,000.00	\$119,819.50
	Tucson Medical Center	2024-PS-014	Sec. 402	\$30,000.00	\$30,000.00
	Valleywise Health	2024-PS-012	Sec. 402	\$9,210.00	\$9,210.00
	GOHS PI&E	2024-PS-500	Sec. 402	\$3,000.00	\$0.00
	GOHS Paid Media	2024-405g-500	Sec. 405g	\$50,000.00	\$0.00
Total Funds Spent (Pedestrian and Bicycle Safety)				\$730,066.00	\$599,850.23

Performance Results – Pedestrian and Bicycle Safety

According to ADOT State Crash Facts, the number of pedestrian and bicyclist fatalities decreased from 302 in 2022 to 271 in 2023. GOHS completed bicycle and pedestrian safety projects in FFY 2024 to help meet the performance target.

Project Descriptions

Pedestrian and Bicycle Safety Enforcement (PS-EN)

Project Description – This awarded funding for pedestrian and bicycle safety overtime. Enforcement efforts covered every aspect of pedestrian and bicycle safety. Often agencies include pedestrian safety media campaigns as part of their pedestrian safety overtime activities.

Pedestrian and Bicycle Safety Awareness (PS-AW, PS-Media)

Project Description – This awarded funding to agencies for pedestrian and bicycle safety awareness. Many agencies participated in Bicycle Safety Rodeos, events focused on engaging residents and making bicycle safety fun for youth cyclists. These Bicycle Safety Rodeos often include other highway safety messages involving pedestrian safety and proper child safety seat and seat belt use. Funds supporting these events were used for overtime and to purchase supplies, including bicycle helmets and pamphlets advertising the events. Other pedestrian and bicycle safety presentations were held at schools throughout the year. Funds also included paid/earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of Pedestrian and bicycle safety.



4.7 POLICE TRAFFIC SERVICES (PTS)

According to ADOT State Crash Facts in 2023, speed was a factor in 446 fatalities in Arizona. While speed-related fatalities have remained relatively constant for the past few years.

Addressing speeding and other aggressive driving behaviors requires strong enforcement laws. Fortunately, Arizona has a “Double Fine” program, which gives law enforcement officers the ability to suspend an individual’s driver’s license when eight or more points are accumulated within a 12-month period. The “Double Fine” program is extended to speeding more than the posted speed limit in construction zones when workers are present.

Arizona aggressively prosecutes and adjudicates red light violators. In addition to providing overtime for evidence-based Selective Traffic Enforcement Programs (STEP), the Governor’s Office of Highway Safety (GOHS) funds laser and radar guns, speed trailers and vehicles to apprehend aggressive drivers for several law enforcement agencies. GOHS has provided over \$140,000 in funds to several agencies to combat Street Racing, which has become a problem on the roadways.

Performance Assessment

Table 4.16 Performance Targets, Status and Measures (Police Traffic Services)

Performance Target	Performance Measure
<p>Performance Target: The C-1 Core Performance Outcome Measure was established with ADOT and FHWA. FARS data from 2017 - 2021 and 2022 state crash data were analyzed to project annual traffic fatalities for calendar years 2024-2026. This projection was then calculated into a 5-year rolling average for 2020-2023. The 2024-2026 targets for Core Performance Measure, C-1, are 1,267.4 for 2024, 1,242.1 for 2025 and 1,217.2 for 2026 total traffic fatalities based on a 5-year rolling average for the years of 2019-2023. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets. GOHS will fund priority programs to combat the rise of traffic fatalities on Arizona roadways.</p>	<p>C-1) Number of traffic fatalities</p> <p>Reduce total fatalities by 6% from 1,293 in 2022 to a current safety level of 1,217.2 (2024- 2026 rolling average) by 2026.</p>

Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of Traffic Fatalities at 1,200.0 for the fiscal year 2023 HSP. Based on the State 5-year rolling average actuals for 2018-2022, Number of Traffic Fatalities was 1,104.2. Based on this data, the projected target of 1,200.0 for 2023 was met.

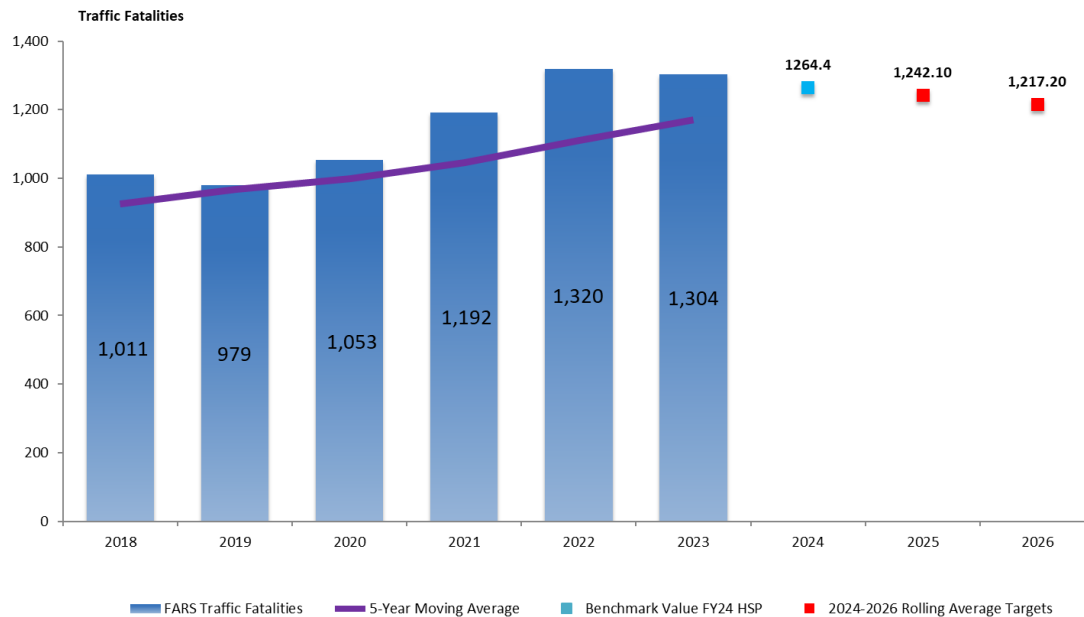
The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2024 target that aligns with the triennial HSP and GOHS will continue to promote the current

established projects. Based on state data to date, the projection is that there is a slight downward trend in serious traffic injuries. Despite the challenges in meeting the target, GOHS continues to allocate funds to various program areas within the HSP, focusing on enforcement, public awareness initiatives, community engagement, and education. In collaboration with ADOT and AZDPS, GOHS is helping develop a campaign aimed at influencing driver behavior to reduce crashes and fatalities on Arizona roads. This campaign includes various outreach efforts, such as social media content (both paid and organic), radio and TV advertisements, online ads, and out-of-home advertising.

*2022 Actuals and 2023 Targets are both on 5-year rolling averages.

Figure 15 Traffic Fatalities

The chart below shows the 5-year rolling average target for 2024-2026 total traffic fatalities.



Sources: FARS (2018-2023, Estimated 2024)

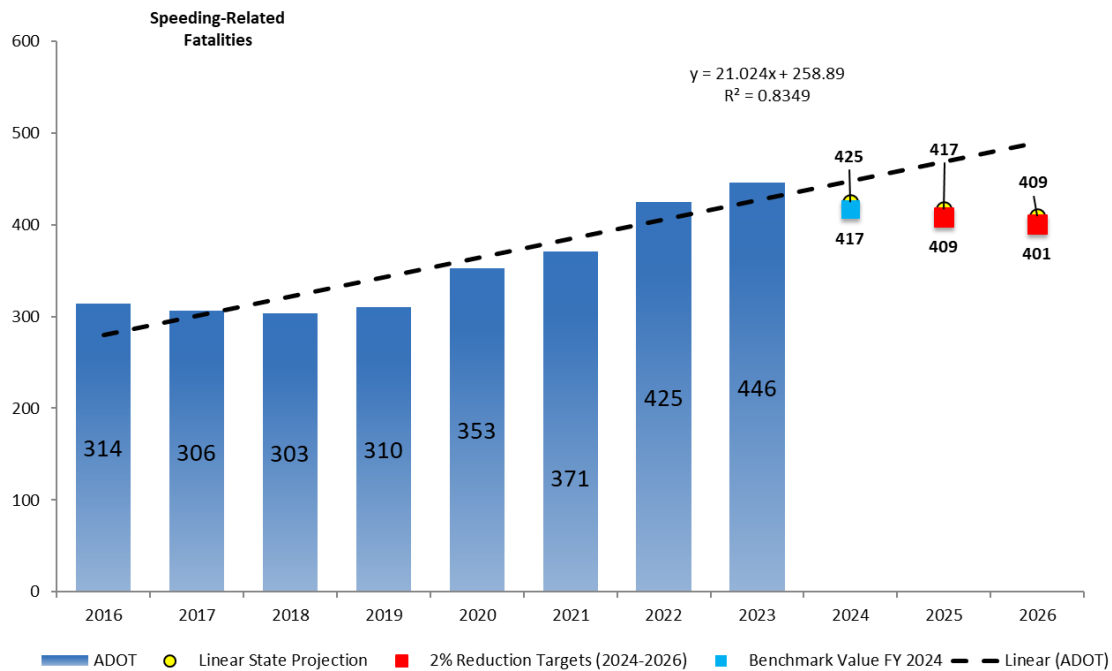
Retrieved January 2025

<p>Performance Target: GOHS developed a 3-year annual performance measure target by conducting a statistical forecasting analysis of 2016-2022 state fatality data. GOHS then conducts an annual linear state analysis of the data for each core performance measure to establish projected 2024-2026 numbers. GOHS has established an annual target reduction of 2% from current 2022 State Crash Data for 2024-2026. GOHS has set annual 2024-2026 targets of 417 for 2024, 409 for 2025 and 401 for 2026 for core performance measure C-6) number of speeding-related fatalities. Several factors can influence highway safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.</p>	<p>C-6) Number of speeding-related fatalities.</p> <p>Reduce speeding-related fatalities by 6% from 425 in 2022 to a current safety level of 401 (2024-2026 rolling average) by 2026.</p>
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Performance status: GOHS has targeted 333 number of speeding-related fatalities for the fiscal year 2023 HSP. However, the recently published 2023 State crash data shows that the actual number of speeding-related fatalities was 446. Based on this data, the projected target of 333 for 2023 was not met.

The performance report for the FY 2024-2026 HSP indicates that the state is not currently on track to meet the established performance target in the triennial HSP. In response, GOHS is actively reviewing funding opportunities for enforcement and educational grants aimed at reducing speeding-related fatalities and enhancing overall traffic safety. To address this issue, GOHS is collaborating with law enforcement agencies to develop new Speed Enforcement Task Forces, a proactive initiative designed to combat speeding-related traffic fatalities. GOHS will also collaborate with non-traditional partners, such as neighborhood watch group and community groups such as Estrella Supermoms to engage with communities that are overrepresented / underserved to provide education awareness for traffic safety.

Despite the challenges in meeting the target, GOHS remains committed to allocating funds across various program areas within the HSP. These efforts include enforcement, public awareness campaigns, community engagement, and education. Through these initiatives, GOHS aims to significantly reduce the total number of speeding-related fatalities on Arizona roadways.

Figure 16 Speeding-Related Fatalities

Sources: ADOT State Crash Data (2016- 2023, Estimate 2024)

Retrieved January 2025

Projects and Funding

Table 4.17 contains a list of the Police Traffic Services projects, the relevant performance measures, the funds spent on each project and the project status. These projects are grouped into the following planned activities:

- Selective Traffic Enforcement Program Overtime (PTS-EN);
- Selective Traffic Enforcement Program Equipment and supplies (PTS-EQ, PTS-MS);
- Selective Traffic Enforcement Program Awareness (PTS-AW; PTS-Media); and
- Roadway Safety Awareness (RS-AW).

Projects not implemented

Police Traffic Services (PTS) -

GOHS Traffic Safety Support-2024-PTS-501 \$10,000 - *Funds were not used in FFY 2024, but for FFY 2025 funds are reallocated for overall traffic safety support.

Table 4.17 FFY 2024 Police Traffic Services Projects**Related Performance Measure(s)**

Number of traffic fatalities.

Number of speeding-related fatalities.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Apache CSO	2024-PTS-001	Sec. 402	\$5,000.00	\$5,000.00
	Apache Junction PD	2024-PTS-002	Sec. 402	\$28,803.00	\$9,858.02
	ASU PD	2024-PTS-004	Sec. 402	\$38,000.00	\$23,686.17
	AZ DPS	2024-PTS-005	Sec. 402	\$40,000.00	\$40,000.00
	AZ DPS	2024-PTS-006	Sec. 402	\$150,000.00	\$141,889.25
	AZ DPS	2024-PTS-007	Sec. 402	\$40,000.00	\$31,981.46
	Benson PD	2024-PTS-008	Sec. 402	\$10,000.00	\$9,989.64
	Bisbee PD	2024-PTS-009	Sec. 402	\$34,123.46	\$24,855.66
	Buckeye PD	2024-PTS-010	Sec. 402	\$25,000.00	\$25,000.00
	Bullhead City PD	2024-PTS-011	Sec. 402	\$30,343.00	\$24,930.00
	Casa Grande PD	2024-PTS-012	Sec. 402	\$30,000.00	\$30,000.00
	Chandler PD	2024-PTS-013	Sec. 402	\$59,000.00	\$58,457.91
	Chino Valley PD	2024-PTS-014	Sec. 402	\$23,730.00	\$23,637.57
	Clifton PD	2024-PTS-015	Sec. 402	\$13,000.00	\$1,571.72
	Coconino CSO	2024-PTS-016	Sec. 402	\$13,955.00	\$13,862.89
	Coolidge PD	2024-PTS-017	Sec. 402	\$12,202.00	\$12,202.00
	Cottonwood PD	2024-PTS-018	Sec. 402	\$15,000.00	\$15,000.00
	Douglas PD	2024-PTS-019	Sec. 402	\$38,499.00	\$22,431.52
	El Mirage PD	2024-PTS-020	Sec. 402	\$27,117.00	\$19,794.52

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Eloy PD	2024-PTS-021	Sec. 402	\$28,800.00	\$25,540.10
	Florence PD	2024-PTS-022	Sec. 402	\$13,000.00	\$12,637.50
	Gila CSO	2024-PTS-023	Sec. 402	\$10,000.00	\$10,000.00
	Gila River PD	2024-PTS-024	Sec. 402	\$60,000.00	\$7,916.70
	Gilbert PD	2024-PTS-025	Sec. 402	\$77,671.00	\$77,528.32
	Glendale PD	2024-PTS-026	Sec. 402	\$79,000.00	\$79,000.00
	Globe PD	2024-PTS-027	Sec. 402	\$38,749.00	\$32,945.49
	Goodyear PD	2024-PTS-028	Sec. 402	\$30,000.00	\$29,720.46
	Graham CSO	2024-PTS-029	Sec. 402	\$15,000.00	\$15,000.00
	La Paz CSO	2024-PTS-030	Sec. 402	\$20,000.00	\$13,184.80
	Lake Havasu City PD	2024-PTS-031	Sec. 402	\$30,000.00	\$30,000.00
	Marana PD	2024-PTS-032	Sec. 402	\$59,871.00	\$58,929.04
	Maricopa CSO	2024-PTS-033	Sec. 402	\$61,224.00	\$57,426.19
	Maricopa PD	2024-PTS-034	Sec. 402	\$53,500.00	\$43,871.19
	Mesa PD	2024-PTS-035	Sec. 402	\$107,856.00	\$107,676.16
	NPS Grand Canyon	2024-PTS-036	Sec. 402	\$38,094.00	\$35,555.70
	Navajo CSO	2024-PTS-037	Sec. 402	\$12,600.00	\$6,902.86
	Nogales PD	2024-PTS-038	Sec. 402	\$10,000.00	\$8,629.09
	Oro Valley PD	2024-PTS-039	Sec. 402	\$52,504.25	\$48,720.26
	Paradise Valley PD	2024-PTS-040	Sec. 402	\$25,000.00	\$7,367.64
	Parker PD	2024-PTS-041	Sec. 402	\$15,000.00	\$10,441.36
	Payson PD	2024-PTS-042	Sec. 402	\$33,963.00	\$8,963.00

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Peoria PD	2024-PTS-043	Sec. 402	\$42,827.00	\$42,827.00
	Phoenix PD	2024-PTS-045	Sec. 402	\$245,000.00	\$200,783.29
	Pima CSD	2024-PTS-046	Sec. 402	\$29,226.00	\$29,225.92
	Pima PD	2024-PTS-047	Sec. 402	\$4,000.00	\$4,000.00
	Pinal CSO	2024-PTS-048	Sec. 402	\$75,000.00	\$74,757.87
	Pinetop-Lakeside PD	2024-PTS-049	Sec. 402	\$18,456.84	\$15,536.14
	Prescott PD	2024-PTS-050	Sec. 402	\$49,500.00	\$48,659.75
	Prescott Valley PD	2024-PTS-051	Sec. 402	\$35,289.00	\$31,249.05
	Quartzsite PD	2024-PTS-052	Sec. 402	\$13,910.00	\$8,430.70
	Queen Creek PD	2024-PTS-053	Sec. 402	\$60,275.00	\$58,238.60
	Safford PD	2024-PTS-054	Sec. 402	\$14,331.00	\$14,285.99
	Sahuarita PD	2024-PTS-055	Sec. 402	\$30,000.00	\$29,000.89
	Salt River PD	2024-PTS-056	Sec. 402	\$25,000.00	\$25,000.00
	San Luis PD	2024-PTS-057	Sec. 402	\$25,000.00	\$25,000.00
	Santa Cruz CSO	2024-PTS-058	Sec. 402	\$12,409.22	\$12,203.37
	Scottsdale PD	2024-PTS-059	Sec. 402	\$80,000.00	\$80,000.00
	Sedona PD	2024-PTS-060	Sec. 402	\$1,200.00	\$1,200.00
	Show Low PD	2024-PTS-061	Sec. 402	\$20,000.00	\$16,834.73
	Snowflake-Taylor PD	2024-PTS-062	Sec. 402	\$20,227.00	\$15,896.39
	Springerville PD	2024-PTS-063	Sec. 402	\$7,000.00	\$2,765.45
	St. Johns PD	2024-PTS-064	Sec. 402	\$7,000.00	\$1,370.03
	Surprise PD	2024-PTS-065	Sec. 402	\$43,003.00	\$38,526.59
	Tempe PD	2024-PTS-066	Sec. 402	\$160,501.01	\$160,501.01

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Tucson PD	2024-PTS-067	Sec. 402	\$40,000.00	\$40,000.00
	U of A PD	2024-PTS-068	Sec. 402	\$8,000.00	\$7,999.90
	Wellton PD	2024-PTS-069	Sec. 402	\$21,557.00	\$21,396.80
	Wickenburg PD	2024-PTS-070	Sec. 402	\$10,000.00	\$5,512.77
	Willcox PD	2024-PTS-071	Sec. 402	\$27,311.00	\$21,546.70
	Williams PD	2024-PTS-072	Sec. 402	\$1,920.00	\$1,920.00
	Winslow PD	2024-PTS-073	Sec. 402	\$15,000.00	\$14,002.36
	Yavapai CSO	2024-PTS-074	Sec. 402	\$20,281.00	\$15,245.07
	Yuma CSO	2024-PTS-075	Sec. 402	\$23,050.00	\$22,437.90
	Yuma PD	2024-PTS-076	Sec. 402	\$20,000.00	\$13,975.23
	Cochise CSO	2024-PTS-077	Sec. 402	\$23,306.22	\$22,745.92
	Tombstone MO	2024-PTS-078	Sec. 402	\$12,728.00	\$2,639.23
Selective Traffic Enforcement Program Materials and supplies (PTS-MS)	ADOT-ECD	2024-PTS-003	Sec. 402	\$30,491.00	\$28,510.73
Selective Traffic Enforcement Program Awareness (PTS-AW; PTS-Media)	Phoenix Fire Dept	2024-PTS-044	Sec. 402	\$15,000.00	\$3,023.87
	GOHS Paid Media	2024-PTS-500	Sec. 402	\$71,500.00	\$27,125.00
	GOHS Traffic Safety Support	2024-PTS-501	Sec. 402	\$10,000.00	\$0.00
Roadway Safety Awareness (RS-AW)	AZ. Transportation Ed. Foundation	2024-RS-001	Sec. 402	\$78,592.00	\$78,592.00
Total Funds Spent (Police Traffic Services)				\$2,953,496.00	\$2,515,212.42

Performance Results – Police Traffic Services

According to ADOT State Crash Facts in 2023, Speeding-related fatalities increased from 431 in 2022 to 446 in 2023. GOHS completed 80 police traffic services projects to help meet the performance target.

Project Descriptions

Selective Traffic Enforcement Program Overtime (PTS-EN)

Project Description – Funding was awarded to law enforcement agencies to conduct Selective Traffic Enforcement Programs (STEP) to enforce speed, aggressive driving, red light running and other traffic laws. Law enforcement agencies also focused on decreasing the danger of distracted driving through targeted enforcement.

Selective Traffic Enforcement Program Materials Equipment (PTS-EQ; PTS-MS)

Project Description – This awarded funding to law enforcement agencies to purchase equipment to aid in the enforcement of traffic laws. Equipment purchased included speed detection devices, speed displays and signs, cameras, vehicles and other equipment that will enhance selective traffic enforcement efforts. The backbone instrument of speed enforcement is the speed detection device, which comes in two common types: radar and Lidar. Both types accurately measure a target vehicle's speed. Speed detection devices were purchased with funding to enhance speed enforcement throughout the State of Arizona. Law enforcement agencies try to prevent speed-related collisions with equipment such as speed displays and signs. Speed trailers display a vehicle's speed to compare with the speed limit. The portability of the speed trailer lets the departments adapt and respond to citizens' input regarding roadways troubled with speeders. A portion of funds from STEP were spent on purchasing vehicles.

Selective Traffic Enforcement Awareness (PTS-AW, PTS-Media)

Project Description – Funds were awarded towards the awareness and education supporting local city and state laws such as House Bill 2318 for drivers of all ages living or traveling in Phoenix and across the state. Their program objectives were to decrease distracted driving habits, increase drivers focus and aid better decision making. Funds also included paid/earned media campaigns (electronic, print, radio, and broadcast) to promote public awareness of Speeding and reckless driving.

Selective Traffic Enforcement Awareness (RS-AW)

Project Description – This awarded funding to The Arizona Transportation Education Foundation to execute their "Share the Road" program. With effective communications and education campaigns, Arizona drivers will become more aware of how to safely operate their motor vehicle in an environment that is composed of pedestrians, bicycles, motorcycles, transit and commercial vehicles.

4.8 TRAFFIC RECORDS (TR)

Traffic records data are critical for identifying problem areas in need of attention by the Governor's Office of Highway Safety (GOHS) and its partners. The goal of Arizona's Traffic Records program is to ensure GOHS, the Arizona Department of Transportation (ADOT) and the law enforcement community can access accurate and complete data. The Arizona Traffic Records Coordinating Committee (TRCC) met three times during FFY 2024:

- July 10, 2024
- July 17, 2024
- July 29, 2024

GOHS funds projects that support improved collection, evaluation and analysis of traffic safety data. Expenses under this program area generally relate to equipment and materials. Arizona made great strides in data processing improvement including the redesign of the Crash Report Form and the implementation of Arizona Traffic and Criminal Software (AZTraCS) for data collection. TRCC, under the direction of GOHS and ADOT, continues to work on a number of projects to enhance data collection.

In FFY 2024, GOHS funded several agencies to purchase equipment for implementation projects of assisting agencies with the use of AZTraCS which allows local law enforcement agencies to electronically collect and submit crash data to the state traffic records system and electronically collect and submit citation data to the Administrative Office of the Courts.

Performance Assessment

Performance Target and status

Performance targets for traffic records data systems are not crash-based. However, these traffic records areas address the six nationally recognized data quality performance measures of timeliness, accuracy, completeness, uniformity, integration and accessibility.

Projects and Funding

Table 4.18 contains a list of Traffic Records projects, the relevant performance measures, the funds spent on each project and the project status. These projects are grouped into the following planned activity:

- Data Collection, Evaluation and Analysis (TR-DATA)

Projects not implemented

(N/A)

Table 4.18 FFY 2024 Traffic Records Projects**Related Performance Measure**

Traffic data timeliness, accuracy, and accessibility.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Data Collection, Evaluation and Analysis (TR-DATA)	ADOT	2024-405c-001	Sec. 405c	\$72,000.00	\$49,050.68
	ADHS	2024-405c-002	Sec. 405c	\$316,130.00	\$316,130.00
	Globe PD	2024-405c-003	Sec. 405c	\$19,087.00	\$19,087.00
	Tombstone MO	2024-405c-004	Sec. 405c	\$39,430.00	\$39,430.00
	U of A PD	2024-405c-005	Sec. 405c	\$54,485.00	\$54,485.00
	Pima CSD	2024-405c-006	Sec. 405c	\$83,162.73	\$83,162.73
	Tonto Apache PD	2024-405c-007	Sec. 405c	\$12,902.00	\$12,901.96
	GOHS DRE Software License	2024-405c-500	Sec. 405c	\$88,000.00	\$80,000.00
Total Funds Spent (Traffic Records)				\$685,196.73	\$654,247.37

Performance Results – Traffic Records

The Arizona traffic records system enables the timely collection and reporting of data elements necessary for problem identification, problem analysis and countermeasure evaluation in all areas of traffic safety. GOHS funded projects in FFY 2024 that awarded data collection and improved to data systems of several agencies. The goal is to have all Arizona law enforcement agencies utilize the electronic submission of crash reports to ADOT.

Project Descriptions

Data Collection, Evaluation and Analysis (TR-DATA)

Project Description – Several agencies received funds to purchase materials and supplies such as driver license scanners and printers that assisted in the timeliness and accuracy of this process to send electronic crash data to ADOT Traffic Records.

4.9 PLANNING AND ADMINISTRATION (PA)

The Planning and Administration program area includes the activities necessary for the overall management and operations of the Governor's Office of Highway Safety (GOHS).

Performance Assessment

Table 4.19 Performance Targets and Measures (Planning and Administration)

Performance Targets	Performance Measures
Process all subgrantee grants by October 1.	Percentage of grants processed by October 1.
Develop a coordinated Triennial Highway Safety Plan (3HSP) by July 1st.	Date the 3HSP was submitted.
Prepare GOHS the Annual Report by January 28th.	Date the Annual Report was submitted.
Monitor all grants per GOHS monitoring policy.	Percentage of subgrantee grants in full contract compliance by specified due dates.
Develop, coordinate, monitor, and evaluate traffic safety projects identified in the HSP.	Completed Project Monitoring Worksheets, Reports and Checklists by due dates.
Promote highway safety awareness through educational programs and public awareness campaigns.	None.

Projects and Funding

The 2024-2026 Highway Safety Plan included the following Planning and Administration projects.

Table 4.20 lists these projects along with its associated performance measures, funding sources and status.

Projects not implemented

(N/A)

Table 4.20 FFY 2024 Planning and Administration Project**Related Performance Measure**

Planning and administration activities supported progress toward all performance measures.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2024)
Planning and Administration (GOHS-PA)	GOHS	2024-PA-300	Sec. 402	\$600,000.00	\$541,136.57
405, 402 Planning and Administration (AI-PA, AL-PA, EM-PA, GOHS, MC-PA, OP-PA, PS-PA, PTS-PA, RS-PA, TR-PA)	GOHS	2024-AI-300	Sec. 402	\$45,573.00	\$21,102.11
	GOHS	2024-AL-300	Sec. 402	\$78,385.00	\$37,345.96
	GOHS	2024-405d-300	Sec. 405d	\$236,198.00	\$210,853.01
	GOHS	2024-EM-300	Sec. 402	\$21,875.00	\$9,999.18
	GOHS	2024-GOHS-500	Sec. 402	\$39,643.00	\$39,628.05
	GOHS	2024-MC-300	Sec. 402	\$9,115.00	\$3,368.13
	GOHS	2024-OP-300	Sec. 402	\$71,094.00	\$32,156.42
	GOHS	2024-PS-300	Sec. 402	\$41,927.00	\$17,376.14
	GOHS	2024-PTS-300	Sec. 402	\$136,719.00	\$77,370.00
	GOHS	2024-RS-300	Sec. 402	\$1,823.00	\$579.88
	GOHS	2024-TR-300	Sec. 402	\$38,792.00	\$35,937.57
Total Funds Spent (Planning and Administration)				\$1,321,144.00	\$1,026,853.02

Performance Results – Planning and Administration

GOHS met its measurable planning and administration performance targets for FFY 2024 including delivering the *FFY 2024 Annual Report* and the *FFY 2024-2026 Highway Safety Plan* in a timely manner.

Project Descriptions

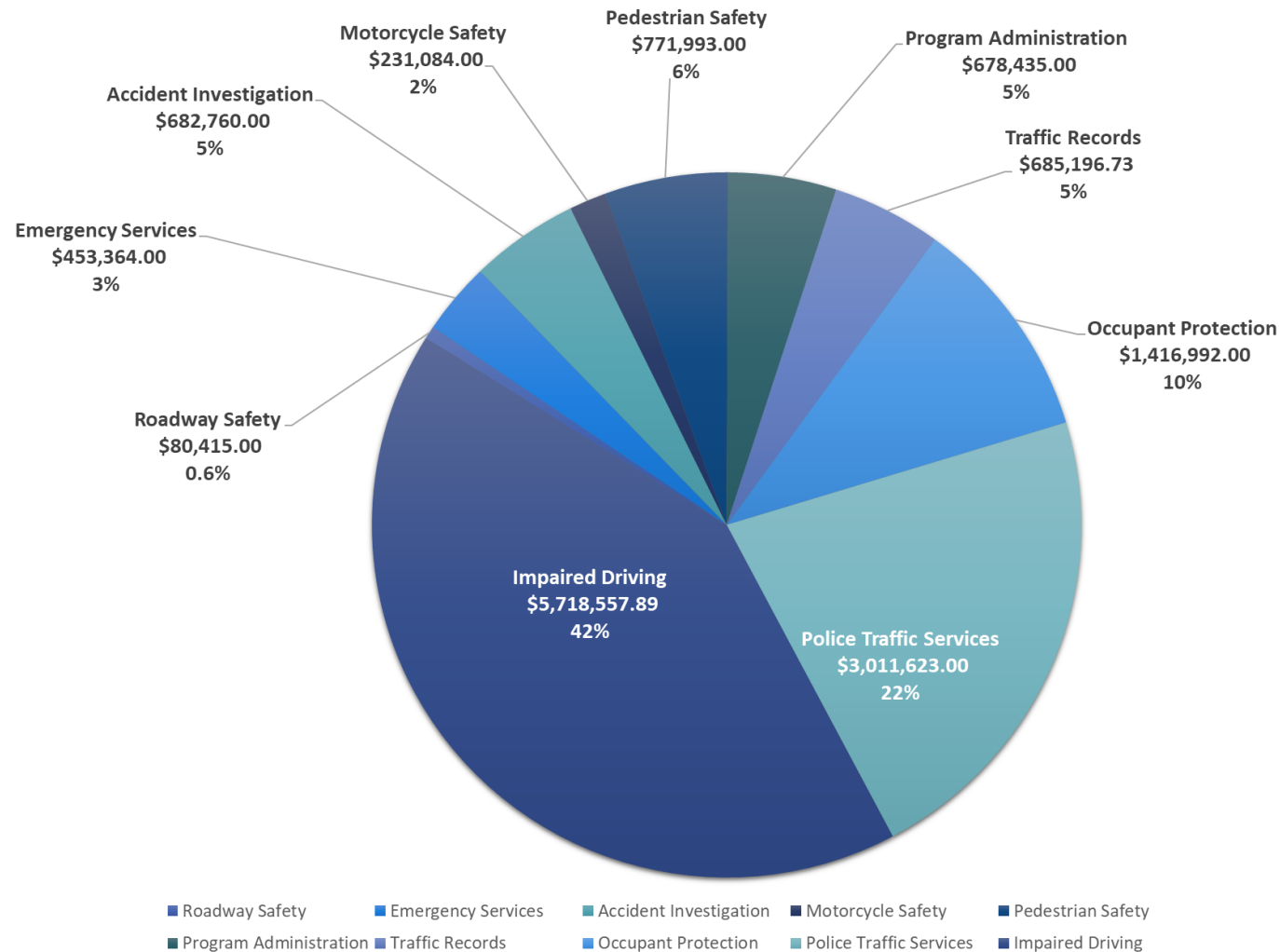
Planning and Administration (GOHS-PA)

Project Description – This project provided funding to GOHS to coordinate and monitor activities and projects relating to the planning and administration of the *FFY 2024-2026 Arizona Highway Safety Plan* and *2024 Annual Report*.

405, 402 Planning and Administration (AI-PA, AL-PA, EM-PA, GOHS, MC-PA, OP-PA, PS-PA, PTS-PA, RS-PA, TR-PA)

GOHS personnel administered and managed the 405 and 402 programs which included writing, managing and monitoring grants and contracts. GOHS personnel coordinated the activities and tasks outlined in the Highway Safety Plan and provided status reports and updates on project activity to the GOHS Director and other parties, as required. GOHS personnel monitored project activity, prepared and maintained project documentation and evaluated task accomplishments of their grant portfolios.

5.0 Cost Summary – FFY 2024 Fund Obligation



* Below is a summary of 2024 Highway Safety Program approved costs shown in Table 5.1 on the next pages.

Table 5.1 Highway Safety Program Cost Summary

State: Arizona

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

Status of Obligations and Expenditures

2024-FINAL

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Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
NHTSA									
FAST Act 405d Impaired Driving Int									
405d Impaired Driving Int									
	M7X-2024-00-00-00				\$47,300.00	\$47,300.00	\$0.00		\$0.00
	405d Impaired Driving Int Total				\$47,300.00	\$47,300.00	\$0.00		\$0.00
	FAST Act 405d Impaired Driving Int Total		\$0.00	\$47,300.00	\$47,300.00	\$47,300.00	\$0.00	\$0.00	\$0.00
FAST Act 405f Motorcycle Safety Programs									
405f Motorcycle Safety Programs									
	M11X-2024-00-00-00				\$40,547.73	\$40,547.73	\$0.00		\$0.00
	405f Motorcycle Safety Programs Total				\$40,547.73	\$40,547.73	\$0.00		\$0.00
	FAST Act 405f Motorcycle Safety Programs Total		\$0.00	\$40,547.73	\$40,547.73	\$40,547.73	\$0.00	\$0.00	\$0.00
BIL NHTSA 402									
Planning and Administration									
	PA-2024-00-00-00				\$518,769.58	\$518,769.58	\$997,601.51		\$0.00
	Planning and Administration Total				\$518,769.58	\$518,769.58	\$997,601.51		\$0.00
Impaired Driving									
	AL-2024-00-00-00				\$1,306,163.56	\$1,306,163.56	\$164,770.93		\$0.00
	Impaired Driving Total				\$1,306,163.56	\$1,306,163.56	\$164,770.93		\$0.00
Emergency Medical Services									
	EM-2024-00-00-00				\$387,539.57	\$387,539.57	\$38,450.15		\$0.00
	Emergency Medical Services Total				\$387,539.57	\$387,539.57	\$38,450.15		\$0.00
Motorcycle Safety									
	MC-2024-00-00-00				\$101,754.55	\$101,754.55	\$180,911.54		\$0.00
	Motorcycle Safety Total				\$101,754.55	\$101,754.55	\$180,911.54		\$0.00
Safety Belts									
	OP-2024-00-00-00				\$326,322.73	\$326,322.73	\$95,920.39		\$0.00
	Safety Belts Total				\$326,322.73	\$326,322.73	\$95,920.39		\$0.00
Pedestrian/Bicycle Safety									
	PS-2024-00-00-00				\$175,645.65	\$175,645.65	\$473,527.54		\$0.00
	Pedestrian/Bicycle Safety Total				\$175,645.65	\$175,645.65	\$473,527.54		\$0.00
Traffic Enforcement Services									
	PT-2024-00-00-00				\$2,211,005.75	\$2,211,005.75	\$51,650.53		\$0.00

Traffic Enforcement Services Total			\$2,211,005.75	\$2,211,005.75	\$51,650.53		\$0.00
Traffic Records							
TR-2024-00-00-00			\$37,424.83	\$37,424.83	\$20,252.23		\$0.00
Traffic Records Total			\$37,424.83	\$37,424.83	\$20,252.23		\$0.00
Crash Investigation							
AI-2024-00-00-00			\$399,135.49	\$399,135.49	\$580,789.91		\$0.00
Crash Investigation Total			\$399,135.49	\$399,135.49	\$580,789.91		\$0.00
Roadway Safety							
RS-2024-00-00-00			\$75,420.40	\$75,420.40	\$5,146.38		\$0.00
Roadway Safety Total			\$75,420.40	\$75,420.40	\$5,146.38		\$0.00
Heatstroke/Unattended passenger education							
UNATTD-2024-00-00-00			\$1,011.59	\$1,011.59	\$0.01		\$0.00
Heatstroke/Unattended passenger education Total			\$1,011.59	\$1,011.59	\$0.01		\$0.00
BIL NHTSA 402 Total	\$7,049,493.69	\$1,099,721.13	\$5,540,193.70	\$5,540,193.70	\$2,609,021.12	\$0.00	\$0.00
BIL 405b OP High							
405b OP High Uncommitted							
M1X-2024-00-00-00			\$609,393.02	\$609,393.02	\$0.00		\$0.00
405b OP High Uncommitted Total			\$609,393.02	\$609,393.02	\$0.00		\$0.00
BIL 405b OP High Total	\$0.00	\$609,393.02	\$609,393.02	\$609,393.02	\$0.00	\$0.00	\$0.00
BIL 405b OP Low							
405b OP Low Uncommitted							
M2X-2024-00-00-00			\$346,033.98	\$346,033.98	\$630,228.61		\$0.00
405b OP Low Uncommitted Total			\$346,033.98	\$346,033.98	\$630,228.61		\$0.00
BIL 405b OP Low Total	\$751,355.01	\$224,907.58	\$346,033.98	\$346,033.98	\$630,228.61	\$0.00	\$0.00
BIL 405c Data Program							
405c Data Program							
M3DA-2024-00-00-00			\$520,759.56	\$520,759.56	\$619,772.20		\$0.00
405c Data Program Total			\$520,759.56	\$520,759.56	\$619,772.20		\$0.00
405c Data Uncommitted							
M3X-2024-00-00-00			\$133,487.81	\$133,487.81	\$478,009.12		\$0.00
405c Data Uncommitted Total			\$133,487.81	\$133,487.81	\$478,009.12		\$0.00
BIL 405c Data Program Total	\$850,741.42	\$901,287.27	\$654,247.37	\$654,247.37	\$1,097,781.32	\$0.00	\$0.00
BIL 405d Impaired Driving Mid							
405d Impaired Driving Mid Uncommitted							
M5X-2024-00-00-00			\$2,735,412.67	\$2,735,412.67	\$1,181,927.05		\$0.00
405d Impaired Driving Mid Uncommitted Total			\$2,735,412.67	\$2,735,412.67	\$1,181,927.05		\$0.00
BIL 405d Impaired Driving Mid Total	\$3,000,392.71	\$916,947.01	\$2,735,412.67	\$2,735,412.67	\$1,181,927.05	\$0.00	\$0.00
BIL 405d Impaired Driving Int							
405d Impaired Driving Int Uncommitted							
M7X-2024-00-00-00			\$459,468.04	\$459,468.04	\$655,915.24		\$0.00
405d Impaired Driving Int Uncommitted Total			\$459,468.04	\$459,468.04	\$655,915.24		\$0.00

BIL 405d Impaired Driving Int Total	\$420,988.47	\$694,394.81	\$459,468.04	\$459,468.04	\$655,915.24	\$.00	\$.00
BIL 405f Motorcycle Programs							
405f Motorcycle Uncommitted							
M11X-2024-00-00-00			\$19,452.27	\$19,452.27	\$251,321.56		\$.00
405f Motorcycle Uncommitted Total			\$19,452.27	\$19,452.27	\$251,321.56		\$.00
BIL 405f Motorcycle Programs Total	\$92,436.27	\$178,337.56	\$19,452.27	\$19,452.27	\$251,321.56	\$.00	\$.00
BIL 405h Nonmotorized Safety							
405h Law Enforcement							
FHLE-2024-00-00-00			\$152,632.08	\$152,632.08	\$74,030.48		\$.00
405h Law Enforcement Total			\$152,632.08	\$152,632.08	\$74,030.48		\$.00
405h Nonmotorized Safety Uncommitted							
FHX-2024-00-00-00			\$6,471.15	\$6,471.15	\$421,731.31		\$.00
405h Nonmotorized Safety Uncommitted Total			\$6,471.15	\$6,471.15	\$421,731.31		\$.00
BIL 405h Nonmotorized Safety Total	\$.00	\$654,865.02	\$159,103.23	\$159,103.23	\$495,761.79	\$.00	\$.00
SUPPLEMENTAL BIL NHTSA 402							
Planning and Administration							
PA-2024-00-00-00			\$62,450.23	\$62,450.23	\$73,007.37		\$.00
Planning and Administration Total			\$62,450.23	\$62,450.23	\$73,007.37		\$.00
Traffic Enforcement Services							
PT-2024-00-00-00			\$.00	\$.00	\$240,746.13		\$.00
Traffic Enforcement Services Total			\$.00	\$.00	\$240,746.13		\$.00
SUPPLEMENTAL BIL NHTSA 402 Total	\$376,203.73	\$.00	\$62,450.23	\$62,450.23	\$313,753.50	\$.00	\$.00
SUPPLEMENTAL BIL 405b OP Low							
405b OP Low Uncommitted							
M2X-2024-00-00-00			\$6,240.81	\$6,240.81	\$40,519.61		\$.00
405b OP Low Uncommitted Total			\$6,240.81	\$6,240.81	\$40,519.61		\$.00
SUPPLEMENTAL BIL 405b OP Low Total	\$46,760.42	\$.00	\$6,240.81	\$6,240.81	\$40,519.61	\$.00	\$.00
SUPPLEMENTAL BIL 405c Data Program							
405c Data Uncommitted							
M3X-2024-00-00-00			\$.00	\$.00	\$52,945.71		\$.00
405c Data Uncommitted Total			\$.00	\$.00	\$52,945.71		\$.00
SUPPLEMENTAL BIL 405c Data Program Total	\$52,945.71	\$.00	\$.00	\$.00	\$52,945.71	\$.00	\$.00
SUPPLEMENTAL BIL 405d Impaired Driving Mid							
405d Impaired Driving Mid Uncommitted							
M5X-2024-00-00-00			\$187,228.49	\$187,228.49	\$.00		\$.00
405d Impaired Driving Mid Uncommitted Total			\$187,228.49	\$187,228.49	\$.00		\$.00
SUPPLEMENTAL BIL 405d Impaired Driving Mid Total	\$187,228.49	\$.00	\$187,228.49	\$187,228.49	\$.00	\$.00	\$.00
SUPPLEMENTAL BIL 405d Impaired Driving Int							

405d Impaired Driving Int Uncommitted

M7X-2024-00-00-00

\$22,429.58

\$22,429.58

\$48,699.81

\$.00

**405d Impaired Driving Int
Uncommitted Total****\$22,429.58****\$22,429.58****\$48,699.81****\$.00****SUPPLEMENTAL BIL 405d
Impaired Driving Int Total****\$26,270.23****\$44,859.16****\$22,429.58****\$22,429.58****\$48,699.81****\$.00****\$.00****SUPPLEMENTAL BIL 405f Motorcycle Programs****405f Motorcycle Uncommitted**

M11X-2024-00-00-00

\$.00

\$.00

\$14,728.08

\$.00

**405f Motorcycle Uncommitted
Total****\$.00****\$.00****\$14,728.08****\$.00****SUPPLEMENTAL BIL 405f
Motorcycle Programs Total****\$5,752.75****\$8,975.33****\$.00****\$.00****\$14,728.08****\$.00****\$.00****BIL 405g Nonmotorized Safety 24-26****405g Nonmotorized Safety Uncommitted**

BGX-2024-00-00-00

\$97,613.71

\$97,613.71

\$404,440.54

\$.00

**405g Nonmotorized Safety
Uncommitted Total****\$97,613.71****\$97,613.71****\$404,440.54****\$.00****BIL 405g Nonmotorized Safety
24-26 Total****\$502,054.25****\$.00****\$97,613.71****\$97,613.71****\$404,440.54****\$.00****\$.00****SUPPLEMENTAL BIL 405g Nonmotorized Safety 24-26****405g Nonmotorized Safety Uncommitted**

BGX-2024-00-00-00

\$10,335.67

\$10,335.67

\$20,909.57

\$.00

**405g Nonmotorized Safety
Uncommitted Total****\$10,335.67****\$10,335.67****\$20,909.57****\$.00****SUPPLEMENTAL BIL 405g
Nonmotorized Safety 24-26 Total****\$31,245.24****\$.00****\$10,335.67****\$10,335.67****\$20,909.57****\$.00****\$.00****NHTSA Total****\$13,393,868.39****\$5,421,535.62****\$10,997,450.50****\$10,997,450.50****\$7,817,953.51****\$.00****\$.00****Total****\$13,393,868.39****\$5,421,535.62****\$10,997,450.50****\$10,997,450.50****\$7,817,953.51****\$.00****\$.00**

6.0 Addendum – Seat Belt Survey

The Governor's Office of Highway Safety commissioned a study to determine the 2024 statewide seat belt use rate. Data was also gathered on drivers' use of handheld cell phones. This study was conducted by the Preusser Research Group Inc. The study involved the same research design utilized in the 2024 Seat Belt Survey. The procedures used were developed for data collection, validation and quality control that are consistent with the National Highway Traffic Safety Administration requirements and similar to past practices in the State.

In Table 6.1 below the statewide results are shown. The 2024 seat belt use rate of 89.5 percent represents an increase of 1.70 percentage points from 2023. Handheld cell phone use, by 5.4 percent of drivers, was down from 5.8% in 2023.

Table 6.1 Seat Belt Survey Summary Data

Study Year	Seat Belt Use			Child Safety Restraint Use	Motorcycle Helmet Use	Cell Phone Use
	Total	Drivers	Passengers			
2024	89.5%	89.1%	91.5%	N/A	N/A	5.4%
2023	87.8%	89.0%	90.6%	82%	N/A	5.8%
2022	87.0%	90.2%	91.0%	N/A	N/A	4.3%
2021	88.8%	90.3%	93.5%	N/A	N/A	5.1%
*2020	N/A	N/A	N/A	83%	N/A	N/A
2019	90.6%	92.1%	95.4%	N/A	N/A	6.2%
2018	85.9%	88.4%	90.8%	N/A	N/A	6.2%
2017	86.1%	86.1%	86.0%	N/A	69.8%	6.7%
2016	88.0%	88.2%	87.3%	N/A	61.9%	9.1%
2015	86.6%	87.1%	84.8%	N/A	59.6%	8.0%
2014	87.2%	87.1%	87.7%	N/A	61.5%	6.7%
2013	84.7%	84.7%	84.0%	N/A	73.9%	7.4%
2012	82.2%	82.6%	80.2%	75.0%	58.4%	6.2%
2011	82.9%	83.5%	80.6%	79.1%	58.0%	8.3%
2010	81.8%	82.3%	79.9%	78.0%	56.4%	6.6%
2009	80.8%	82.0%	75.4%	87.2%	69.3%	8.3%
2008	79.9%	81.4%	73.3%	80.1%	67.3%	8.1%
2007	80.9%	82.5%	72.7%	86.2%	74.6%	14.6%

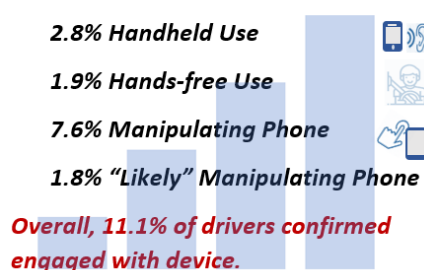
Source: Preusser Research Group.

* GOHS took advantage of the NHTSA CARES waiver act to use FY 2019 seatbelt rate for the FFY 2021 HSP. In CY 2020, GOHS did have Preusser Research Group conduct a Child Seat and Distracted Driving survey.

7.0 Addendum – Distracted Driving Observational Survey

The Arizona Legislative passed and the Governor signed a bill to prohibit Distracted Driving including texting, and cell phone use that took effect on January 1, 2021 statewide. In November of 2020 (FFY 2021), The Governor’s Office of Highway Safety commissioned a study to determine the 2021 statewide distracted Driving rate. This study was conducted by the Preusser Research Group Inc. Preusser Research Group (PRG) conducted an observational survey that measured driver phone use at 86 sites spread across the State of Arizona, specifically in the following counties: Coconino, Maricopa, Pima, Pinal, and Yavapai. Observations were completed between the hours of 7 A.M. and 6 P.M, and all sites were surveyed for 45 minutes each day, for all seven days of week. PRG observed a total of 19,509 drivers. Drivers were counted as either: **Handheld Use** (on a call; phone on or near ear), **Hands-free Use** (on a call, but not holding phone), **Manipulating/“Likely” Manipulating Phone**¹ (e.g., Texting, Dialing, Scrolling). Data were explored by individual category and combined².

Results



Types of cell phone usage while driving differed by county. Handheld usage was lowest in Coconino (1.7%) and highest in Pinal County (4.6%). Hands-free usage was lowest in Yavapai (0.6%), and highest in Pima County (5.1%). Phone manipulation was observed at much higher levels in Pinal (12.8%) and Pima (11.1%) counties, thus contributing to their comparatively higher overall usage. Also, manipulation was observed far more than handheld or hands-free use regardless of county (with the exception of Yavapai, where overall usage was lowest).

County	N Observed	% Using (Any) ³	% Handheld Use	% Hands-free Use	% Manipulating	% “Likely” Manipulating
Coconino	3078	8.8%	1.7%	0.7%	7.0%	2.7%
Maricopa	11198	9.6%	2.8%	1.3%	6.9%	1.9%
Pima	3186	18.0%	3.6%	5.1%	11.1%	0.4%
Pinal	827	20.1%	4.6%	4.8%	12.8%	0.6%
Yavapai	1220	6.1%	2.7%	0.6%	3.2%	2.7%

¹ “Likely” refers to phone not seen, but manipulation or reading a message was likely based on body “language.”

² Phone use, whether handheld or hands-free, was at times paired with manipulation. For instance, drivers could be engaged in BOTH handheld use and manipulation when using a handheld cell phone on speaker mode.

³ Does not include “Likely” Manipulating. Percentages adjusted for combined use and manipulating.

8.0 Addendum - Child Restraint Observational Survey

The Arizona Governor's Office of Highway Safety (AZGOHS) contracted with Preusser Research Group, Inc. (PRG) in 2024 to develop an observational survey that estimated child restraint usage across the State of Arizona. The survey included one-hour observation periods across 86 distinct site locations. These sites were spread across five counties (Coconino, Maricopa, Pima, Pinal, and Yavapai), with an emphasis on selecting the most populated areas for observations. This inaugural survey was conducted in November 2020 (FFY 2021). For the 2023 survey, conducted in October, observers utilized 80 site locations. Trained data collectors were positioned near daycare centers, schools, shopping centers, recreational areas, and fast-food restaurants. These sites were selected to maximize the likelihood of an increased number of children in the observed vehicles at the selected locations. Data was collected electronically this iteration, instead of pen and paper, and included: estimated age of child passenger(s) (ages: <1; 1-3; 4-5; 6-12); types of restraint used per child (front/rear facing car seats, boosters, belts); and vehicle type the child was riding in (car, SUV, pickup, van).

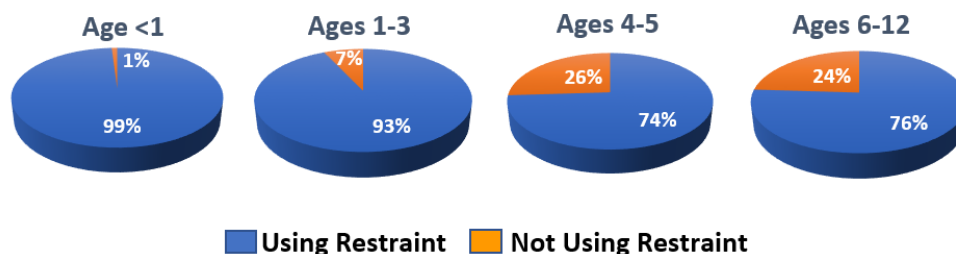
Survey Results

Observers collected child restraint use data on 3,577 children riding in 3,009 passenger vehicles. In most cases, information was collected on a single child per vehicle. However, observers were able to collect data on multiple children in some instances (up to a maximum of three children per vehicle). **The survey results indicated that 82 percent (+/- 1.96; 95% confidence) of children, ages 0-12, were restrained across the State of Arizona.** This was down one percentage point from the 2020 estimate of 83 percent.

Usage by Age Category

Observers estimated the age category for child passengers in most cases. Age category was recorded for 3,561 of the 3,577 observed children where restraint status could be determined. The survey results indicated that the youngest children (age <1; n=324) were visibly restrained most often (**99%**), followed by the next youngest age group (ages 1-3; n=769) at **93 percent**. Children ages 4 to 5 (n=697) were observed restrained least often (**74%**). Older children (ages 6-12; n=1771) were restrained **76 percent** of the time.

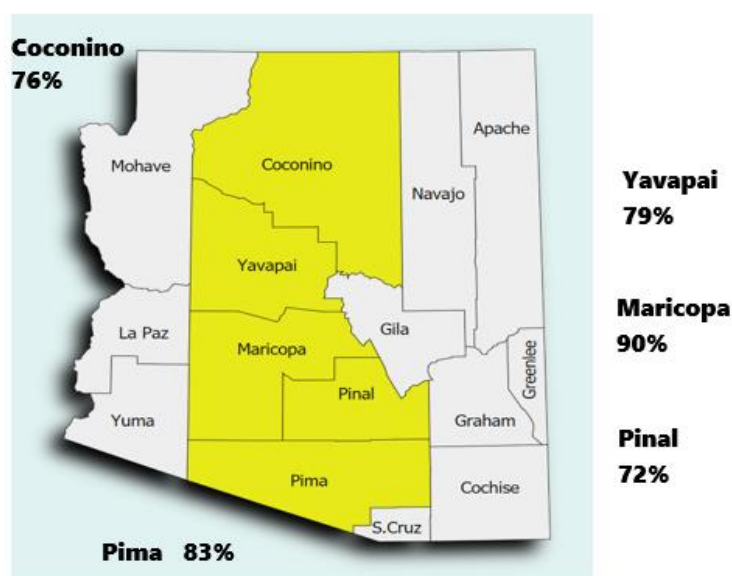
RESTRAINT USAGE BY AGE CATEGORY



Restraint Use by County

Restraint use for children up to age 12 by county is displayed in the figure below. **Results presented by county for infants should be interpreted with some caution given the relatively small number of observations within some counties.** Future surveys may allow the combination of observations across years to provide higher numbers of observations and more confidence in any reported differences between counties. The use rate in Pinal County (72%) was lower compared to the other four counties. Maricopa County had a 90 percent use rate and was the highest of the counties observed. The table below shows the number of observations by county and by child age category for each county.

OVERALL CHILD RESTRAINT USE (AGES 0-12) BY COUNTY



2023 NUMBER/USE BY AGE AND COUNTY

							RESTRAINT USE BY AGE CATEGORY			
	Age <1	Age 1 to 3	Age 4 to 5	Age 6 to 12	Age Unk	County Total	Age <1	Age 1 to 3	Age 4 to 5	Age 6 to 12
Coconino	48	139	142	270	3	602	100%	96%	72%	64%
Maricopa	136	235	54	680	3	1108	99%	98%	79%	86%
Pima	55	176	185	223	4	643	98%	87%	83%	75%
Pinal	43	118	115	212	1	489	98%	86%	59%	66%
Yavapai	42	101	201	386	5	735	100%	96%	76%	74%
Total		769	697	1771	16	3577	99%	93%	74%	76%