



Federal Fiscal Year 2025 Annual Report

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State of Arizona Highway Safety Annual Report

Federal Fiscal Year 2025

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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, Infrastructure Investment & Jobs Act (IIJA). GOHS has reviewed and implemented the IIJA 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 decreased from 1,304 in 2023 to 1,228 in 2024. 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

- GOHS applied for the 5-year State Electronic Data Collection (SEDC) grant and awarded 7.3 million. This grant will enhance Arizona's crash data system that is managed by the Arizona Department of Transportation (ADOT). In year 1, 2025 nine-law enforcement agencies received grant agreements.
- In FFY 2025, GOHS collaborated with five Phlebotomy colleges throughout the State of Arizona – Cochise Community College, Eastern Arizona College, Gateway Community 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.
- GOHS collaborated with the Arizona Department of Health Services (ADHS) to begin creating an online resource on roadway safety to protect the health and safety of residents and visitors across the state. The information will contain statewide traffic safety resources and housed on the GOHS website at <https://gohs.az.gov/statewide-highway-safety-resources>.
- The International Association of Chiefs of Police's (IACP) preliminary numbers for all state who report Drug Recognition Expert (DRE) evaluations is showing that Arizona moving from #4 in the nation to #3. Arizona was at 1,883 evaluations with 304 active DREs.
- Law enforcement agencies made over 1,360,936 traffic stops in 2025, DUI arrests totaled just over 27,033.
- The percentage of motorists wearing seat belts was 89.4% in FY 2025 with a Secondary Seat Belt Law in the Arizona statutes. This is a slight decrease of 89.5% in FY 2024. For FY 2026 GOHS will continue to support seat belt and child safety awareness for Arizonans.
- GOHS provided grant funds over \$400,000 to purchase over child safety/booster seats in FFY 2025. Through numerous organizations, over 5,000 child safety/booster seats were installed for FFY 2025. Eleven tribes received car seat safety education and properly fitted seats, installed and checked by a Certified Child Passenger Safety Technician.
- GOHS reviewed more than 305 grant proposals submitted and awarded 291 grants to 135 agencies/organizations for FFY 2025.
- GOHS has five National Child Passenger Safety Technicians, as an additional employee (1) was certified in FFY 2025.

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 2026. 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 Season DUI Enforcement, and the Drive Sober or Get Pulled Over 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 2024-2026 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 2024.

Table 1.1 Arizona Crash Factors as Total Fatalities 2024

Speeding Related	Unrestrained Vehicle Occupant	Pedestrians	Alcohol-Impaired Driving*	Motorcyclists	Drivers Age 20 and Younger	Bicyclists
417	340	263	347	219	185	44

Source: ADOT State Crash Facts 2024

*FARS 2023 (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.
- **Section 1906 Racial Profiling Data Collection** – To collect and maintain data on traffic stops; evaluate the results of the data; and develop and implement programs, public outreach and training to reduce the impact of traffic stops.

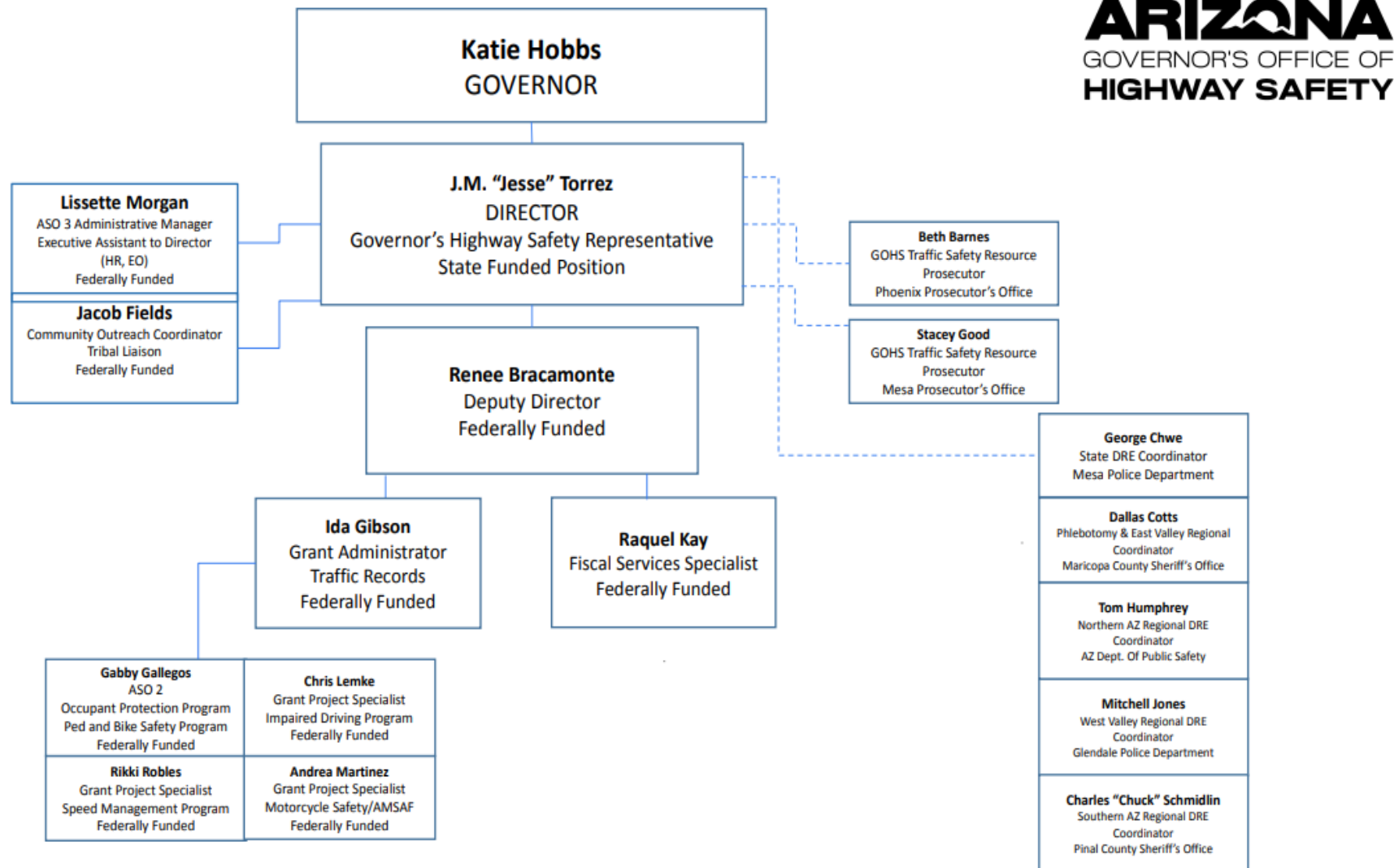
1.5 ARIZONA GOHS MISSION

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

The Director, J.M. "Jesse" Torrez, who is appointed by and reports to the Governor of Arizona, Katie Hobbs, leads GOHS. 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, Raquel Kay; and grant project specialists. The dotted lines in the organizational chart (Figure 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 2025. 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 2025				
	FY 2025				
	Target Period	Target Year(s)	Benchmark Value for FY 25 listed in 3HSP	Data Source*/ FY 25 Progress Results	On Track to Meet FY 25 Benchmark Y/N/ In-Progress
C-1) Total Traffic Fatalities	5 year	2021-2025	1,242.1	2020 – 2024 FARS 1,219.0	Yes
C-2) Serious Injuries in Traffic Crashes	5 year	2021-2025	3,619.6	2020 – 2024 STATE 3,580	Yes
C-3) Fatalities/VMT	5 year	2021-2025	1.69	2020 – 2024 FARS 1.68	Yes
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	3 years	2024-2026	267	2024 State 340	No
C-5) Alcohol-Impaired Driving Fatalities	3 years	2024-2026	405	*2023 FARS 429	No
C-6) Speeding-Related Fatalities	3 years	2024-2026	409	2024 State 417	No
C-7) Motorcyclist Fatalities	3 years	2024-2026	218	2024 State 219	No
C-8) Unhelmeted Motorcyclist Fatalities	3 years	2024-2026	76	2024 State 65	Yes
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	3 years	2024-2026	145	2024 State 185	No
C-10) Pedestrian Fatalities	3 years	2024-2026	290	2024 State 263	Yes
C-11) Bicyclist Fatalities	3 years	2024-2026	46	2024 State 44	Yes
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	3 years	2024-2026	89.0%	89.4%	Yes

Activity Measures	FFY 2025
Seat belt citations	17,060
Impaired driving arrests	26,711
Speeding citations	312,733

Sources: ADOT State Crash Facts 2024
 2025 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 unavailable for FFY 2024. 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.

Table 2.2 Arizona Highway Safety Trends

	2020	2021	2022	2023*	2024*	5-Year ^a Average
Fatalities	1,053	1,192	1,320	1,304	1,228	1,219
Serious Traffic Injuries	3,129	3,920	3,867	3,786	3,580	3,656.4
Fatalities/100M VMT	1.60	1.62	1.73	1.73	1.74	1.68
Passenger Unrestrained Vehicle Occupant Fatalities	237	300	271	254	340	280
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	297	437	455	429	NA	375
Speeding-Related Fatalities	337	359	426	446	417	397
Motorcycle Fatalities	161	167	232	262	219	208
Unhelmeted Motorcycle Fatalities	75	76	80	75	65	74
Drivers Age 20 or Younger in Fatal Crashes	120	149	157	188	185	158
Pedestrian Fatalities	235	261	307	273	263	268
Bicycle Fatalities	32	45	51	44	44	43
Percent Observed Belt Use for Passenger Vehicles	90.6%	88.8%	87.0%	87.8%	89.5%	88.5%
Number of Seat Belt Citations Issued	21,603	25,953	22,096	20,187	17,254	21,419
Number of Impaired Driving Arrests Made ^b	26,166	31,167	29,693	28,798	26,508	28,466
Number of Drug Impaired Driving Arrests Made ^c	7,687	8,895	6,226	5,369	5,116	6,659
Number of Other Citations (including speed) Issued	472,805	547,122	523,868	633,525	650,158	565,496
Number of grant funded DUI Checkpoints/Saturation Patrols ^d	1/3,853	1/3,714	1/4,053	1/4,094	1/3,826	1/3,908

Source: Serious Traffic Injuries – ADOT
 Fatalities/100M VMT – Estimated per FARS 2020-2023 and ADOT /GOHS 2024 Crash Facts Report
 *All Data – FARS 2020-2023 and ADOT State Crash Facts for 2024. The difference between the requirements from pulling data from ADOT State Crash files, therefore C-5 for 2024 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 2020-2023 and ADOT 2024 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:

The GOHS Community Outreach Coordinator assisted with coordinating the organization of the 2025 West Valley Cycle Memorial and the Goodyear Police Department for the Memorial Ride in February 2025. For FFY 2025 Goodyear Police Department was awarded federal funding for Pedestrian and Bicycle Safety for the City of Goodyear.

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. On May 15, the City of Phoenix hosted a Bike Work Day and GOHS attended the event. This was an opportunity to engage with the community about bicycle safety topics. GOHS designed a pedestrian and bicycle brochure about program safety.

Occupant Protection Program:

GOHS Occupant Protection Coordinator collaborated with the Ak-Chin Indian Community to host a second certification class on February 25, 2025. With continued support from GOHS, this increased the number of certified passenger safety technicians (CPSTs) in both the Ak-Chin community and throughout Pinal County; an additional 15 CPSTs were certified.

After establishing new partnerships, GOHS continues to attend tribal events as it takes time to build and establish meaningful collaborations. Often, it is the tribal community taking the lead and GOHS providing support when requested. The most recent collaboration was providing following tribal communities throughout the state with car seat education and awareness. The tribal communities below received child safety seats in FY 2025.

Ak-Chin Indian Community
Cocopah Indian Tribe
Fort McDowell Tribe
Fort Mohave Indian Community
Fort Yuma Indian Tribe
Hopi Tribe

Phoenix Indian Medical Center
Salt River Pima Maricopa Indian Community
San Carlos Apache Tribe
Tohono O'odham Tribe
White Mountain Apache Tribe

Through the occupant protection program, approximately 936 car seats were purchased, with a total value of about \$72,995.00.

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 2025 grant funding virtual training session for current and potential sub-grantees on February 12, 2025. There were over 290 attendees from 115 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 Infrastructure Investment & Jobs Act (IIJA). To streamline the process an electronic form was created by GOHS and shared with law enforcement entities in February of 2024. GOHS felt that an electronic form would provide easier accessibility for agencies as this was an additional component for them to complete. The training information and LE community collaboration activity form is accessible on the GOHS website.

Seventy-three electronic responses were collected, (24) were within Maricopa County (33%). The remaining (49) were from other counties (67%). There was an increase of 55.7% more responses

from agencies than the previous year. With the increase of responses, there was representation from 13 of the 15 counties within Arizona. GOHS will work with direct and one on one support with two of the law enforcement agencies within one of the counties.

For FFY 2025, GOHS will continue to include the form electronic link in the quarterly reports for law enforcement agencies to easily access. GOHS will contact agencies shortly after their submission if there are any follow up questions. With agencies experiencing staffing changes, quicker follow up will increase accuracy of details provided on the form. One on one support with law enforcement agencies is also available through virtual and in person meetings. A GOHS Grant Workshop was held on September 3 with agencies in Coconino & Yavapai County.

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.

GOHS uses the following data sources:

1. Fatality Analysis Reporting System (FARS) – FARS is a national data collection system that contains information on all known motor vehicle traffic crashes in which there was at least one fatality;
2. NHTSA Fatality and Injury Reporting System Tool (FIRST) – This query tool allows a user to construct customized queries from FARS and from the Crash Report Sampling System (CRSS);
3. NHTSA State Traffic Safety Information (STSI)- STSI is an information portal for state or county specific data;
4. United State Census bureau data (www.Census.gov);
5. Arizona Motor Vehicle Crash Facts - This publication is an annual statistical review of the motor vehicle crashes in the State of Arizona;
6. Arizona Department of Transportation Crash Records Information System (CRIS) - CRIS is the central repository for crash data within Arizona;
7. Arizona Seat Belt and Driver Survey - A study to determine the statewide seat belt use rate;
8. GOHS Enforcement Reporting System - A statistical reporting system of DUI and all other traffic enforcement activities for law enforcement agencies;
9. GOHS public engagement surveys conducted.

The data validates that the four leading causes of fatalities and serious injuries from vehicular collisions in Arizona are unrestrained passenger vehicle occupants, speeding and reckless driving, impaired driving and pedestrians respectively. Consequently, the majority of funding in the Highway Safety Plan is allocated to include Police Traffic Services, Impaired Driving, and Occupant Protection. While law enforcement agencies around Arizona receive HSP funding to conduct impaired, speeding, and occupant protection enforcement, the majority enforcement funds are focused in the counties of Maricopa and Pima. These two counties account for

approximately over 80% of the State's total population based on 2022 population estimates from the Arizona Office of Economic Opportunity.

GOHS applied for the State Electronic Data Collection (SEDC) grant for Arizona in FFY 2025. This grant will enhance Arizona's crash data system that is managed by ADOT to support data collection throughout the state. 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. Arizona was awarded 7.3 million in funding. The funding will be used to align the crash form with the Model Minimum Uniform Crash Criteria (MMUCC) Six Standards for Federal Compliance. Collaboration on this process has included ADOT and various law enforcement agencies throughout the state.

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 2025* 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
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 2020-2024. 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.	C-1) Number of traffic fatalities 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.

Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of Traffic Fatalities at 1,267.4 for the fiscal year 2024 HSP. Based on the State 5-year rolling average actuals for 2019-2023, Number of Traffic Fatalities was 1,219.0. Based on this data, the projected target of 1,267.4 for 2024 was met.

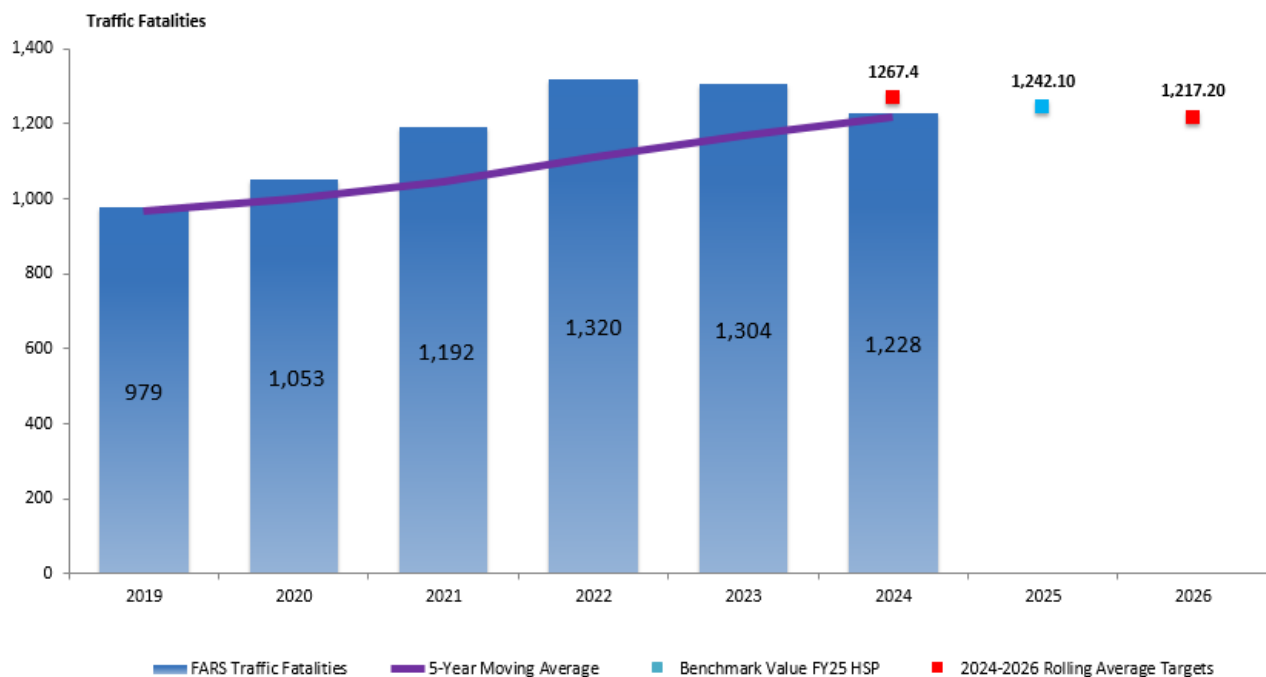
The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2025 target that aligns with the triennial HSP and GOHS will continue to promote the current established projects. Based on state data to date, the projection is that there is a slight downward trend in serious 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.

*2023 Actuals and 2024 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 (2019-2024)

Retrieved January 2026

Performance Target	Performance Measure
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,	C-2) Number of serious injuries in traffic crashes (State crash data files) 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.

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.

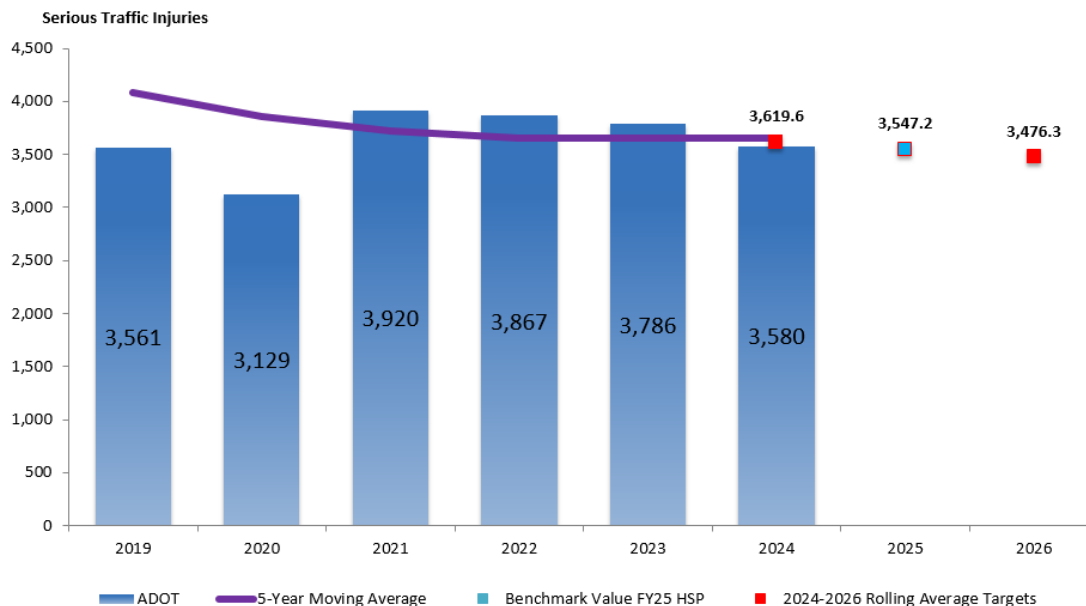
Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of serious injuries in traffic crashes at 3,619.6 for the fiscal year 2024 HSP. The recently published 2024 State Crash data shows that the number of serious injuries in traffic crashes was 3,580. Based on this data, the projected target of 3,619.6 for 2024 was met.

The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2025 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.

*2023 Actuals and 2024 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 (2019-2024)

Retrieved January 2026

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) -
(N/A)

Table 4.2 FFY 2025 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 2025)
Accident Investigation Materials and Supplies (AI-MS)	Coolidge PD	2025-AI-004	Sec. 402	\$15,151.00	\$13,724.46
	Eloy PD	2025-AI-006	Sec. 402	\$8,800.00	\$2,843.50
Accident Investigation Overtime (AI-OT)	AZ DPS	2025-AI-001	Sec. 402	\$40,000.00	\$39,999.97
	Buckeye PD	2025-AI-002	Sec. 402	\$30,213.00	\$24,885.48
	Pinal CSO	2025-AI-014	Sec. 402	\$15,000.00	\$14,948.11
	Yavapai CSO	2025-AI-020	Sec. 402	\$30,820.00	\$23,481.07
Accident Investigation Training and supplies (AI-TR)	Bullhead City PD	2025-AI-003	Sec. 402	\$54,003.00	\$49,426.00
	Douglas PD	2025-AI-005	Sec. 402	\$15,150.00	\$13,542.65
	Gilbert PD	2025-AI-007	Sec. 402	\$22,018.00	\$13,382.24
	Glendale PD	2025-AI-008	Sec. 402	\$33,481.00	\$32,972.56
	Goodyear PD	2025-AI-009	Sec. 402	\$11,810.00	\$8,413.93
	Lake Havasu PD	2025-AI-010	Sec. 402	\$3,072.00	\$3,072.00
	Maricopa CSO	2025-AI-011	Sec. 402	\$84,300.00	\$71,305.13
	Mesa PD	2025-AI-012	Sec. 402	\$12,270.00	\$5,466.37
	Pima CSD	2025-AI-013	Sec. 402	\$8,852.00	\$6,150.29
	Sahuarita PD	2025-AI-015	Sec. 402	\$5,000.00	\$4,980.00
	Salt River PD	2025-AI-016	Sec. 402	\$7,560.00	\$6,170.00

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
Accident Investigation Training and supplies (AI-TR)	Surprise PD	2025-AI-017	Sec. 402	\$21,345.00	\$15,400.00
	Tempe PD	2025-AI-018	Sec. 402	\$9,252.00	\$8,133.96
	Tucson PD	2025-AI-019	Sec. 402	\$21,035.00	\$15,002.82
	GOHS Accident Investigation Training Support Program	2025-AI-500	Sec. 402	\$70,000.00	\$69,500.00
Total Funds Spent (Accident Investigation)				\$519,132.00	\$442,800.54

Performance Results – Accident Investigation

In FFY 2025, 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 2025.

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 Coolidge Police Department utilized awarded funds to purchase Pix4D crash investigation software & license, Iron Clad Scale and Material and Supplies to run the software that included a computer with hardware components. The software was utilized for crash collision documentation for accuracy of investigations, this includes crash scene diagrams.

Accident Investigation Overtime (AI-OT)

Project Description – The Arizona Department of Public Safety, Buckeye Police Department, Pinal County Sheriff's Office, and Yavapai County Sheriff's Office 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. For 2025, three Vehicular Crime Unit (VCU) training was coordinated for law enforcement officers statewide, the training included Advanced Traffic Crash Investigation, Traffic Crash Reconstruction Level 1 and Level 2.

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 429 fatalities involving at least one driver with a BAC of 0.08 percent or greater occurred, a decrease from 455 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 2025, Arizona has trained 188 in ARIDE, 104 in DITEP, 1,069 in SFST/HGN (23 Instructor course, 94 Refresher course, 742 Training course, 210 Wet Workshop), 210 in DRE (146 DRE refresher, 50 Training Preschool & School and 14 Instructor course), and 405 in Phlebotomy (121 Initial Training course, 284 Refresher course). Arizona as a total of 310 DREs statewide.

Performance Assessment

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

Performance Target	Performance Measure
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 2020-2024. 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.	C-1) Number of traffic fatalities 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.

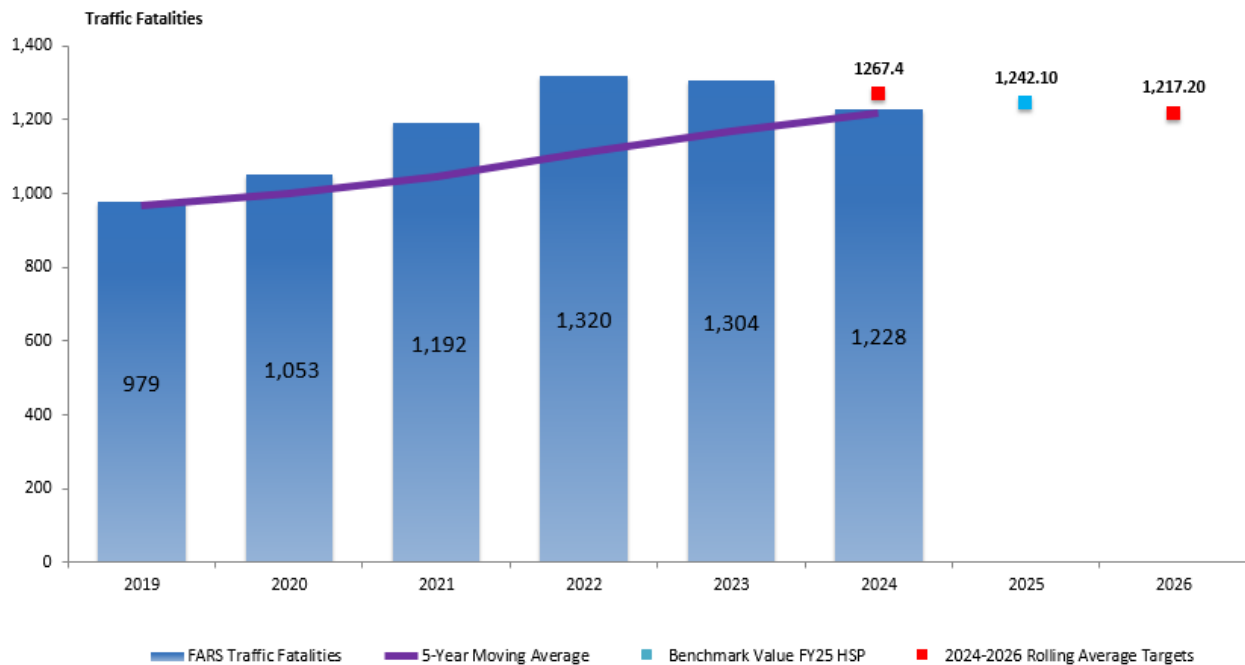
Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of Traffic Fatalities at 1,267.4 for the fiscal year 2024 HSP. Based on the State 5-year rolling average actuals for 2019-2023, Number of Traffic Fatalities was 1,219.0. Based on this data, the projected target of 1,267.4 for 2024 was met.

The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2025 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.

*2023 Actuals and 2024 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 (2019-2024)

Retrieved January 2026

Performance Target	Performance Measure
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 traffic injuries based on the 5-year rolling average. Several	C-2) Number of serious injuries in traffic crashes (State crash data files) Reduce serious traffic injuries by 6% from 3,752 in 2022 to a current safety level

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.

of 3,476.3 (2024-2026 rolling average) by 2026.

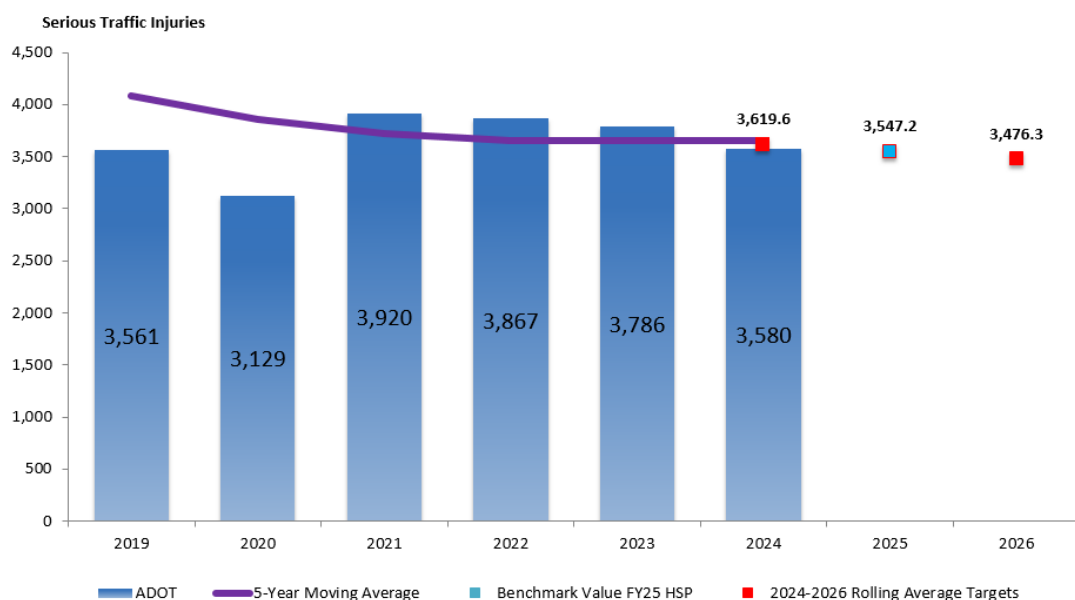
Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of serious injuries in traffic crashes at 3,619.6 for the fiscal year 2024 HSP. The recently published 2024 State Crash data shows that the number of serious injuries in traffic crashes was 3,580. Based on this data, the projected target of 3,619.6 for 2024 was met.

The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2025 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.

*2023 Actuals and 2024 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 (2019-2024)

Retrieved January 2026

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 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.	C-5) Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or higher. Reduce alcohol-impaired driving fatalities by 6% from 421 in 2021 to a current safety level of 397 (2024-2026 rolling average) by 2026.
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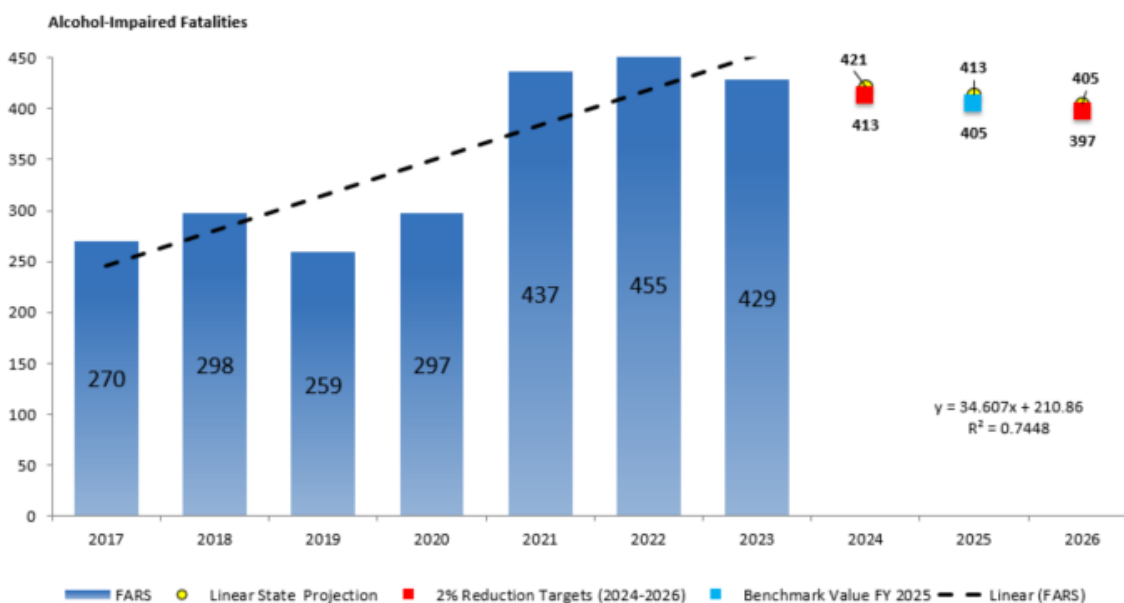
Performance Status: GOHS targeted 413 number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above for the fiscal year 2024 HSP. However, the most recent published 2023 FARS data at that time showed that the actual number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above was 429. 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 413 for 2024 was not met.

The performance status for the FY 2024-2026 HSP shows that the State is currently not on track to meet the 2025 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 2024, the 25-34 age group represents the highest percentage of drivers involved in alcohol-related crashes, accounting for 31.40%, which is a slight increase of 31.12% in 2023. In response, GOHS will work closely with law enforcement agencies to strengthen impaired driving enforcement efforts and identify educational opportunities for 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



Sources: FARS Data (2017-2023),

Retrieved January 2026

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 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) -

Clifton PD - 2025-AL-013 \$31,500 - *Agency withdrew.

Fredonia PD – 2025-II-003 \$3,556 - *Agency was unable to implement the project due to staffing shortages.

Paradise Valley PD – 2025-II-004 - *Agency was unable to implement the project due to staffing shortages.

GOHS Impaired Driving Support – 2025-GOHS-500 - *Funds were not used for 402-AL, but will be utilized in FFY 2026.

Table 4.4 FFY 2025 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 2025)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Apache CSO	2025-AL-001	Sec. 402	\$16,633.31	\$1,649.26
	Apache Junction PD	2025-AL-002	Sec. 402	\$15,000.00	\$14,915.85
	ADOT-ECD	2025-AL-003	Sec. 402	\$40,449.00	\$16,195.89
	ASU PD	2025-AL-005	Sec. 402	\$20,124.00	\$20,124.00
	AZ DPS	2025-AL-006	Sec. 402	\$95,363.00	\$93,692.65
	AZ DPS	2025-AL-007	Sec. 402	\$20,000.00	\$8,903.15
	AZ DPS	2025-AL-008	Sec. 402	\$20,000.00	\$19,998.61
	Bisbee PD	2025-AL-010	Sec. 402	\$40,496.00	\$17,673.10
	Casa Grande PD	2025-AL-011	Sec. 402	\$35,486.00	\$26,958.81
	Chandler PD	2025-AL-012	Sec. 402	\$61,670.00	\$61,670.00
	Cochise CSO	2025-AL-014	Sec. 402	\$22,404.00	\$21,587.80
	Coolidge PD	2025-AL-015	Sec.402	\$14,800.00	\$14,797.12
	El Mirage PD	2025-AL-016	Sec. 402	\$29,000.00	\$23,767.38
	Marana PD	2025-AL-017	Sec. 402	\$55,000.00	\$55,000.00
	Maricopa CSO	2025-AL-018	Sec. 402	\$46,000.00	\$45,346.61
	Maricopa PD	2025-AL-019	Sec. 402	\$20,307.00	\$19,906.43
	Mesa PD	2025-AL-020	Sec. 402	\$103,850.00	\$103,074.57
	NPS Grand Canyon	2025-AL-021	Sec. 402	\$20,076.00	\$20,076.00

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	NAU PD	2025-AL-022	Sec. 402	\$7,000.00	\$3,062.79
	Oro Valley PD	2025-AL-023	Sec. 402	\$60,158.00	\$55,595.00
	Prescott Valley PD	2025-AL-025	Sec. 402	\$54,110.00	\$49,224.72
	Sahuarita PD	2025-AL-026	Sec. 402	\$20,992.00	\$20,977.64
	San Luis PD	2025-AL-027	Sec. 402	\$15,000.00	\$14,632.32
	Santa Cruz CSO	2025-AL-028	Sec. 402	\$20,945.00	\$20,504.21
	Show Low PD	2025-AL-029	Sec. 402	\$30,000.00	\$30,000.00
	Sierra Vista PD	2025-AL-030	Sec. 402	\$88,099.00	\$53,537.71
	Snowflake-Taylor PD	2025-AL-031	Sec. 402	\$5,000.00	\$2,078.07
	St. Johns PD	2025-AL-032	Sec. 402	\$7,000.00	\$520.02
	Tempe PD	2025-AL-033	Sec. 402	\$100,000.00	\$91,791.19
	Tombstone MO	2025-AL-034	Sec. 402	\$6,500.00	\$3,099.57
	Avondale PD	2025-II-001	Sec. 405d II	\$25,000.00	\$23,763.52
	Flagstaff PD	2025-II-002	Sec. 405d II	\$59,940.00	\$56,135.38
	Fredonia PD	2025-II-003	Sec. 405d II	\$3,556.00	\$0.00
	Paradise Valley PD	2025-II-004	Sec. 405d II	\$8,000.00	\$0.00
	Pinetop-Lakeside PD	2025-II-005	Sec. 405d II	\$4,000.00	\$3,879.01
	Tonto Apache PD	2025-II-006	Sec. 405d II	\$8,391.00	\$8,324.00
	U of A PD	2025-II-007	Sec. 405d II	\$10,000.00	\$10,000.00
	Yavapai CSO	2025-II-008	Sec. 405d II	\$21,200.00	\$21,200.00
	Globe PD	2025-II-009	Sec. 405d II	\$7,000.00	\$7,000.00

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	AZ Supreme Court	2025-405d-001	Sec. 405d	\$96,488.00	\$96,488.00
	AZ DPS	2025-405d-004	Sec. 405d	\$120,000.00	\$119,998.48
	AZ DLLC	2025-405d-005	Sec. 405d	\$112,453.00	\$111,917.05
	Buckeye PD	2025-405d-006	Sec. 405d	\$50,000.00	\$50,000.00
	Bullhead City PD	2025-405d-007	Sec. 405d	\$15,000.00	\$3,105.18
	Coconino CSO	2025-405d-008	Sec. 405d	\$38,427.00	\$36,917.09
	Cottonwood PD	2025-405d-009	Sec. 405d	\$10,000.00	\$10,000.00
	Douglas PD	2025-405d-010	Sec. 405d	\$41,126.00	\$39,936.14
	Eloy PD	2025-405d-011	Sec. 405d	\$6,100.00	\$3,394.49
	Flagstaff PD	2025-405d-012	Sec. 405d	\$31,200.00	\$31,200.00
	Florence PD	2025-405d-013	Sec. 405d	\$10,000.00	\$9,452.19
	Gila River PD	2025-405d-014	Sec. 405d	\$40,000.00	\$40,000.00
	Gilbert PD	2025-405d-015	Sec. 405d	\$110,000.00	\$109,999.69
	Glendale PD	2025-405d-016	Sec. 405d	\$76,179.00	\$74,744.41
	Goodyear PD	2025-405d-017	Sec. 405d	\$36,000.00	\$35,999.75
	Graham CSO	2025-405d-018	Sec. 405d	\$22,601.00	\$14,691.17
	Huachuca City PD	2025-405d-019	Sec. 405d	\$26,349.00	\$12,681.39
	Kingman PD	2025-405d-020	Sec. 405d	\$34,502.00	\$34,502.00
	La Paz CSO	2025-405d-021	Sec. 405d	\$21,175.00	\$21,175.00
	Maricopa CSO	2025-405d-022	Sec. 405d	\$147,962.00	\$143,134.94
	Mohave CSO	2025-405d-023	Sec. 405d	\$20,000.00	\$19,641.49

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Navajo CSO	2025-405d-025	Sec. 405d	\$24,000.00	\$11,114.19
	Nogales PD	2025-405d-026	Sec. 405d	\$23,714.00	\$12,664.70
	Parker PD	2025-405d-027	Sec. 405d	\$11,050.00	\$10,884.71
	Peoria PD	2025-405d-028	Sec. 405d	\$76,680.00	\$76,655.52
	Phoenix PD	2025-405d-029	Sec. 405d	\$86,500.00	\$85,874.43
	Pima CCC PD	2025-405d-031	Sec. 405d	\$19,000.00	\$9,542.36
	Pinal CSO	2025-405d-033	Sec. 405d	\$84,720.00	\$84,657.99
	Prescott PD	2025-405d-034	Sec. 405d	\$41,053.00	\$41,053.00
	Quartzsite PD	2025-405d-035	Sec. 405d	\$20,320.00	\$3,478.58
	Queen Creek PD	2025-405d-036	Sec. 405d	\$40,000.00	\$40,000.00
	Safford PD	2025-405d-037	Sec. 405d	\$8,000.00	\$8,000.00
	Salt River PD	2025-405d-038	Sec. 405d	\$60,000.00	\$60,000.00
	Scottsdale PD	2025-405d-039	Sec. 405d	\$100,000.00	\$100,000.00
	Surprise PD	2025-405d-040	Sec. 405d	\$76,146.00	\$76,146.00
	Tempe PD	2025-405d-041	Sec. 405d	\$60,000.00	\$59,836.69
	Tolleson PD	2025-405d-042	Sec. 405d	\$42,819.00	\$37,328.18
	Tucson PD	2025-405d-043	Sec. 405d	\$80,000.00	\$80,000.00
	Wickenburg PD	2025-405d-044	Sec. 405d	\$5,000.00	\$3,067.75
	Willcox PD	2025-405d-045	Sec. 405d	\$35,965.00	\$11,949.92
	Williams PD	2025-405d-046	Sec. 405d	\$4,350.00	\$3,984.87
	Winslow PD	2025-405d-047	Sec. 405d	\$15,000.00	\$5,827.01
	Yuma PD	2025-405d-048	Sec. 405d	\$15,000.00	\$14,961.08

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
DUI/Impaired Driving Training (AL-TR)	AZ Prosecuting Attorneys Advisory Council	2025-AL-004	Sec. 402	\$52,477.00	\$23,549.91
	AZ Supreme Court	2025-405d-002	Sec. 405d	\$100,000.00	\$99,964.54
	Pima CSD	2025-405d-032	Sec. 405d	\$17,283.00	\$16,616.42
	GOHS Impaired Driving Support	2025-GOHS-500	Sec. 405d	\$525,600.00	\$513,180.50
DUI/Impaired Driving Awareness (AL-AW; AL-Media)	AZ SADD	2025-AL-009	Sec. 402	\$94,174.00	\$61,129.26
	Phoenix Fire Dept	2025-AL-024	Sec. 402	\$38,352.00	\$3,575.10
	GOHS Impaired Driving Support	2025-GOHS-500	Sec. 402	\$70,000.00	\$0.00
	Arizona Youth Partnership	2025-405d-003	Sec. 405d	12,000.00	\$10,226.67
	MADD	2025-405d-024	Sec. 405d	\$87,500.00	\$87,500.00
	GOHS Paid Media	2025-GOHS-502	Sec. 405d	\$331,000.00	\$271,620.00
Traffic Safety Resource Prosecutor (AL-TSRP)	Phoenix Prosecutor's Office	2025-405d-030	Sec. 405d	\$128,393.00	\$126,934.70
	GOHS Impaired Driving Support - TSRP	2025-GOHS-500	Sec. 405d	\$25,000.00	\$17,304.84
Total Funds Spent (Alcohol and Other Drugs)				\$4,715,207.31	\$4,148,269.76

Performance Results – Alcohol and Other Drugs

Arizona continued to be a national leader in DUI enforcement campaigns and strategies. In FFY 2025, over 90 projects were completed and over 27,033 impaired driving arrests were made in 2025. 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)

	2021	2022	2023	2024	2025
Memorial Day	601	489	478	425	441
Independence Day	457	462	405	339	309
Labor Day	530	504	435	475	400
Thanksgiving-New Year's	1,731	2,090	1,877	1,631	1,355

Source: *GOHS 2021-2025

Table 4.6 DUI Task Force Statistics

	2025
# Contacts (Total Traffic Stops)	1,306,909
Sober Designated Drivers Contacted	10,416
DRE Evaluations Conducted	1,751
Total DUI Arrests	26,711
Aggravated DUI	4,563
Misdemeanor DUI	22,148
DUI Extreme (.15+)	5,442
Distracted Driving Citations	21,200
DUI Drug Arrests	6,798
Average Known BAC	0.150
Seat Belt Citations	17,060
Child Restraint Citations	3,057
Under 21 Liquor Law Citations	999
Other Citations*	378,405
Number of other arrests	102,720
# Participating Officers/Deputies (Cumulative)	67,707

Source: *GOHS 2025 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 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 attended by 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.





2025 IMPAIRED DRIVING TRAINING

Law Enforcement Officers (LEO) Trained

CLASS MONTH	Advanced Roadside Impaired Driving Enforcement (ARIDE)	Drug Impaired Driver Informational Training (DIDIT)	Drug Impairment Training for Educational Professionals (DITEP)		Drug Recognition Expert (DRE)			Phlebotomy		Standardized Field Sobriety Test Horizontal Gaze Nystagmus (SFST/HGN)				2025 Monthly Totals
			Training	Instructor	Training	Refresher	Instructor	Training	Refresher	Training	Wet Workshop	Refresher	Instructor	
JANUARY	2					35		7	45					89
FEBRUARY				7					15	78	13	37		150
MARCH	27		20		12			25	30	42	5	9		170
APRIL	24		27							117	20			188
MAY	15		17					18	41	94	22			205
JUNE	27		13			36		15	6	58	26	30		211
JULY	6		20					11	34	36	11			118
AUGUST	10								53	48	15	10	10	146
SEPTEMBER	20				7	23	14	20	16	29				129
OCTOBER	34				31	52		19		151	33		6	326
NOVEMBER	13							8	40	49	27	8	7	152
DECEMBER	10								4	40	38			92
CLASS TOTALS	188	0	97	7	50	146	14	121	284	742	210	94	23	1976

Out of State LEOs Trained

Out of State Agency	Advanced Roadside Impaired Driving Enforcement (ARIDE)	Drug Recognition Expert (DRE) Training	Phlebotomy Training	SFST/HGN Training	SFST/HGN Refresher	SFST/HGN Instructor
Guam						19
New Mexico					4	
Alaska		1				
CLASS TOTALS	0	1	0	0	4	19

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 in Arizona in the 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 18 years. Beth Barnes has served in that position the entire time.

With GOHS support, the City of Phoenix GOHS TSRP program remains one of the most productive and respected TSRP programs in the nation. [The statistics are less than in past years because the Phoenix TSRP grant was funded on a half-time basis during the past fiscal year.] The Phoenix TSRP program assisted with the exceptional DUI and traffic enforcement efforts conducted in Arizona in numerous ways. For example, during the 2024/2025 federal grant cycle, Ms. Barnes facilitated training to audiences consisting of approximately 3,831 prosecutors, law enforcement officers, judges, forensic scientists, members of the tribes, and other traffic safety professionals during at least 155 presentations and training sessions.

Ms. Barnes responded to more than 1,443 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 topics.

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 27 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: Grommes, Flaxmayer, Brown, Stonebarger, Dagastino, and Carrick, as well as national experts: Egdorf, Halstead, Corless, Springer, Arvizu, Schug, Marcotte, McDonnel, Platt, Palacios, Teadford, Gengo, and Corroto. Ms. Barnes also provided strategies and tip sheets for dealing with these experts.

During the past fiscal year, Ms. Barnes served on 12 local and national committees and working groups.

Additional notable accomplishments during the past federal fiscal year include, but are not limited to:

- giving a phlebotomy presentation at the GHSA quarterly meeting,
- updating the state phlebotomy standards, informing the state crime labs of the new drugs added to the drug schedule and consulting regarding developing methods to test for them,
- representing GOHS and presenting at the Annual GOHS Judicial Conference,
- updating the administrative code cited for breath testing in GOHS contracts,
- attending the GOHS Holiday DUI Enforcement Press Conference,
- working with TSRP Stacey Good to coordinate the presentations for the GOHS/APAAC Motor Monday Webinar Series,
- consulting with various prosecutors and agencies on the issues related to the retirement of DPS Criminalist Stonebarger who has become a defense expert,
- working on the medical malpractice phlebotomy insurance issue which resulted in an Arizona Attorney General Opinion,
- updating the fact pattern for the APAAC Fundamentals of Trial Advocacy Training, working with the DPS Crime Lab to initiate the new DPS mock testimony training model,
- reviewing the proposed changes to the TAP standards,
- continuing to mentor Stacey Good and provide her with various materials, reviewing presentation proposals for the IDTS Conference and making recommendations,
- assisting Hawaii with issues regarding lab accreditation for their new lab,
- assisting GOHS with the highway safety plan,
- updating the PowerPoint for use at phlebotomy schools and refresher courses,
- consulting with other states regarding the Arizona model for law enforcement phlebotomy,
- representing GOHS at the annual IDTS (DRE) Conference and attending the state coordinator's meeting DRE Section meeting,,
- filing the Arizona report for the annual national TSRP measures,
- continuing to consult with numerous prosecutors, crime lab members, and states regarding the impact of the *Smith*, opinion,
- conducting legal and other 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,
- consulting with other states on *Daubert/Frye* challenges to DRE and HGN,
- 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, reviewing and making suggestions for the national DRE standards,
- attending various law enforcement DUI details,
- consulting with TSRPs and safety professionals from various states and the National Traffic Law Center on numerous issues,
- attending various other 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 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 70 prosecutors and 270 police officers across the State. She created and conducted trainings for the Arizona GOHS DRE Refresher Program; Arizona Prosecuting Attorney Advisory Council; and GOHS DRE Certification Classes.

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 providing instruction on HGN, DRE, and DUI investigations; attending GOHS meetings; developing a new HGN presentation for prosecutors statewide; collaborating with other prosecuting and law enforcement agencies to improve marijuana related DUI investigations; and becoming a fully qualified law enforcement phlebotomist.

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 2025, 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
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 2020-2024. 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.	C-1) Number of traffic fatalities 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.

Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of Traffic Fatalities at 1,267.4 for the fiscal year 2024 HSP. Based on the State 5-year rolling average actuals for 2019-2023, Number of Traffic Fatalities was 1,219.0. Based on this data, the projected target of 1,267.4 for 2024 was met.

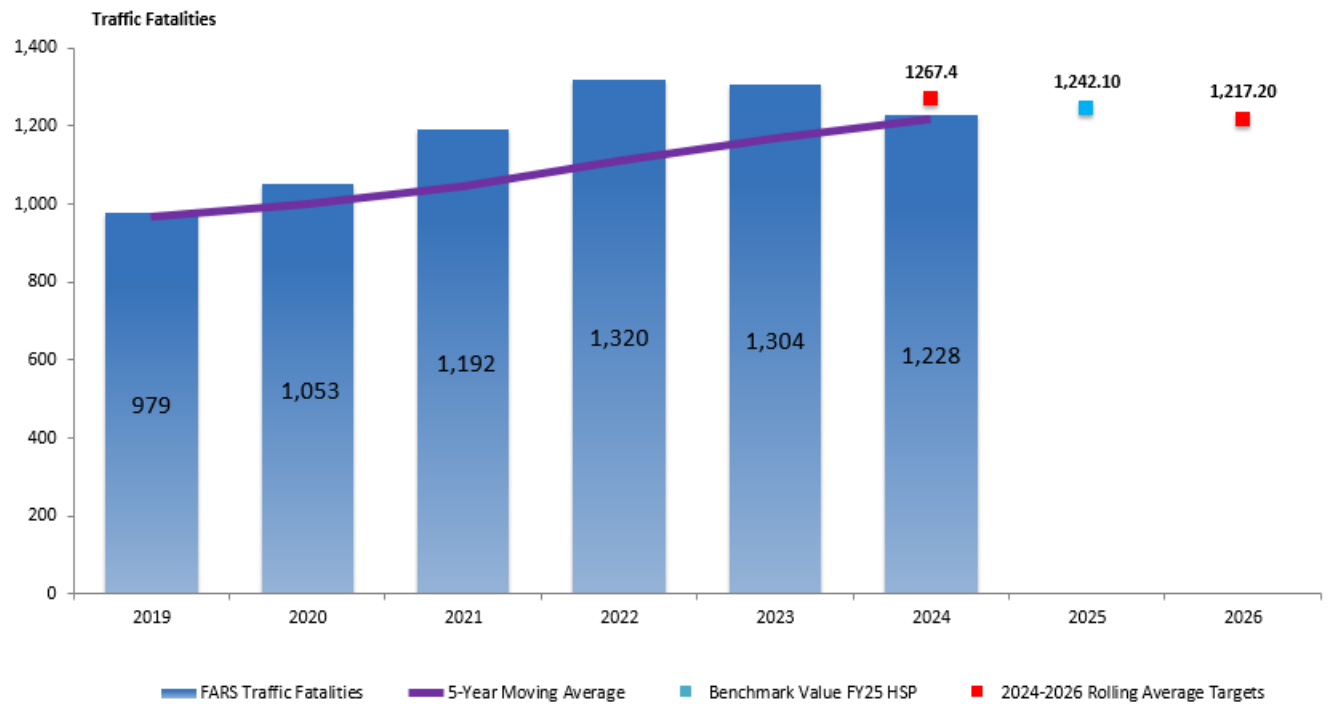
The performance status for the FY 2024-2026 HSP shows that the State is currently on track to meet the 2025 target set by the triennial HSP and GOHS will continue to promote the current established projects. Based on state data to date, the projection is that there is a slight downward trend in serious 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.

*2023 Actuals and 2024 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 (2019-2024)

Retrieved January 2026

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

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.

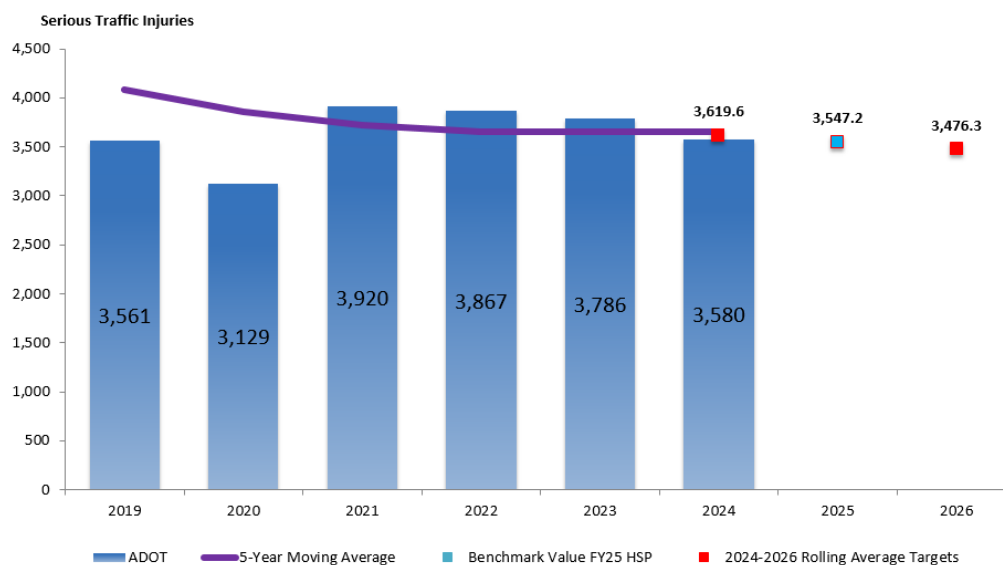
Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of serious injuries in traffic crashes at 3,619.6 for the fiscal year 2024 HSP. The recently published 2024 State Crash data shows that the number of serious injuries in traffic crashes was 3,580. Based on this data, the projected target of 3,619.6 for 2024 was met.

The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2025 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.

*2023 Actuals and 2024 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 (2019-2023, Estimate 2024)

Retrieved January 2026

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) –

Project 2025-EM-005 was an unused grant number, project denied by NHTSA.

Project 2025-EM-008 was an unused grant number, project denied by NHTSA.

Table 4.8 FFY 2025 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 2025)
Emergency Medical Services Equipment, materials and supplies (EM-EQ)	AZ Fire & Medical Authority	2025-EM-001	Sec. 402	\$55,737.00	\$55,737.00
	Buckskin Fire Dist	2025-EM-002	Sec. 402	\$56,788.00	\$56,051.09
	Douglas Fire Dept	2025-EM-003	Sec. 402	\$55,608.00	\$55,608.00
	Drexel Heights Fire Dist	2025-EM-004	Sec. 402	\$31,371.00	\$31,371.00
	Fort Mojave Mesa Fire Dept	2025-EM-006	Sec. 402	\$30,000.00	\$30,000.00
	Fry Fire Dist	2025-EM-007	Sec. 402	\$38,097.00	\$35,792.91
	Heber Overgaard Fire Dist	2025-EM-009	Sec. 402	\$34,395.00	\$32,373.99
	Hualapai Fire & EMS	2025-EM-010	Sec. 402	\$55,982.00	\$55,982.00
	Lake Havasu City Fire Dept	2025-EM-011	Sec. 402	\$18,815.00	\$18,811.65
	Mohave Valley Fire Dist	2025-EM-012	Sec. 402	\$17,985.00	\$17,856.21
	Northwest Fire Dist	2025-EM-013	Sec. 402	\$49,379.00	\$49,379.00
	Palominas Fire Dist	2025-EM-014	Sec. 402	\$44,943.00	\$32,014.54
	Parker Fire Dist	2025-EM-015	Sec. 402	\$56,788.00	\$56,051.09
	Pine-Strawberry Fire Dist	2025-EM-016	Sec. 402	\$55,157.00	\$55,157.00
	Regional Fire & Rescue Dept	2025-EM-017	Sec. 402	\$30,000.00	\$30,000.00
	Round Valley Fire & Med	2025-EM-018	Sec. 402	\$27,751.00	\$26,904.69
	San Simon Fire Dist	2025-EM-019	Sec. 402	\$48,811.00	\$46,304.77
	Timber Mesa Fire & Med Dist	2025-EM-020	Sec. 402	\$34,617.00	\$33,775.14
	Tombstone Fire Dept	2025-EM-021	Sec. 402	\$16,417.00	\$16,250.00
	Tubac Fire Dist	2025-EM-022	Sec. 402	\$29,940.00	\$29,940.00

Planned Activity	Grantee	Project Number	Funding Source	Funds Obligated	Funds Spent (FFY 2025)
Emergency Medical Services Equipment, materials and supplies (EM-EQ)	Whetstone Fire Dist	2025-EM-023	Sec. 402	\$30,000.00	\$30,000.00
	Williams Volunteer Fire Dept	2025-EM-024	Sec. 402	\$30,000.00	\$30,000.00
	Yuma Fire Dist	2025-EM-025	Sec. 402	\$30,000.00	\$30,000.00
Total Funds Spent (Emergency Medical Services)				\$878,581.00	\$855,360.08

Performance Results – Emergency Medical Services

In FFY 2025, 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 collisions. The main purpose of these purchases is to shorten the time “Golden Hour” it takes emergency responders to remove victims in crashes. These funds also provide training to first responders and the community on how the equipment is used. 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 and continued this for FFY 2025. 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
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.	C-7) Number of motorcycle fatalities. Reduce motorcyclist fatalities by 6% from 227 in 2022 to a current safety level of 214 (2024-2026 rolling average) by 2026.

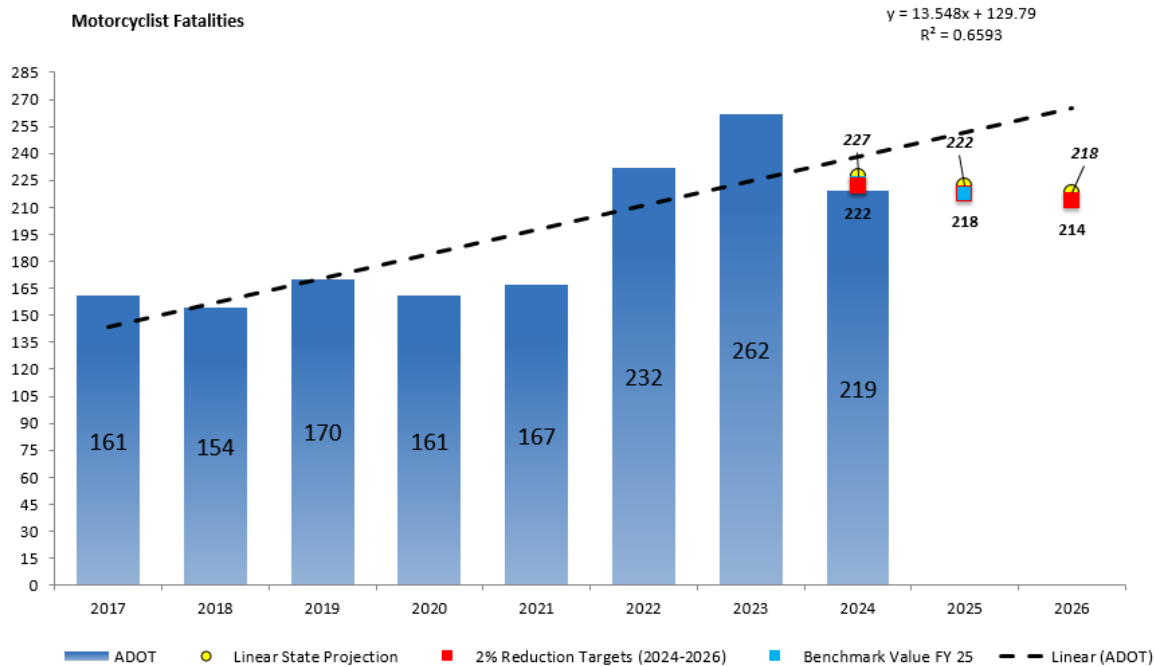
Performance Status: GOHS targeted 222 number of motorcyclist fatalities for the fiscal year 2024 HSP. However, the recently published 2024 State crash data shows that the actual number of motorcyclist fatalities was 219. Based on this data, the projected target of 222 for 2024 was met.

The performance status for the FY 2024-2026 HSP shows that the State is currently on track to meet the 2025 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 the Arizona Motor Vehicle Division to provide education to all drivers about motorcycle safety. GOHS also collaborates with Arizona Motorcycle Safety Association Foundation (AMSAF) to 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 (2017 - 2024)

Retrieved January 2026

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.

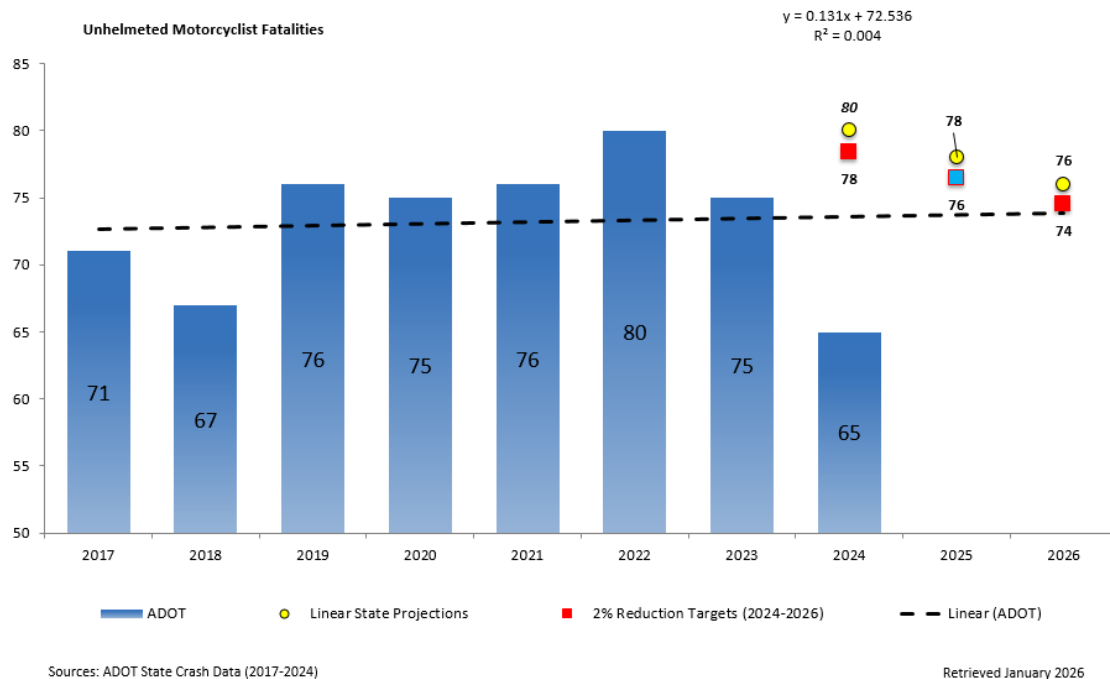
C-8) Number of unhelmeted motorcycle fatalities.

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 78 number of unhelmeted motorcyclist fatalities for the fiscal year 2024 HSP. However, the recently published 2024 State crash data shows that the actual number of unhelmeted motorcyclist fatalities was 65. Based on this data, the projected target of 78 for 2024 was met.

The performance status for the FY 2024-2026 HSP indicates that the State is currently on track to meet the 2025 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

GOHS Motorcycle Safety Support - 2025-GOHS-504 \$20,000 - *Funds were not used in FFY 2025 as it was executed very close to the end of the grant cycle.

Table 4.10 FFY 2025 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 2025)
Motorcycle Safety Training and Awareness (MC-AW)	Chandler PD	2025-MC-001	Sec. 402	\$35,000.00	\$31,581.65
	Mesa PD	2025-MC-002	Sec. 402	\$20,000.00	\$19,996.34
	Surprise PD	2025-MC-003	Sec. 402	\$52,607.00	\$45,526.25
	Tempe PD	2025-MC-004	Sec. 402	\$29,000.00	\$28,509.34
	GOHS Motorcycle Safety Support	2025-GOHS-504	Sec. 405f	\$20,000.00	\$0.00
Motorcycle Media (MC-Media)	GOHS Paid Media	2025-GOHS-502	Sec. 405f	\$100,000.00	\$91,130.21
Total Funds Spent (Motorcycle Safety)				\$256,607.00	\$216,743.79

Performance Results – Motorcycle Safety

Motorcycle fatalities, including those of unhelmeted drivers, continue to be a concern. According to ADOT State Crash Facts, fatalities had a decrease from 262 in 2023 to 219 in 2024. 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

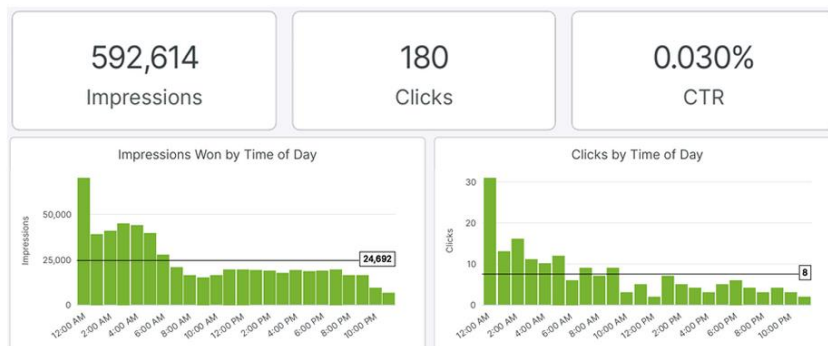
Motorcycle Safety Training and Awareness (MC-AW)

Project Description – This awarded funding to the Chandler Police Department, Mesa 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.

GOHS
JULY 2025



4.5 OCCUPANT PROTECTION (OP)

Although unrestrained fatalities in Arizona for 2024 were, 340 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
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.	C-4) Number of unrestrained vehicle occupant fatalities in all seating positions. 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.

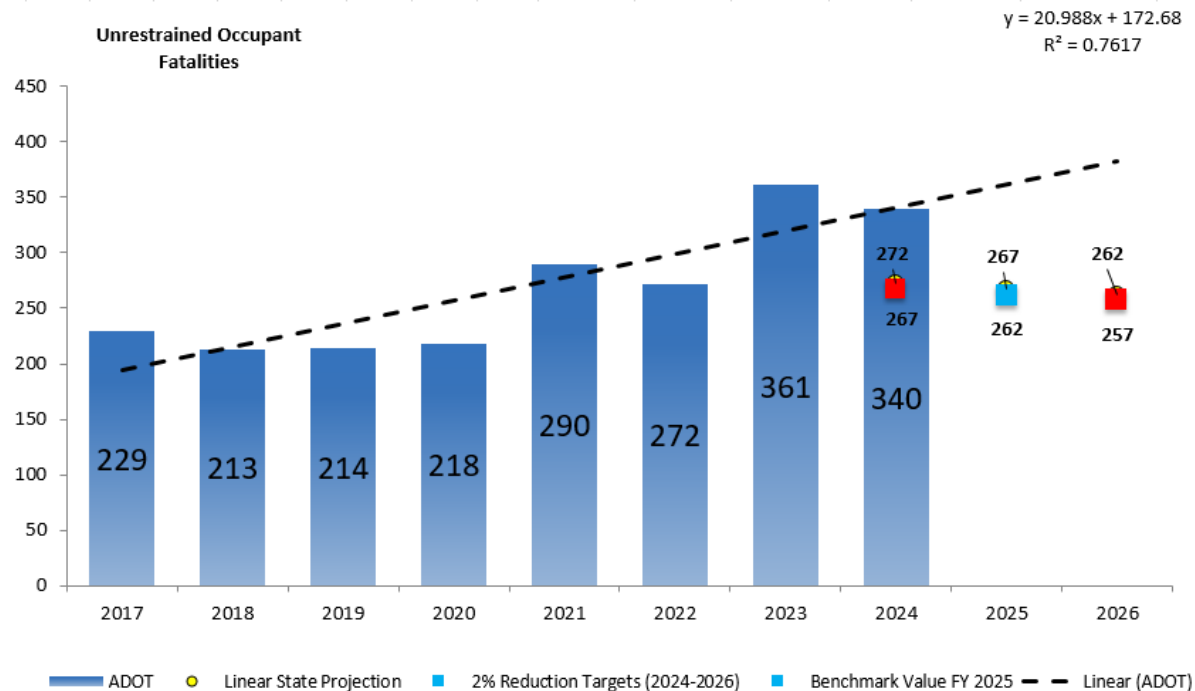
Performance status: GOHS has targeted 267 number of unrestrained passenger vehicle occupant fatalities, all seat positions for the fiscal year 2024 HSP. However, the recently published 2024 State Crash data shows that the number of unrestrained passenger vehicle occupant fatalities, all

seat positions was 340. Based on this data, the projected target of 267 for 2024 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 2025 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 (2017- 2024)

Retrieved January 2026

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,

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

Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 6% from

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.

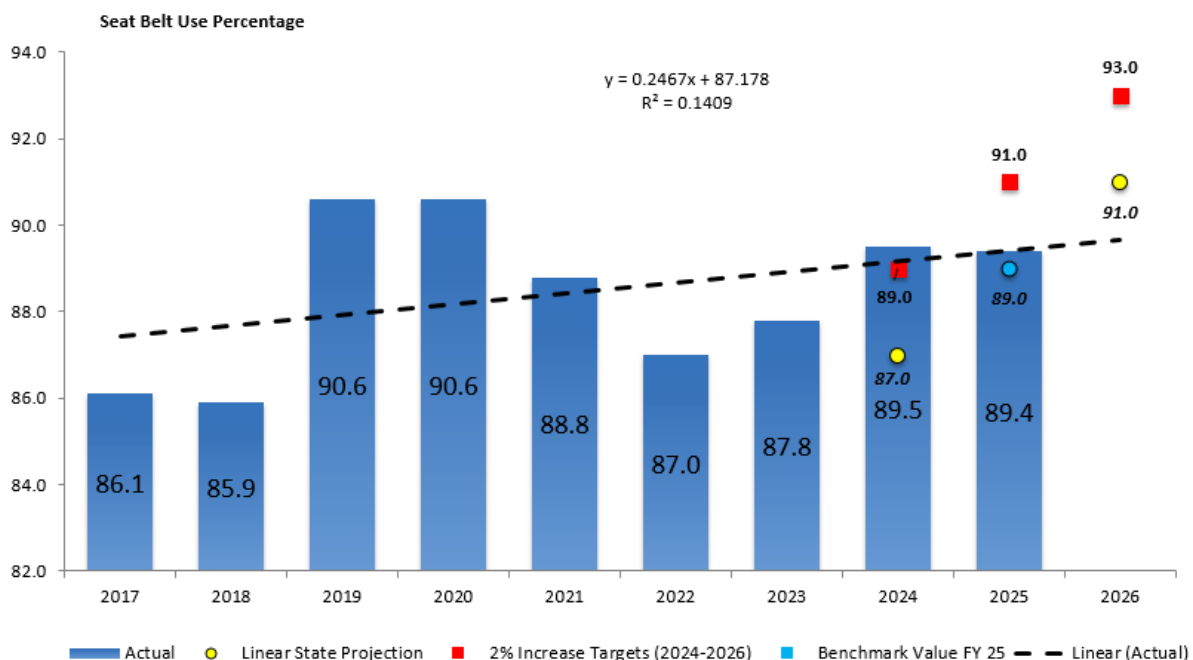
87.0% in 2022 from a current safety level to 91.0% by 2026.

Performance status: GOHS targeted 87.0% Observed Seat Belt Use for the fiscal year 2024 HSP and 89.0% for 2025. However, the recently published 2025 State Survey data the Observed Seat Belt Use was 89.4%. Based on this data, the projected targets of 87.0% for 2024 was met and 2025 was met.

The performance status for the FY 2024-2026 HSP indicates that the State met the 2025 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



Sources: State Survey (2017-2025, Estimate 2026)

Retrieved January 2026

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) -

Arizona Army National Guard 2025-405b-001 - *Funds were not used in FFY 2025 as there was multiple staff changes throughout the grant cycle.

GOHS Occupant Protection Support 2025-GOHS-501 (402OP) \$3,000 - *Funds were not used in FFY 2025, but for FFY 2026 funds will be used for a project.

Table 4.12 FFY 2025 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 2025)
Occupant Protection Enforcement Programs (OP-EN)	Apache Junction PD	2025-OP-002	Sec.402	\$5,000.00	\$4,993.54
	Buckeye Fire Dept	2025-OP-004	Sec. 402	\$42,215.00	\$42,025.00
	Buckeye PD	2025-OP-005	Sec. 402	\$14,780.00	\$8,421.43
	Chandler Fire Dept	2025-OP-006	Sec. 402	\$45,510.00	\$37,235.99
	Daisy Mountain Fire	2025-OP-008	Sec. 402	\$22,024.00	\$5,737.25
	Glendale PD	2025-OP-010	Sec. 402	\$36,300.00	\$36,095.00
	Mesa PD	2025-OP-013	Sec. 402	\$11,000.00	\$11,000.00
	Prescott Valley PD	2025-OP-019	Sec. 402	\$25,280.00	\$22,849.17
	San Luis PD	2025-OP-021	Sec. 402	\$15,000.00	\$14,678.48
	Yavapai Regional Medical	2025-OP-026	Sec. 402	\$14,889.70	\$11,590.45
	AZ DPS	2025-405b-002	Sec. 405b	\$35,000.00	\$34,340.31
	Central Arizona Fire & Medical	2025-405b-003	Sec. 405b	\$6,710.00	\$3,171.77
	Chandler PD	2025-405b-004	Sec. 405b	\$25,000.00	\$25,000.00
	Douglas PD	2025-405b-005	Sec. 405b	\$15,000.00	\$13,534.74
	Phoenix PD	2025-405b-007	Sec. 405b	\$50,140.00	\$42,244.82
	Sahuarita PD	2025-405b-008	Sec. 405b	\$5,000.00	\$4,985.28
	Santa Cruz CSO	2025-405b-009	Sec. 405b	\$6,180.00	\$5,567.20
	St. Johns PD	2025-405b-010	Sec. 405b	\$7,000.00	\$1,752.10
	Surprise PD	2025-405b-011	Sec. 405b	\$38,000.00	\$37,300.88
	Tempe PD	2025-405b-012	Sec. 405b	\$20,000.00	\$19,993.03

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
Occupant Protection Enforcement Programs (OP-EN)	Tucson PD	2025-405b-013	Sec. 405b	\$50,720.00	\$49,576.85
	GOHS CIOT Wave	2025-405b-502	Sec. 405b	\$160,500.00	\$151,181.53
Occupant Protection Awareness and Education (OP-AW; OP-Media)	Apache County PHD	2025-OP-001	Sec. 402	\$20,667.00	\$10,318.09
	Avondale Fire Dept	2025-OP-003	Sec. 402	\$9,770.00	\$9,461.40
	Coconino County Health	2025-OP-007	Sec. 402	\$23,156.00	\$21,468.34
	El Mirage Fire Dept	2025-OP-009	Sec. 402	\$3,500.00	\$3,389.12
	Honor Health	2025-OP-011	Sec. 402	\$13,000.00	\$833.00
	Marana Police Volunteers Foundation	2025-OP-012	Sec. 402	\$6,465.00	\$1,207.37
	Nogales PD	2025-OP-014	Sec. 402	\$8,254.00	\$8,246.22
	Parker PD	2025-OP-015	Sec. 402	\$15,120.00	\$11,780.04
	Phoenix Children's Hospital	2025-OP-016	Sec. 402	\$30,022.00	\$30,022.00
	Phoenix Fire Dept	2025-OP-017	Sec. 402	\$125,000.00	\$83,948.72
	Pima CSD	2025-OP-018	Sec. 402	\$7,780.54	\$7,780.54
	Rio Rico Fire Dist	2025-OP-020	Sec. 402	\$11,759.00	\$11,745.51
	Tucson Fire Dept	2025-OP-022	Sec. 402	\$12,684.00	\$12,605.81
	Tucson Medical Center (SafeKids Pima)	2025-OP-023	Sec. 402	\$30,514.00	\$30,429.80
	Valleywise Health	2025-OP-024	Sec. 402	\$30,126.00	\$30,122.77
	Verde Valley Fire Dist	2025-OP-025	Sec. 402	\$14,433.00	\$13,315.58
	GOHS Occupant Protection Support (UNATTD)	2025-GOHS-501	Sec. 402	\$28,000.00	\$23,251.27
	Arizona Army National Guard	2025-405b-001	Sec. 405b	\$19,920.00	\$0.00
	Navajo County Public Health	2025-405b-006	Sec. 405b	\$19,773.00	\$12,824.98
	GOHS Car Seats	2025-405b-501	Sec. 405b	\$110,000.00	\$76,331.58
	GOHS Occupant Protection Support	2025-GOHS-501	Sec. 402 Sec. 405b	\$3,000.00 \$60,000.00	\$0.00 \$7,191.00
	GOHS Paid Media	2025-GOHS-502	Sec. 405b	\$200,000.00	\$100,833.00

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
GOHS Survey (OP-SB)	GOHS Annual Surveys	2025-405b-500	Sec. 405b	\$214,800.00	\$143,800.00
Total Funds Spent (Occupant Protection)				\$1,668,992.24	\$1,191,936.14

Performance Results – Occupant Protection

According to ADOT State Crash Facts, unrestrained passenger vehicle occupant fatalities decreased from 361 in 2023 to 340 in 2024. GOHS implemented 43 Occupant Protection projects in FFY 2025 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 2025 “Click It or Ticket” campaign.

Table 4.13 “Click it or Ticket (“Buckle Up Arizona...It’s the Law!”) Campaign

	2020	2021	2022	2023	2024	2025
Number of Agencies Participating	27	25	25	25	25	26
Seat Belt Citations	1,199	1,875	1,118	1,131	1,239	1,091
Child Restraint Citations	65	154	44	64	71	45
DUI Arrests	94	396	80	132	122	93
Felony Arrests	103	144	108	40	71	170
Stolen Vehicles	69	43	29	8	17	13
Warrants cleared	107	283	164	48	101	72
Suspended Licenses	217	306	130	127	205	159
Uninsured Motorists	511	560	454	510	574	454
Moving violations	3,796	9,316	1,571	2,894	3,449	2,447
Reckless Driving Citations	30	57	136	34	29	24
Drugs Arrests	28	130	39	30	39	39
Other Misdemeanor Arrests	355	679	393	153	341	382

Source: Data reported by participating agencies.

Below is a chart of the FFY 2025 Buckle Up Arizona...It's the Law/Click it or Ticket (CIOT) stats that took place May 19 – June 1:

 2025 Click It or Ticket National Mobilization Enforcement (May 19- June 1) 																
	Seat Belt Citations	Child Safety Seat Citations	Moving Violations Citations	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	134	13	5	15	0	54	3	2	226	0	0	1	4	0	2	0
Buckeye PD	145	8	162	13	0	100	87	17	532	8	2	4	9	0	4	25
Casa Grande PD	60	1	51	8	0	29	11	4	164	1	0	0	11	0	0	3
Chandler PD	31	0	27	43	0	27	9	7	144	1	0	0	3	0	2	2
Cochise CSO	11	1	37	3	0	13	5	0	70	0	0	0	6	0	1	0
Coolidge PD	3	0	77	0	0	0	0	0	80	0	0	0	0	0	0	0
El Mirage PD	3	0	90	0	3	93	49	10	248	4	5	5	8	0	8	16
Gila River PD	3	2	29	0	0	23	1	3	61	1	0	0	0	0	0	0
Gilbert PD	206	2	198	64	0	106	16	14	606	1	1	0	19	0	2	3
Glendale PD	18	2	62	0	1	36	2	0	121	0	0	1	2	0	0	0
Goodyear PD	26	1	29	11	0	35	6	3	111	1	0	0	0	0	0	4
Kingman PD	14	0	49	0	0	24	5	1	93	9	6	12	76	4	21	0
La Paz CSO	10	1	96	2	1	24	17	11	162	2	5	0	3	0	8	0
Maricopa CSO	21	2	40	10	2	14	12	3	104	1	0	0	1	0	1	1
Mesa PD	99	6	62	6	2	24	0	10	209	2	0	2	4	0	2	3
Peoria PD	15	1	294	77	12	119	55	24	597	44	15	107	146	3	6	81
Pinal CSO	37	0	87	2	1	40	22	2	191	0	0	0	2	0	0	4
Phoenix PD	37	1	105	27	0	74	33	8	285	0	0	0	0	0	0	1
Prescott PD	33	1	90	2	0	51	6	0	183	1	0	0	1	0	0	5
Prescott Valley PD	10	0	30	0	2	18	0	0	60	0	0	2	0	1	0	1
Salt River PD	19	0	30	7	0	24	2	1	83	1	1	1	0	0	0	0
Scottsdale PD	15	0	80	34	0	29	7	1	166	0	0	1	3	1	3	4
Surprise PD	17	0	329	12	0	197	42	8	605	10	4	33	78	4	12	15
Tempe PD	59	3	70	28	0	134	49	5	348	0	0	1	3	0	0	4
Tucson PD	65	0	248	19	0	132	15	25	504	6	0	0	0	0	0	10
Yavapai County Sheriff's Office	0	0	70	4	0	0	0	0	74	0	0	0	3	0	0	0
TOTALS	1,091	45	2,447	387	24	1,420	454	159	6,027	93	39	170	382	13	72	182

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 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.

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 2024, pedestrian fatalities were 263, while bicycle fatalities were 44. Arizona saw a downward trend in pedestrians in 2023 from 273 and no change in bicyclist's fatalities of 44 from 2023.

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
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 conducted 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.	C-10) Number of pedestrian fatalities. Reduce pedestrian fatalities by 6% from 302 in 2022 to a current safety level of 284 (2024-2026 rolling average) by 2026.

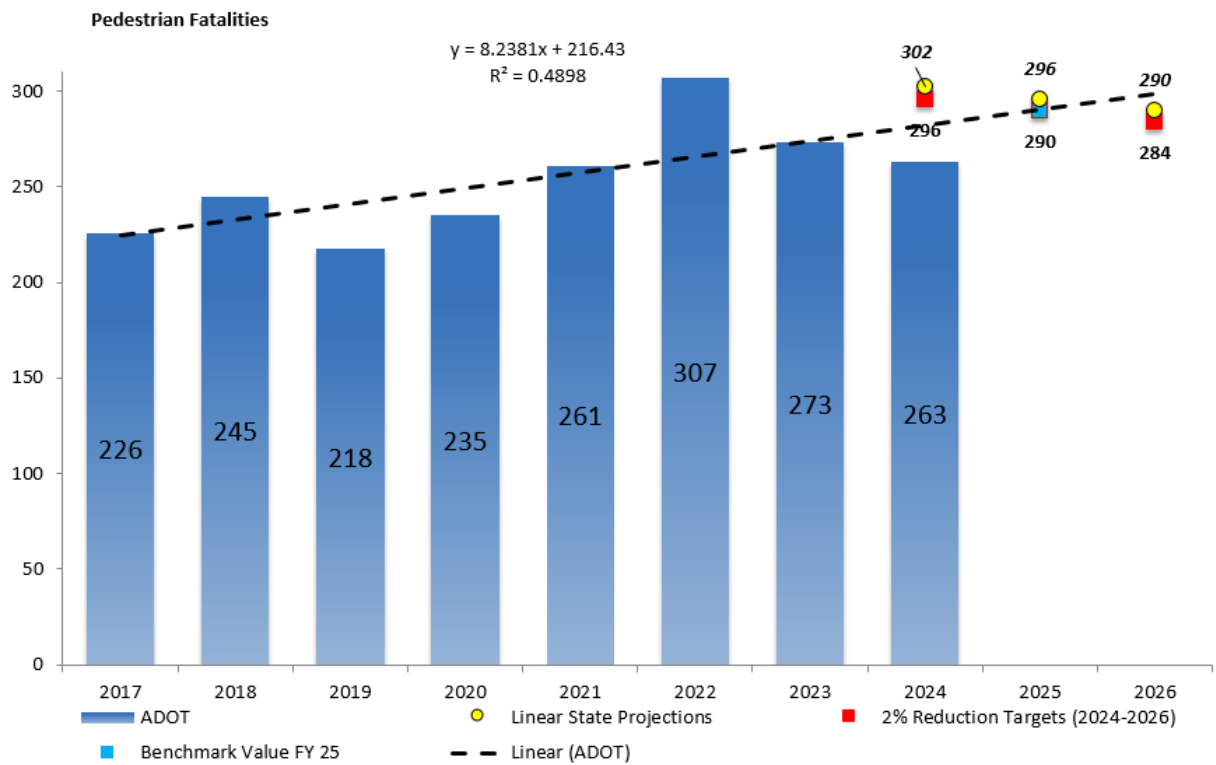
Performance status: GOHS targeted 296 number of pedestrian fatalities for the fiscal year 2024 HSP. The recently published 2024 State crash data shows that the actual number of pedestrian fatalities was 263. Based on this data, the projected target of 296 for 2024 was met.

The performance status for the FY 2024-2026 HSP, the state is currently on track to meet the target for 2025 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.

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 (2017-2024)

Retrieved January 2026

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, 46 for 2025 and 45 for 2026 for core performance measure C-11) Number of bicyclist fatalities. Several factors can influence highway

C-11) Number of bicycle fatalities.

Reduce bicyclist fatalities by 6% from 48 in 2022 from a current safety level to 45 (2024-2026 rolling average) by 2026.

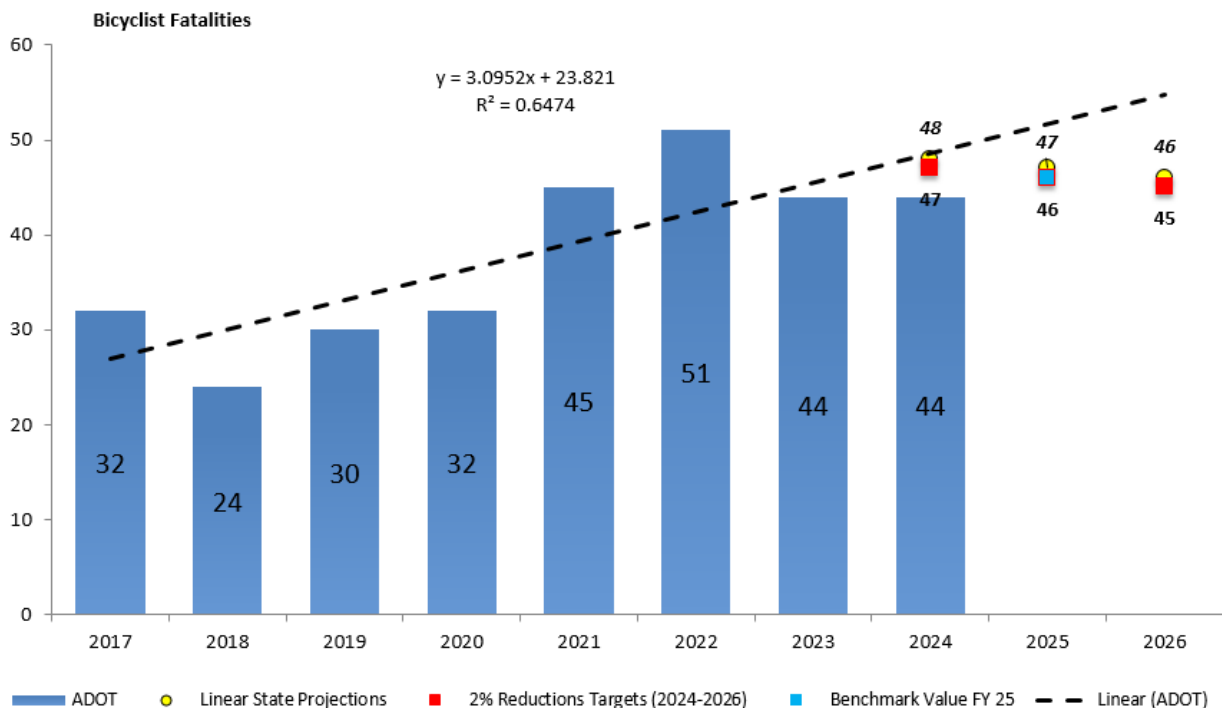
safety targets, including the number of vehicles on the road, road design and conditions, weather, driver behavior, and enforcement of traffic laws. Effective collaboration between transportation agencies, law enforcement, and community organizations can also contribute to achieving highway safety targets.

Performance status: GOHS has targeted 47 number of bicyclists fatalities for the fiscal year 2024 HSP. The recently published 2024 State crash data shows that the actual number of bicyclist's fatalities was 44. Based on this data, the projected target of 44 for 2024 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 bicyclist's fatalities on Arizona roadways.

Figure 14 Bicycle Fatalities



Sources: ADOT State Crash Data (2017-2024)

Retrieved January 2026

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)-

Arizona Army National Guard 2025-PS-001 - *Funds were not used in FFY 2025 as there was multiple staff/leadership changes within the agency throughout the grant cycle.

Huachuca City PD 2025-PS-004 \$3,470 - *Funds were not used in FFY 2025, due to staffing shortages.

Table 4.15 FFY 2025 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 2025)
Pedestrian and Bicycle Safety Enforcement (PS-EN)	Buckeye PD	2025-PS-002	Sec. 402	\$8,780.00	\$8,780.00
	Huachuca City PD	2025-PS-004	Sec. 402	\$3,470.00	\$0.00
	Peoria PD	2025-PS-006	Sec. 402	\$42,947.00	\$42,944.90
	Phoenix Fire Dept	2025-PS-008	Sec. 402	\$44,666.00	\$21,606.95
	Prescott Valley PD	2025-PS-010	Sec. 402	\$16,927.00	\$15,666.43
	Apache Junction PD	2025-405g-001	Sec. 405g	\$5,000.00	\$4,848.51
	ASU PD	2025-405g-002	Sec. 405g	\$5,000.00	\$4,982.09
	Chandler PD	2025-405g-003	Sec. 405g	\$42,000.00	\$42,000.00
	Gilbert PD	2025-405g-004	Sec. 405g	\$6,676.00	\$6,635.72
	Glendale PD	2025-405g-005	Sec. 405g	\$33,340.00	\$28,301.11
	Goodyear PD	2025-405g-006	Sec. 405g	\$25,000.00	\$23,186.47
	Mesa PD	2025-405g-007	Sec. 405g	\$41,500.00	\$41,500.00
	NAU PD	2025-405g-008	Sec. 405g	\$4,000.00	\$3,612.17
	Phoenix PD	2025-405g-009	Sec. 405g	\$45,000.00	\$44,941.35
	Sahuarita PD	2025-405g-010	Sec. 405g	\$15,000.00	\$14,988.72
	Scottsdale PD	2025-405g-011	Sec. 405g	\$55,000.00	\$55,000.00
	St. Johns PD	2025-405g-012	Sec. 405g	\$5,000.00	\$1,307.03
	Surprise PD	2025-405g-013	Sec. 405g	\$32,000.00	\$31,820.55
	Tempe PD	2025-405g-014	Sec. 405g	\$37,000.00	\$36,625.47

Planned Activity	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
Pedestrian and Bicycle Safety Education and Awareness (PS-AW, PS-Media)	Arizona Army National Guard	2025-PS-001	Sec. 402	\$5,000.00	\$0.00
	Coconino County Public Health	2025-PS-003	Sec. 402	\$5,526.00	\$4,101.44
	NPS Grand Canyon	2025-PS-005	Sec. 402	\$9,145.00	\$8,448.90
	Phoenix Children's Hospital	2025-PS-007	Sec. 402	\$13,983.00	\$13,089.25
	Phoenix Street Transportation	2025-PS-009	Sec. 402	\$9,996.00	\$9,994.65
	Valleywise Health	2025-PS-011	Sec. 402	\$4,986.00	\$4,965.00
	GOHS Pedestrian & Bicycle Support	2025-PS-500	Sec. 402	\$3,000.00	\$300.22
	GOHS Paid Media	2025-GOHS-502	Sec. 405g	\$125,000.00	\$65,000.00
Total Funds Spent (Pedestrian and Bicycle Safety)				\$644,942.00	\$534,646.93

Performance Results – Pedestrian and Bicycle Safety

According to ADOT State Crash Facts, the number of pedestrian and bicyclist fatalities decreased from 317 in 2023 to 307 in 2024. GOHS completed bicycle and pedestrian safety projects in FFY 2025 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 2024, speed was a factor in 417 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 \$196,000 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
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 2020-2024. 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.	C-1) Number of traffic fatalities 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.

Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of Traffic Fatalities at 1,267.4 for the fiscal year 2024 HSP. Based on the State 5-year rolling average actuals for 2019-2023, Number of Traffic Fatalities was 1,219.0. Based on this data, the projected target of 1,267.4 for 2024 was met.

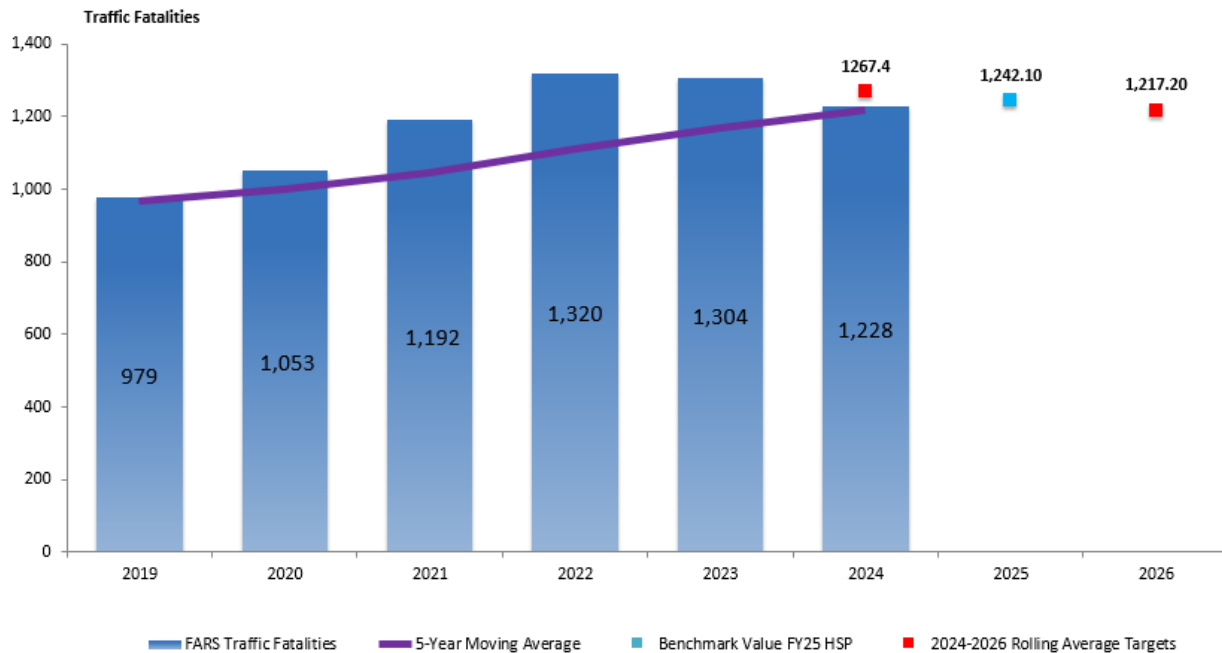
The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2025 target that aligns with the triennial HSP and GOHS will continue to promote the current

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.

*2023 Actuals and 2024 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 (2019-2024)

Retrieved January 2026

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 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

C-6) Number of speeding-related fatalities.

Reduce speeding-related fatalities by 6% from 425 in 2022 to a current safety level of 401 (2024-2026 rolling average) by 2026.

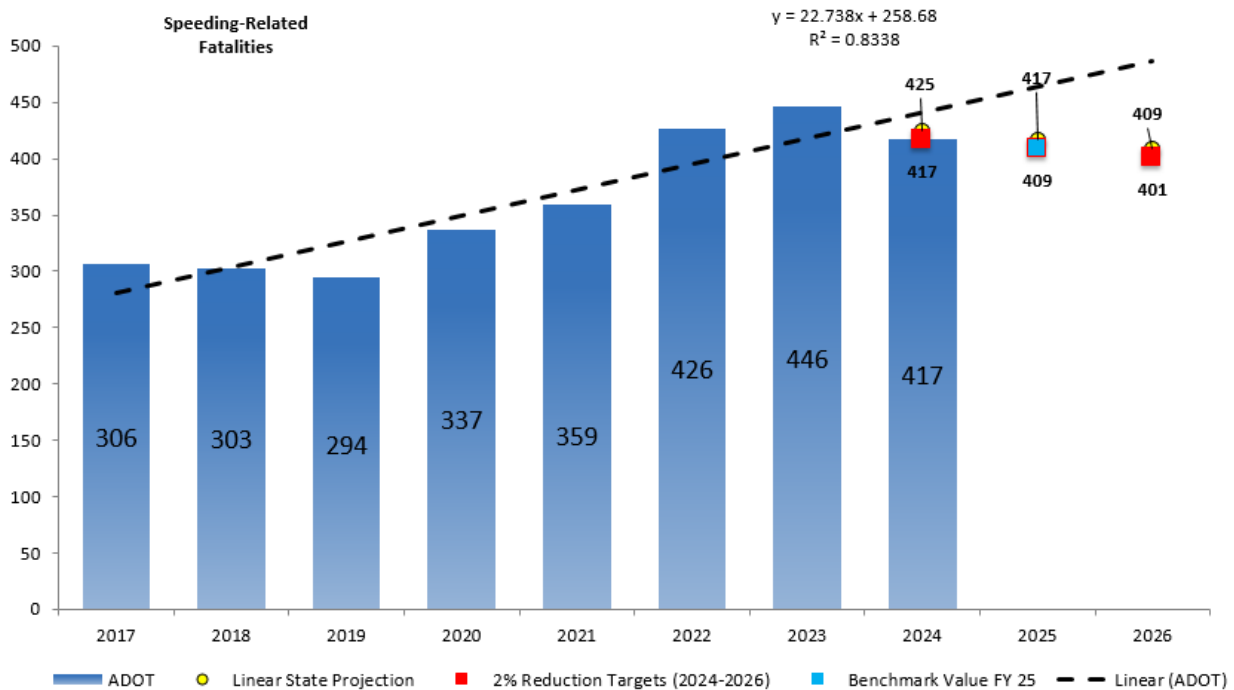
enforcement, and community organizations can also contribute to achieving highway safety targets.	
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Performance status: GOHS has targeted 417 number of speeding-related fatalities for the fiscal year 2024 HSP. However, the recently published 2024 State crash data shows that the actual number of speeding-related fatalities was 417. Based on this data, the projected target of 417 for 2023 was 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 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 (2017- 2024)

Retrieved January 2026

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 Awareness (PTS-AW; PTS-Media); and
- Roadway Safety Awareness (RS-AW).

Projects not implemented

Police Traffic Services (PTS) –

Project 2025-PTS-013 was an unused grant number.

Table 4.17 FFY 2025 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 2025)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Apache CSO	2025-PTS-001	Sec. 402	\$5,000.00	\$3,408.71
	Apache Junction PD	2025-PTS-002	Sec. 402	\$59,801.00	\$58,620.80
	ASU PD	2025-PTS-003	Sec. 402	\$24,300.00	\$24,045.69
	AZ DPS	2025-PTS-004	Sec. 402	\$40,000.00	\$40,000.00
	AZ DPS	2025-PTS-005	Sec. 402	\$150,000.00	\$150,000.00
	AZ DPS	2025-PTS-006	Sec. 402	\$35,000.00	\$34,990.96
	Benson PD	2025-PTS-007	Sec. 402	\$31,378.00	\$27,325.06
	Bisbee PD	2025-PTS-008	Sec. 402	\$40,312.00	\$25,009.12
	Buckeye PD	2025-PTS-009	Sec. 402	\$40,213.00	\$35,413.61
	Bullhead City PD	2025-PTS-075	Sec. 402	\$50,340.00	\$26,900.08
	Casa Grande PD	2025-PTS-010	Sec. 402	\$18,000.00	\$18,000.00
	Chandler PD	2025-PTS-011	Sec. 402	\$50,000.00	\$50,000.00
	Chino Valley PD	2025-PTS-012	Sec. 402	\$24,554.00	\$24,550.02
	Cochise CSO	2025-PTS-014	Sec. 402	\$13,000.00	\$12,325.04
	Coconino CSO	2025-PTS-015	Sec. 402	\$21,363.00	\$13,385.96
	Coolidge PD	2025-PTS-016	Sec. 402	\$9,800.00	\$9,800.00
	Cottonwood PD	2025-PTS-017	Sec. 402	\$19,550.00	\$19,500.00
	Douglas PD	2025-PTS-018	Sec. 402	\$28,000.00	\$27,799.96
	El Mirage PD	2025-PTS-019	Sec. 402	\$15,000.00	\$9,222.16

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Eloy PD	2025-PTS-020	Sec. 402	\$12,333.00	\$6,896.88
	Florence PD	2025-PTS-021	Sec. 402	\$10,000.00	\$8,214.39
	Fredonia PD	2025-PTS-022	Sec. 402	\$49,174.00	\$41,697.58
	Gila CSO	2025-PTS-023	Sec. 402	\$30,574.00	\$30,143.00
	Gila River PD	2025-PTS-024	Sec. 402	\$40,000.00	\$40,000.00
	Gilbert PD	2025-PTS-025	Sec. 402	\$80,000.00	\$79,988.09
	Glendale PD	2025-PTS-026	Sec. 402	\$55,418.00	\$51,864.13
	Goodyear PD	2025-PTS-027	Sec. 402	\$20,000.00	\$19,999.96
	Goodyear PD	2025-PTS-028	Sec. 402	\$30,000.00	\$29,992.33
	Graham CSO	2025-PTS-029	Sec. 402	\$20,000.00	\$19,984.08
	La Paz CSO	2025-PTS-030	Sec. 402	\$15,000.00	\$14,999.60
	Lake Havasu City PD	2025-PTS-031	Sec. 402	\$40,292.00	\$40,292.00
	Marana PD	2025-PTS-032	Sec. 402	\$68,202.00	\$61,203.72
	Maricopa CSO	2025-PTS-033	Sec. 402	\$75,080.00	\$71,196.39
	Maricopa PD	2025-PTS-034	Sec. 402	\$43,965.00	\$35,585.16
	Mesa PD	2025-PTS-035	Sec. 402	\$55,000.00	\$55,000.00
	Mesa PD	2025-PTS-036	Sec. 402	\$91,970.00	\$91,970.00
	NPS Grand Canyon	2025-PTS-037	Sec. 402	\$15,285.00	\$15,285.00
	Navajo CSO	2025-PTS-038	Sec. 402	\$17,366.00	\$12,498.15
	Nogales PD	2025-PTS-039	Sec. 402	\$25,171.00	\$13,311.06
	Oro Valley PD	2025-PTS-040	Sec. 402	\$32,841.00	\$32,841.00
	Paradise Valley PD	2025-PTS-041	Sec. 402	\$10,000.00	\$3,069.23

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Parker PD	2025-PTS-042	Sec. 402	\$17,269.00	\$17,151.00
	Peoria PD	2025-PTS-043	Sec. 402	\$52,000.00	\$52,000.00
	Phoenix PD	2025-PTS-044	Sec. 402	\$100,000.00	\$98,516.92
	Phoenix PD	2025-PTS-045	Sec. 402	\$101,240.00	\$101,240.00
	Pinal CSO	2025-PTS-047	Sec. 402	\$95,133.00	\$94,890.27
	Prescott PD	2025-PTS-048	Sec. 402	\$36,371.00	\$36,214.60
	Prescott Valley PD	2025-PTS-049	Sec. 402	\$27,990.00	\$23,887.91
	Quartzsite PD	2025-PTS-050	Sec. 402	\$10,000.00	\$3,475.43
	Queen Creek PD	2025-PTS-051	Sec. 402	\$40,000.00	\$23,669.96
	Safford PD	2025-PTS-052	Sec. 402	\$11,077.00	\$4,564.95
	Sahuarita PD	2025-PTS-053	Sec. 402	\$12,341.00	\$12,337.37
	Salt River PD	2025-PTS-054	Sec. 402	\$50,000.00	\$50,000.00
	San Luis PD	2025-PTS-055	Sec. 402	\$20,000.00	\$19,523.73
	Santa Cruz CSO	2025-PTS-056	Sec. 402	\$5,000.00	\$4,836.54
	Scottsdale PD	2025-PTS-057	Sec. 402	\$60,000.00	\$60,000.00
	Show Low PD	2025-PTS-058	Sec. 402	\$20,000.00	\$20,000.00
	Snowflake-Taylor PD	2025-PTS-059	Sec. 402	\$19,096.00	\$17,277.14
	St. Johns PD	2025-PTS-060	Sec. 402	\$7,000.00	\$742.15
	Surprise PD	2025-PTS-061	Sec. 402	\$30,000.00	\$30,000.00
	Tempe PD	2025-PTS-062	Sec. 402	\$132,000.00	\$131,852.69
	Tolleson PD	2025-PTS-063	Sec. 402	\$15,000.00	\$1,660.84
	Tombstone MO	2025-PTS-064	Sec. 402	\$7,364.00	\$6,651.24
	Tonto Apache PD	2025-PTS-065	Sec. 402	\$10,422.00	\$10,384.87

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Tucson PD	2025-PTS-066	Sec. 402	\$51,705.00	\$51,685.25
	U of A PD	2025-PTS-067	Sec. 402	\$8,000.00	\$8,000.00
	Wellton PD	2025-PTS-068	Sec. 402	\$13,515.00	\$12,874.94
	Wickenburg PD	2025-PTS-069	Sec. 402	\$5,000.00	\$2,960.40
	Willcox PD	2025-PTS-070	Sec. 402	\$23,779.00	\$4,080.41
	Williams PD	2025-PTS-071	Sec. 402	\$6,557.00	\$6,070.24
	Winslow PD	2025-PTS-072	Sec. 402	\$10,000.00	\$10,000.00
	Yavapai CSO	2025-PTS-073	Sec. 402	\$15,400.00	\$15,335.42
	Yuma PD	2025-PTS-074	Sec. 402	\$39,319.00	\$28,496.36
Selective Traffic Enforcement Program Awareness (PTS-AW; PTS-Media)	Pima CSD	2025-PTS-046	Sec. 402	\$22,458.00	\$22,362.41
	GOHS Paid Media	2025-GOHS-502	Sec. 402	\$111,700.00	\$111,618.52
	GOHS Selective Traffic Support	2025-PTS-500	Sec. 402	\$63,000.00	\$61,941.40
Roadway Safety Awareness (RS-AW)	AZ. Transportation Ed. Foundation	2025-RS-001	Sec. 402	\$78,107.00	\$78,107.00
Total Funds Spent (Police Traffic Services)				\$2,841,125.00	\$2,620,738.88

Performance Results – Police Traffic Services

According to ADOT State Crash Facts in 2024, Speeding-related fatalities decreased from 446 in 2023 to 417 in 2024. GOHS completed 76 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 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 2025:

- April 8, 2025
- June 10, 2025
- July 21, 2025

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 2025, 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 2025 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 2025)
Data Collection, Evaluation and Analysis (TR-DATA)	ADOT	2025-405c-001	Sec. 405c	\$72,000.00	\$37,655.31
	ADHS	2025-405c-002	Sec. 405c	\$363,688.00	\$363,394.35
	Tombstone MO	2025-405c-003	Sec. 405c	\$39,432.00	\$36,815.05
	GOHS DRE Software License	2025-GOHS-500	Sec. 405c	\$88,000.00	\$80,000.00
Total Funds Spent (Traffic Records)				\$563,120.00	\$517,864.71

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 2025 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 RACIAL PROFILING DATA COLLECTION, SECTION 1906

In the State of Arizona, the term “racial profiling” refers to the use by law enforcement personnel, an individual’s race or ethnicity as a factor in articulating reasonable suspicion to stop, question or arrest an individual (unless race or ethnicity is part of an identifying description of a specific suspect for a specific crime. In January 2003, the Arizona Department of Public Safety (AZ DPS) began voluntarily collecting data regarding traffic and pedestrian stops. Although data collection was voluntarily initiated by DPS, as part of a 2006 settlement agreement, DPS agreed to conduct a comprehensive evaluation of traffic stop data collected by officers. The University of Cincinnati research team was awarded a three-year contract to conduct the departments’ “Traffic Stop Data Analysis Study”.

Table 4.19 Performance Targets, Status and Measures (Racial Profiling Data Collection, Section 1906)

Performance Target	Performance Measure
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 2020-2024. 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.	C-1) Number of traffic fatalities 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.

Performance Status: GOHS, in collaboration with the ADOT and FHWA, set a 5-year rolling average target for Number of Traffic Fatalities at 1,267.4 for the fiscal year 2024 HSP. Based on the State 5-year rolling average actuals for 2019-2023, Number of Traffic Fatalities was 1,219.0. Based on this data, the projected target of 1,267.4 for 2024 was met.

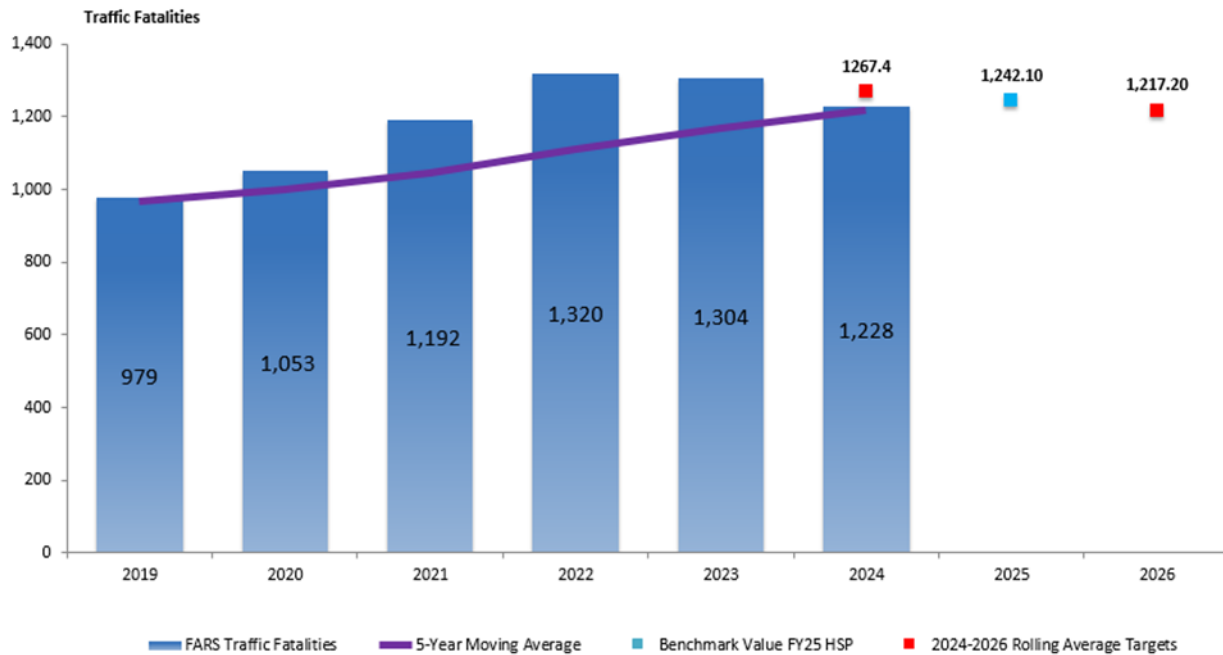
The performance status for the FY 2024-2026 HSP is that the State is on track to meet the 2025 target that aligns with the triennial HSP and GOHS will continue to promote the current established projects. Based on state data to date, the projection is that there is a slight downward trend in serious 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.

*2023 Actuals and 2024 Targets are both on 5-year rolling averages.

Figure 17 Traffic Fatalities

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



Sources: FARS (2019-2024)

Retrieved January 2026

Projects and Funding

Table 4.20 contains a list of Section 1906 Racial Profiling Data Collection, the relevant performance measures, the funds spent on each project and the project status. These projects are grouped into the following planned activity:

- Racial Profiling Data Collection Section 1906 and Analysis

Projects not implemented

Section 1906 Racial Profiling Data Collection –

Projects 1906 Grant Program AZ DPS 2025-1906-001, Maricopa CSO 2025-1906-002, and Phoenix PD 1906-003 were unused grant numbers as the government shutdown and the continuation of this program was unknown. The grants were not written and were not executed.

Table 4.20 FFY 2025 Section 1906 Racial Profiling Data Collection Projects**Related Performance Measure**

Traffic data collection and accessibility.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2025)
Racial Profiling Data Collection Section 1906 and Analysis	AZ DPS	2025-1906-001	Sec. 1906	\$0.00	\$0.00
	Maricopa CSO	2025-1906-002	Sec. 1906	\$0.00	\$0.00
	Phoenix PD	2025-1906-003	Sec. 1906	\$0.00	\$0.00
Total Funds Spent (Section 1906 Racial Profiling Data Collection)				\$0.00	\$0.00

Performance Results – Section 1906 Racial Profiling Data Collection

GOHS was unable to fund projects in FFY 2025, therefore in FFY 2026 funding will be awarded for data collection and improved to data systems for communities in Arizona.

Project Descriptions

Racial Profiling Data Collection Section 1906 and Analysis

Project Description – Improved accuracy of data will guide GOHS to make informed decisions about funding projects that effectively address the identified traffic safety issues and positively impact the affected communities.

4.10 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 4.21 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 4.22 lists these projects along with its associated performance measures, funding sources and status.

Projects not implemented

Planning and Administration (PA) -

GOHS - 2025-GOHS-503 (405b) \$10,000 - *Funds were not used in FFY 2025, but for FFY 2026 funds will be used for a project.

GOHS - 2025-GOHS-503 (405d) \$50,000 - *Funds were not used in FFY 2025, but for FFY 2026 funds will be used for a project.

Table 4.22 FFY 2025 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 2025)
Planning and Administration (GOHS-PA)	GOHS	2025-GOHS-300	Sec. 402 (PA)	\$600,000.00	\$566,593.47
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	2025-GOHS-300	Sec. 402	\$413,803.00	\$307,869.25
	GOHS	2025-GOHS-300	Sec. 405d	\$119,098.00	\$119,093.11
	GOHS	2025-GOHS-503	Sec. 402 (PA)	\$134,000.00	\$33,626.31
	GOHS	2025-GOHS-503	Sec. 405b	\$10,000.00	\$0.00
	GOHS	2025-GOHS-503	Sec. 405d	\$50,000.00	\$0.00
Total Funds Spent (Planning and Administration)				\$1,326,901.00	\$1,027,182.14

Performance Results – Planning and Administration

GOHS met its measurable planning and administration performance targets for FFY 2025 including delivering the *FFY 2025 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 *2025 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 2025 Fund Obligation

* Below is a summary of 2025 Highway Safety Program approved costs shown in Table 5.1 on the next pages.

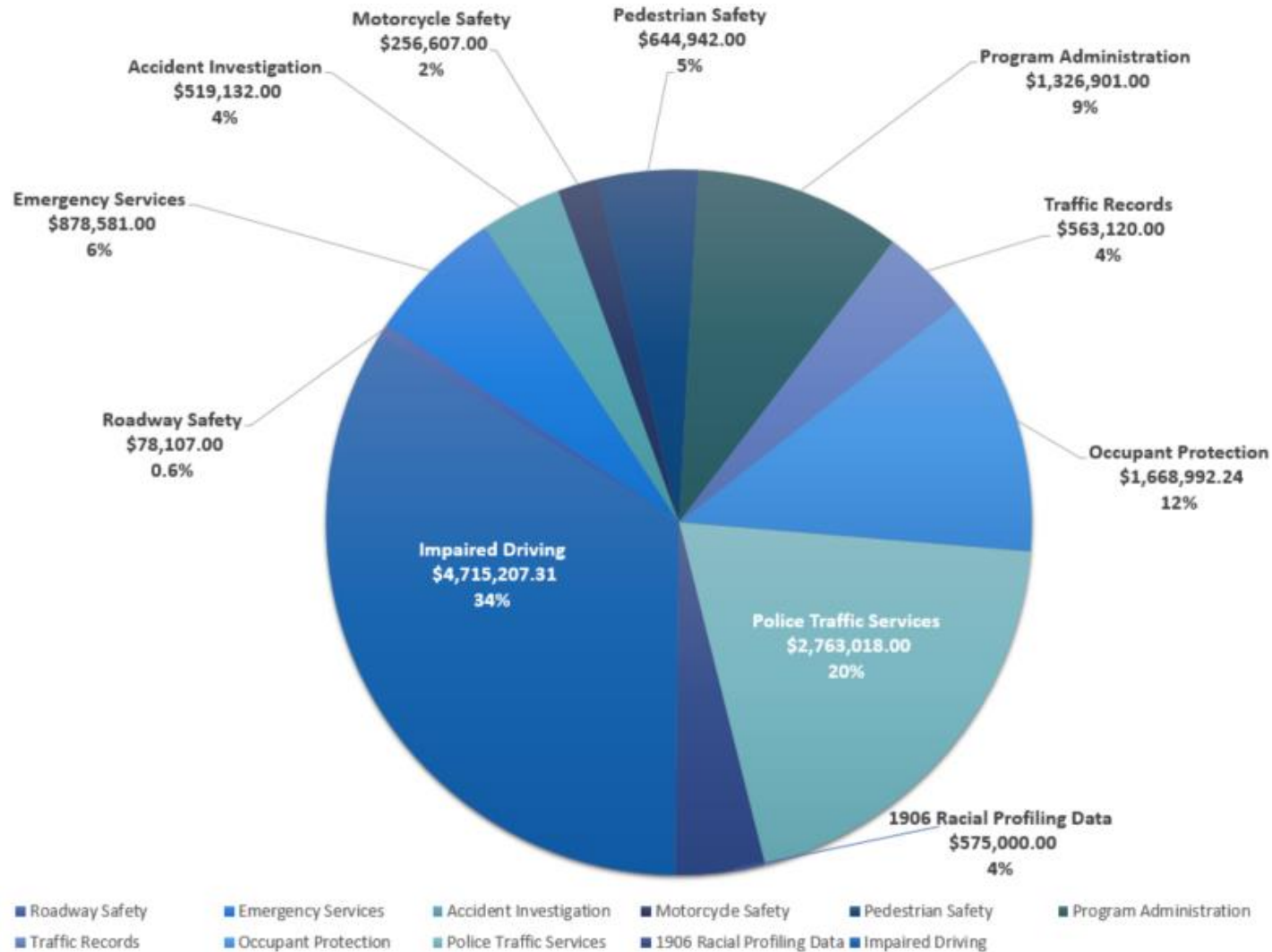


Table 5.1 Highway Safety Program Cost Summary

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

State: Arizona

Status of Obligations and Expenditures

Page: 1

2025-FINAL

Report Date: 01/27/2026

Posted: 01/27/2026

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
NHTSA									
IIJA NHTSA 402									
Planning and Administration									
	PA-2025-00-00-00				\$624,675.44	\$624,675.44	\$1,282,893.16		\$0.00
	Planning and Administration Total				\$624,675.44	\$624,675.44	\$1,282,893.16		\$0.00
Impaired Driving									
	AL-2025-00-00-00				\$1,065,034.58	\$1,065,034.58	\$430,444.74		\$0.00
	Impaired Driving Total				\$1,065,034.58	\$1,065,034.58	\$430,444.74		\$0.00
Emergency Medical Services									
	EM-2025-00-00-00				\$854,332.73	\$854,332.73	\$266,853.26		\$0.00
	Emergency Medical Services Total				\$854,332.73	\$854,332.73	\$266,853.26		\$0.00
Motorcycle Safety									
	MC-2025-00-00-00				\$127,966.01	\$127,966.01	\$189,748.97		\$0.00
	Motorcycle Safety Total				\$127,966.01	\$127,966.01	\$189,748.97		\$0.00
Safety Belts									
	OP-2025-00-00-00				\$152,068.13	\$152,068.13	\$28,345.89		\$0.00
	Safety Belts Total				\$152,068.13	\$152,068.13	\$28,345.89		\$0.00
Pedestrian/Bicycle Safety									
	PS-2025-00-00-00				\$134,612.36	\$134,612.36	\$530,916.01		\$0.00
	Pedestrian/Bicycle Safety Total				\$134,612.36	\$134,612.36	\$530,916.01		\$0.00
Traffic Enforcement Services									
	PT-2025-00-00-00				\$2,199,112.92	\$2,199,112.92	\$272,250.49		\$0.00
	Traffic Enforcement Services Total				\$2,199,112.92	\$2,199,112.92	\$272,250.49		\$0.00
Traffic Records									
	TR-2025-00-00-00				\$6,442.70	\$6,442.70	\$30,309.10		\$0.00
	Traffic Records Total				\$6,442.70	\$6,442.70	\$30,309.10		\$0.00
Crash Investigation									
	AI-2025-00-00-00				\$447,244.31	\$447,244.31	\$594,729.35		\$0.00
	Crash Investigation Total				\$447,244.31	\$447,244.31	\$594,729.35		\$0.00
Child Restraint									
	CR-2025-00-00-00				\$358,483.83	\$358,483.83	\$117,183.73		\$0.00
	Child Restraint Total				\$358,483.83	\$358,483.83	\$117,183.73		\$0.00
Roadway Safety									
	RS-2025-00-00-00				\$80,489.28	\$80,489.28	\$5,141.95		\$0.00
	Roadway Safety Total				\$80,489.28	\$80,489.28	\$5,141.95		\$0.00
Heatstroke/Unattended passenger education									
	UNATTD-2025-00-00-00				\$2,888.13	\$2,888.13	\$0.00		\$0.00

Heatstroke/Unattended passenger education Total			\$2,888.13	\$2,888.13	\$0.00	\$0.00
IIJA NHTSA 402 Total	\$7,193,145.95	\$2,609,021.12	\$6,053,350.42	\$6,053,350.42	\$3,748,816.65	\$0.00
IIJA 1906 Prohibit Racial Profiling						
1906 Uncommitted						
F1906X-2025-00-00-00			\$0.00	\$0.00	\$575,000.00	\$0.00
1906 Uncommitted Total			\$0.00	\$0.00	\$575,000.00	\$0.00
IIJA 1906 Prohibit Racial Profiling Total	\$575,000.00	\$0.00	\$0.00	\$0.00	\$575,000.00	\$0.00
IIJA 405b OP Low						
405b OP Low Uncommitted						
M2X-2025-00-00-00			\$631,533.33	\$631,533.33	\$630,928.61	\$0.00
405b OP Low Uncommitted Total			\$631,533.33	\$631,533.33	\$630,928.61	\$0.00
405b Low Underserved CPS Programs						
B2CPS_US-2025-00-00-00			\$104,521.89	\$104,521.89	\$29,478.11	\$0.00
405b Low Underserved CPS Programs Total			\$104,521.89	\$104,521.89	\$29,478.11	\$0.00
IIJA 405b OP Low Total	\$766,233.33	\$630,228.61	\$736,055.22	\$736,055.22	\$660,406.72	\$0.00
IIJA 405c Data Program						
405c Data Program						
M3DA-2025-00-00-00			\$396,610.63	\$396,610.63	\$846,806.11	\$0.00
405c Data Program Total			\$396,610.63	\$396,610.63	\$846,806.11	\$0.00
405c Data Uncommitted						
M3X-2025-00-00-00			\$121,254.08	\$121,254.08	\$555,755.37	\$0.00
405c Data Uncommitted Total			\$121,254.08	\$121,254.08	\$555,755.37	\$0.00
IIJA 405c Data Program Total	\$822,644.87	\$1,097,781.32	\$517,864.71	\$517,864.71	\$1,402,561.48	\$0.00
IIJA 405d Impaired Driving Mid						
405d Impaired Driving Mid Uncommitted						
M5X-2025-00-00-00			\$2,856,073.15	\$2,856,073.15	\$1,482,864.41	\$0.00
405d Impaired Driving Mid Uncommitted Total			\$2,856,073.15	\$2,856,073.15	\$1,482,864.41	\$0.00
IIJA 405d Impaired Driving Mid Total	\$3,157,010.51	\$1,181,927.05	\$2,856,073.15	\$2,856,073.15	\$1,482,864.41	\$0.00
IIJA 405d Impaired Driving Int						
405d Impaired Driving Int Uncommitted						
M7X-2025-00-00-00			\$128,205.02	\$128,205.02	\$957,057.40	\$0.00
405d Impaired Driving Int Uncommitted Total			\$128,205.02	\$128,205.02	\$957,057.40	\$0.00
IIJA 405d Impaired Driving Int Total	\$429,347.18	\$655,915.24	\$128,205.02	\$128,205.02	\$957,057.40	\$0.00
IIJA 405f Motorcycle Programs						
405f Motorcycle Uncommitted						
M11X-2025-00-00-00			\$82,154.88	\$82,154.88	\$264,216.97	\$0.00
405f Motorcycle Uncommitted Total			\$82,154.88	\$82,154.88	\$264,216.97	\$0.00
IIJA 405f Motorcycle Programs Total	\$95,050.29	\$251,321.56	\$82,154.88	\$82,154.88	\$264,216.97	\$0.00
IIJA 405h Nonmotorized Safety						
405h Law Enforcement						
FHLE-2025-00-00-00			\$404,749.19	\$404,749.19	\$91,012.60	\$0.00
405h Law Enforcement Total			\$404,749.19	\$404,749.19	\$91,012.60	\$0.00
405h Nonmotorized Safety Uncommitted						
FHX-2025-00-00-00			\$0.00	\$0.00	\$0.00	\$0.00

405h Nonmotorized Safety Uncommitted Total			\$.00	\$.00	\$.00	\$.00	\$.00
IIJA 405h Nonmotorized Safety Total	\$.00	\$495,761.79	\$404,749.19	\$404,749.19	\$91,012.60	\$.00	\$.00
SUPPLEMENTAL IIJA NHTSA 402							
Planning and Administration							
PA-2025-00-00-00			\$18,338.66	\$18,338.66	\$91,813.74		\$.00
Planning and Administration Total			\$18,338.66	\$18,338.66	\$91,813.74		\$.00
Impaired Driving							
AL-2025-00-00-00			\$10,397.68	\$10,397.68	\$.00		\$.00
Impaired Driving Total			\$10,397.68	\$10,397.68	\$.00		\$.00
Emergency Medical Services							
EM-2025-00-00-00			\$31,371.00	\$31,371.00	\$15,340.45		\$.00
Emergency Medical Services Total			\$31,371.00	\$31,371.00	\$15,340.45		\$.00
Motorcycle Safety							
MC-2025-00-00-00			\$6,750.63	\$6,750.63	\$415.58		\$.00
Motorcycle Safety Total			\$6,750.63	\$6,750.63	\$415.58		\$.00
Pedestrian/Bicycle Safety							
PS-2025-00-00-00			\$9,994.65	\$9,994.65	\$46.96		\$.00
Pedestrian/Bicycle Safety Total			\$9,994.65	\$9,994.65	\$46.96		\$.00
Traffic Enforcement Services							
PT-2025-00-00-00			\$431,250.61	\$431,250.61	\$11,787.26		\$.00
Traffic Enforcement Services Total			\$431,250.61	\$431,250.61	\$11,787.26		\$.00
Traffic Records							
TR-2025-00-00-00			\$.00	\$.00	\$860.31		\$.00
Traffic Records Total			\$.00	\$.00	\$860.31		\$.00
Crash Investigation							
AI-2025-00-00-00			\$24,135.47	\$24,135.47	\$.00		\$.00
Crash Investigation Total			\$24,135.47	\$24,135.47	\$.00		\$.00
Child Restraint							
CR-2025-00-00-00			\$.00	\$.00	\$33,231.44		\$.00
Child Restraint Total			\$.00	\$.00	\$33,231.44		\$.00
Roadway Safety							
RS-2025-00-00-00			\$652.07	\$652.07	\$3,553.67		\$.00
Roadway Safety Total			\$652.07	\$652.07	\$3,553.67		\$.00
Heatstroke/Unattended passenger education							
UNATTD-2025-00-00-00			\$151.82	\$151.82	\$.00		\$.00
Heatstroke/Unattended passenger education Total			\$151.82	\$151.82	\$.00		\$.00
SUPPLEMENTAL IIJA NHTSA 402 Total	\$376,338.50	\$313,753.50	\$533,042.59	\$533,042.59	\$157,049.41	\$.00	\$.00
SUPPLEMENTAL IIJA 405b OP Low							
405b OP Low Uncommitted							
M2X-2025-00-00-00			\$35,742.45	\$35,742.45	\$43,037.58		\$.00
405b OP Low Uncommitted Total			\$35,742.45	\$35,742.45	\$43,037.58		\$.00
405b Low Underserved CPS Programs							
B2CPS_US-2025-00-00-00			\$8,500.00	\$8,500.00	\$.00		\$.00
405b Low Underserved CPS Programs Total			\$8,500.00	\$8,500.00	\$.00		\$.00
SUPPLEMENTAL IIJA 405b OP Low Total	\$46,760.42	\$40,519.61	\$44,242.45	\$44,242.45	\$43,037.58	\$.00	\$.00

405c Data Uncommitted

M3X-2025-00-00-00

\$.00

\$.00

\$103,148.72

\$.00

405c Data Uncommitted Total**\$.00****\$.00****\$103,148.72****\$.00****SUPPLEMENTAL IIJA 405c Data Program Total****\$50,203.01****\$52,945.71****\$.00****\$.00****\$103,148.72****\$.00****\$.00****SUPPLEMENTAL IIJA 405d Impaired Driving Mid****405d Impaired Driving Mid Uncommitted**

M5X-2025-00-00-00

\$173,096.59

\$173,096.59

\$20,069.75

\$.00

405d Impaired Driving Mid Uncommitted Total**\$173,096.59****\$173,096.59****\$20,069.75****\$.00****SUPPLEMENTAL IIJA 405d Impaired Driving Mid Total****\$193,166.34****\$.00****\$173,096.59****\$173,096.59****\$20,069.75****\$.00****\$.00****SUPPLEMENTAL IIJA 405d Impaired Driving Int****405d Impaired Driving Int Uncommitted**

M7X-2025-00-00-00

\$1,457.36

\$1,457.36

\$50,529.47

\$.00

405d Impaired Driving Int Uncommitted Total**\$1,457.36****\$1,457.36****\$50,529.47****\$.00****405d Int Crash Investigation**

M7*AI-2025-00-00-00

\$2,771.89

\$2,771.89

\$.00

\$.00

405d Int Crash Investigation Total**\$2,771.89****\$2,771.89****\$.00****\$.00****405d Int Heatstroke/Unattended passenger education**

M7*UNATTD-2025-00-00-00

\$20,211.32

\$20,211.32

\$.00

\$.00

405d Int Heatstroke/Unattended passenger education Total**\$20,211.32****\$20,211.32****\$.00****\$.00****SUPPLEMENTAL IIJA 405d Impaired Driving Int Total****\$26,270.23****\$48,699.81****\$24,440.57****\$24,440.57****\$50,529.47****\$.00****\$.00****SUPPLEMENTAL IIJA 405f Motorcycle Programs****405f Motorcycle Uncommitted**

M11X-2025-00-00-00

\$8,975.33

\$8,975.33

\$11,553.32

\$.00

405f Motorcycle Uncommitted Total**\$8,975.33****\$8,975.33****\$11,553.32****\$.00****SUPPLEMENTAL IIJA 405f Motorcycle Programs Total****\$5,800.57****\$14,728.08****\$8,975.33****\$8,975.33****\$11,553.32****\$.00****\$.00****IIJA 405g Nonmotorized Safety 24-26****405g Nonmotorized Safety Uncommitted**

BGX-2025-00-00-00

\$.00

\$.00

\$932,734.86

\$.00

405g Nonmotorized Safety Uncommitted Total**\$.00****\$.00****\$932,734.86****\$.00****IIJA 405g Nonmotorized Safety 24-26 Total****\$528,294.32****\$404,440.54****\$.00****\$.00****\$932,734.86****\$.00****\$.00****SUPPLEMENTAL IIJA 405g Nonmotorized Safety 24-26****405g Nonmotorized Safety Uncommitted**

BGX-2025-00-00-00

\$.00

\$.00

\$53,149.44

\$.00

405g Nonmotorized Safety Uncommitted Total**\$.00****\$.00****\$53,149.44****\$.00****SUPPLEMENTAL IIJA 405g Nonmotorized Safety 24-26 Total****\$32,239.87****\$20,909.57****\$.00****\$.00****\$53,149.44****\$.00****\$.00****NHTSA Total****\$14,297,505.39****\$7,817,953.51****\$11,562,250.12****\$11,562,250.12****\$10,553,208.78****\$.00****\$.00****Total****\$14,297,505.39****\$7,817,953.51****\$11,562,250.12****\$11,562,250.12****\$10,553,208.78****\$.00****\$.00**

6.0 Addendum – Seat Belt Survey

The Governor's Office of Highway Safety commissioned a study to determine the 2025 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 2025 seat belt use rate of 89.4 percent represents a slight decrease of 0.1 percentage points from 2024. Handheld cell phone use, by 5.6 percent of drivers, was down from 5.4% in 2024.

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			
2025	89.4%	88.5%	91.5%	83%	N/A	5.6%
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%

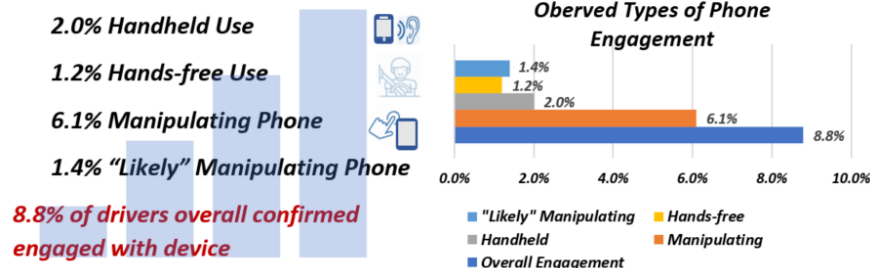
Source: Preusser Research Group.

* 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 May of 2025 (FFY 2025), The Governor’s Office of Highway Safety commissioned a study to determine the 2025 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 16,757 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 Maricopa (1.6%) and highest in Pinal County (3.1%). Hands-free usage was lowest in Coconino (0.6%), and highest in Pima County (2.2%). Phone manipulation was observed way more in Pinal (9.7%) and Pima (9.3%) 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	2784	5.6%	2.3%	0.6%	3.3%	2.9%
Maricopa	9019	8.1%	1.6%	1.0%	5.9%	1.91%
Pima	3231	13.5%	2.6%	2.2%	9.3%	0.7%
Pinal	801	13.5%	3.1%	1.2%	9.7%	1.1%
Yavapai	922	5.1%	2.2%	1.1%	2.3%	3.3%

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. Drivers could be engaged in BOTH use and manipulation when using a handheld cell phone on speaker mode for instance.

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) 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. A follow-up survey utilizing 80 site locations was conducted in October 2023. Those same locations were observed again for the 2025 survey, conducted in May. 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. As was done in 2023, 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).

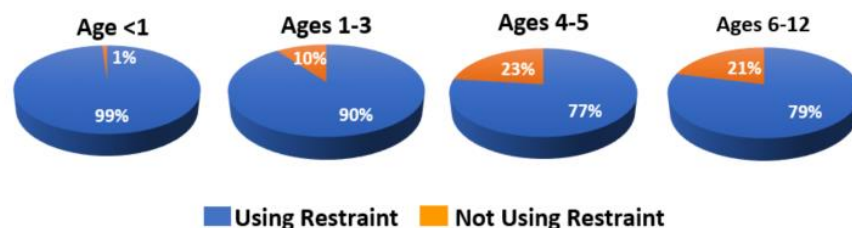
2025 Survey Results

Observers collected child restraint use data on 2,887 children riding in 2,539 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 83 percent (+/- 1.38; 95% confidence) of children, ages 0-12, were restrained across the State of Arizona.** This was up one percentage point from the 2023 estimate of 82 percent.

Usage by Age Category

Observers estimated an age category for child passengers when possible. Age category was recorded for 2,885 of the 2,887 observed children where restraint status could be determined. The survey results indicated that the youngest children (age <1; n=230) were visibly restrained most often (**99%**), followed by the next youngest age group (ages 1-3; n=705) at **90 percent**. Children ages 4 to 5 (n=582) were observed restrained least often (**77%**). Older children (ages 6-12; n=1368) were restrained **79 percent** of the time.

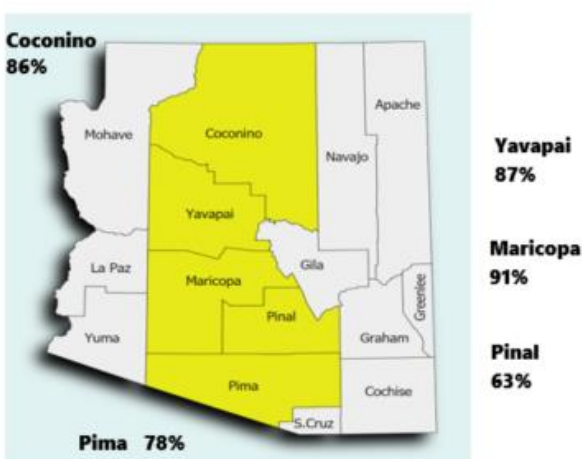
2025 RESTRAINT USAGE BY AGE CATEGORY



Restraint Use by County

Restraint use for children up to age 12 by county is displayed in the figure below. **Results presented by county should be viewed with some caution given that some counties (Pinal and Coconino) had a relatively low number of observations.** The total number of observations in Pinal County was adequate (n=399), yet the observed use rate in that county (63%) was much lower when compared to the other four counties. Maricopa County had a 91% use rate followed by Yavapai County (87%), and those two counties yielded the highest number of observations. The table below the figure shows the number of observations by county and by child age category for each county. Again, the number of observations in some age-county groupings are small and may not represent the actual usage in that county for a given age group.

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



2025 NUMBER/USE BY AGE AND COUNTY

							RESTRAINT USE BY AGE CATEGORY			
	Age <1	Age 1-3	Age 4-5	Age 6-12	Age Unk	County Total	<1	1-3	4-5	6-12
Coconino	40	92	102	199	0	433	100%	96%	74%	84%
Maricopa	90	204	19	389	1	703	100%	99%	58%	87%
Pima	34	129	168	189	0	520	91%	84%	71%	78%
Pinal	24	111	72	192	0	399	100%	70%	61%	54%
Yavapai	42	169	221	399	1	832	100%	94%	91%	80%
Total	230	705	582	1,368	2	2,887	99%	90%	77%	79%