

State of Arizona Highway Safety Plan

Federal Fiscal Year 2018

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Governor
State of Arizona



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State of Arizona Highway Safety Plan

Federal Fiscal Year 2018



prepared for the

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prepared by the

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Introduction

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

The 2018 HSP is comprised of five sections – Arizona's Highway Safety Planning Process, Highway Safety Performance Plan, Highway Safety Strategies and Projects, Performance Report and Program Cost Summary. The Planning Process (Section 1.0) discusses the data sources and processes used to identify Arizona's highway safety problems and establish highway safety performance. It details, through thoughtful and thorough data analysis and problem identification, the progress Arizona is making in addressing its most significant safety problems, including impaired driving, speeding and reckless driving, and occupant protection. These issues, which align with the national priority areas identified by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA), are linked through specific performance measures and targets Arizona's goal of reducing fatalities across all program areas in the Performance Plan (Section 2.0). Arizona's Evidence-Based Traffic Safety Enforcement Program (Section 2.2) ensures that enforcement resources are used efficiently and effectively.

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

The Performance Report (Section 4.0) focuses on Arizona's success in meeting the performance targets for the core performance measures identified in the FFY 2017 HSP. The Program Cost Summary (Section 5.0) details the proposed allocation of funds (including carry-forward funds) by program area based on the goals identified in the Performance Plan (Section 2.0) and the projects and activities outlined in the Highway Safety Strategies and Projects (Section 3.0). The funding level is based on what GOHS estimates its share will be under the Federal grant programs for the 2018 Federal Fiscal Year.

For FFY 2018, Arizona is applying for the following Section 405 incentive grants programs:

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

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



Arizona’s GOHS slogan and logo.



Mission Statement

The Arizona Governor's Office of Highway Safety (GOHS) is the focal point for highway safety issues in Arizona. GOHS provides leadership by developing, promoting, and coordinating programs that influence public and private policy by increasing public awareness of highway safety issues. Funded programs target speed reduction, decreasing impaired driving, increasing seat belt and child safety seat usage as well as motorcycle safety awareness and driver distractions that cause traffic fatalities and injuries on our streets and highways. GOHS provides grant funding to law enforcement agencies, fire departments, and non-profit organizations throughout Arizona.

The GOHS Director Alberto Gutier speaking at the Statewide DUI News Conference at the Arizona State Capitol.



Attendees included County Attorneys, elected Sheriffs, Police Chiefs, Fire Chiefs, ADOT Director and other agency directors, and NHTSA Regional 9 Administrator.

GOHS Accomplishments - 2017

- The Governor’s Office of Highway Safety (GOHS) partnered with the Arizona Supreme Court and the Phoenix Police Department in developing a new “Electronic Search Warrant” for blood draws in DUI cases. Officers can now obtain electronic search warrants from a Supreme Court judge based in Maricopa County in less than eight minutes. GOHS Director is in the process of implementing this statewide with the help from the Arizona Supreme Court staff.
- GOHS provided funding and personnel to train over 1,000 Arizona law enforcement officers in various certifications (ARIDE, SFST/HGN, DRE, Phlebotomy). GOHS assists in training officers from 16 states as Drug Recognition Experts. GOHS scheduled training for an additional 626 officers from 16 states, including Canada.
- Although law enforcement agencies made over 1,113,452 traffic stops in 2016, DUI arrests totaled just over 26,060. Implementation of the “Know Your Limit” Program by 29 Arizona agencies, judicial courts, and healthcare organizations for awareness and enforcement campaigns resulted in increased sober/designated drivers on Arizona roads. This, coupled with the increased use of rideshare companies, such as Über and Lyft, is a direct correlation.
- Of the grants awarded to address speed and reckless driving, 35% of the agencies used funds for the acquisition of speed detection devices – totaling \$549,063. As a result of the additional equipment and increased overtime enforcement patrols, civil speed citations increased over 11%, criminal speed citations increased more than 7% and reckless driving citations increased over 25%.
- The percentage of motorists wearing seat belts increased from 86.6 to 88% in 2016 with a Secondary Seat Belt Law in the Arizona statutes – outranking 20 other states, many with a Primary Seat Belt Law.
- GOHS conducted a comprehensive National Highway Traffic Safety Administration (NHTSA) Occupant Protection Assessment to further evaluate and enhance its Occupant Protection Program. With the results and recommendations obtained through this assessment, GOHS was awarded \$595,963 additional grant funds for Occupant Protection programs.
- GOHS provided grant funds of \$204,883 to purchase 3,702 of child safety/booster seats in FFY 2017. Through numerous organizations, 2,399 child safety/booster seats were installed.
- Arizona was one of only three states awarded a NHTSA Statewide Pedestrian and Bicyclist Focus Education and Enforcement Effort grant. The grant amount is \$793,250 for a grant period up to 60 months.

1.0 Arizona’s Highway Safety Planning Process

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

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

The three leading causes of fatalities and serious injury from vehicular collisions in Arizona are speeding and reckless driving, impaired driving, and unrestrained passenger vehicle occupants, respectively. Consequently, most funding in the FY 2018 HSP is devoted to Police Traffic Services, Impaired Driving, and Occupant Protection. GOHS has established a channel of communication and understanding among the Governor’s Office, the Legislature, state agencies, political subdivisions, and community groups to address these and other aspects of the statewide highway safety program.

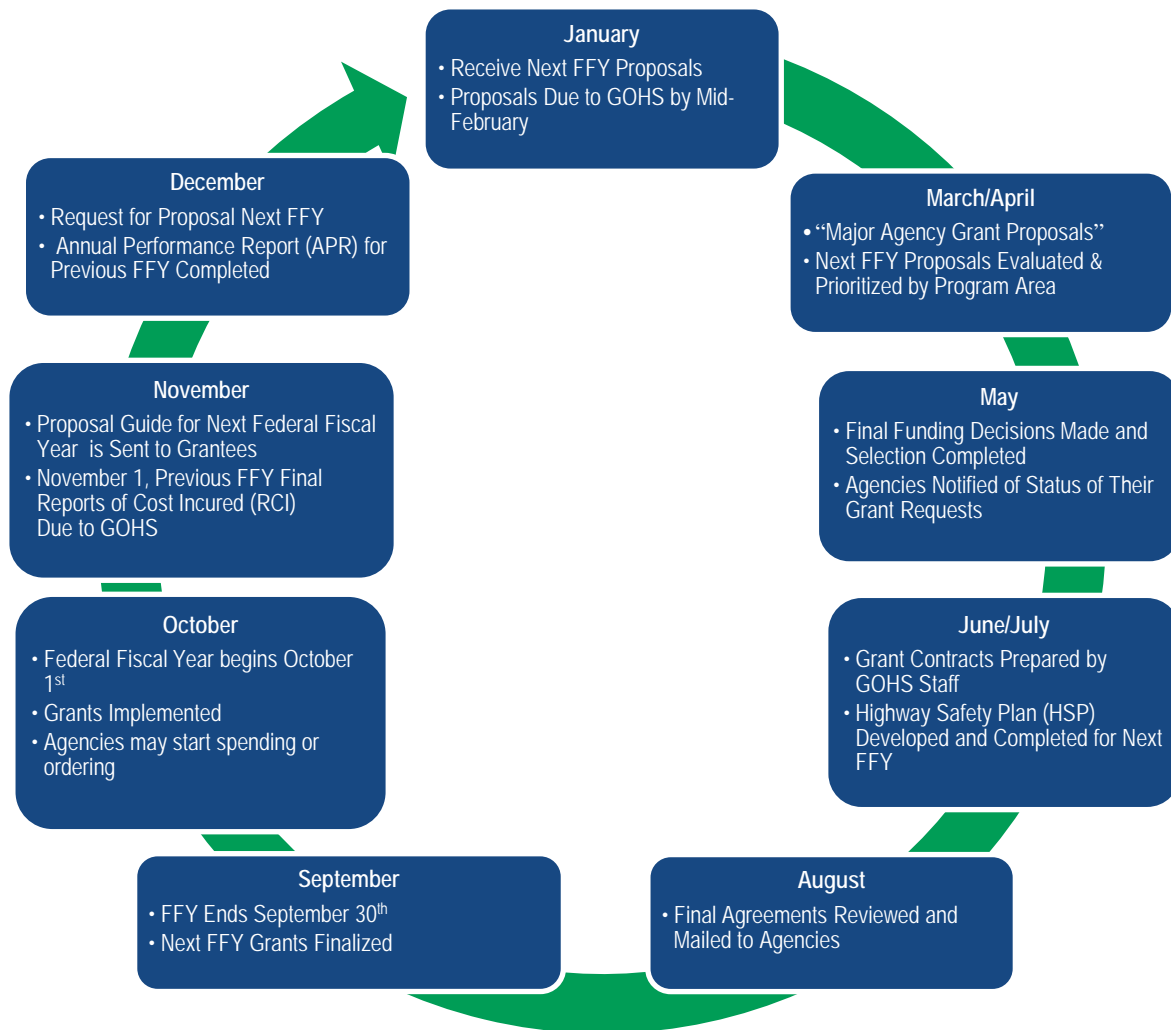
1.1 PLANNING PROCESS

GOHS will submit the HSP by July 1 to fund FFY 2018 grants beginning October 1, 2017. Programs starting on October 1 will be funded utilizing available carry-forward funds until GOHS receives current year funding from Congress.



AZ GOHS Director Alberto Gutier speaking at the FFY 2018 Grant Training on February 14, 2017.

Figure 1.1 shows the Arizona Highway Safety Planning process.

Figure 1.1 The Highway Safety Planning Process

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

Proposals are due to GOHS through the GOHS electronic grants system in early March. Each proposal is assigned a number and pertinent information is added to an Excel spreadsheet.

Meetings with the GOHS Director, Deputy Director, Grant Manager, Comptroller, and Project Coordinators to review the proposals take place from March through April. During these meetings, each proposal is discussed and the level of funding is determined. These discussions are centered on the following *Grants for Performance* evaluation criteria:

GOHS Grants Philosophy: Grants for Performance

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

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

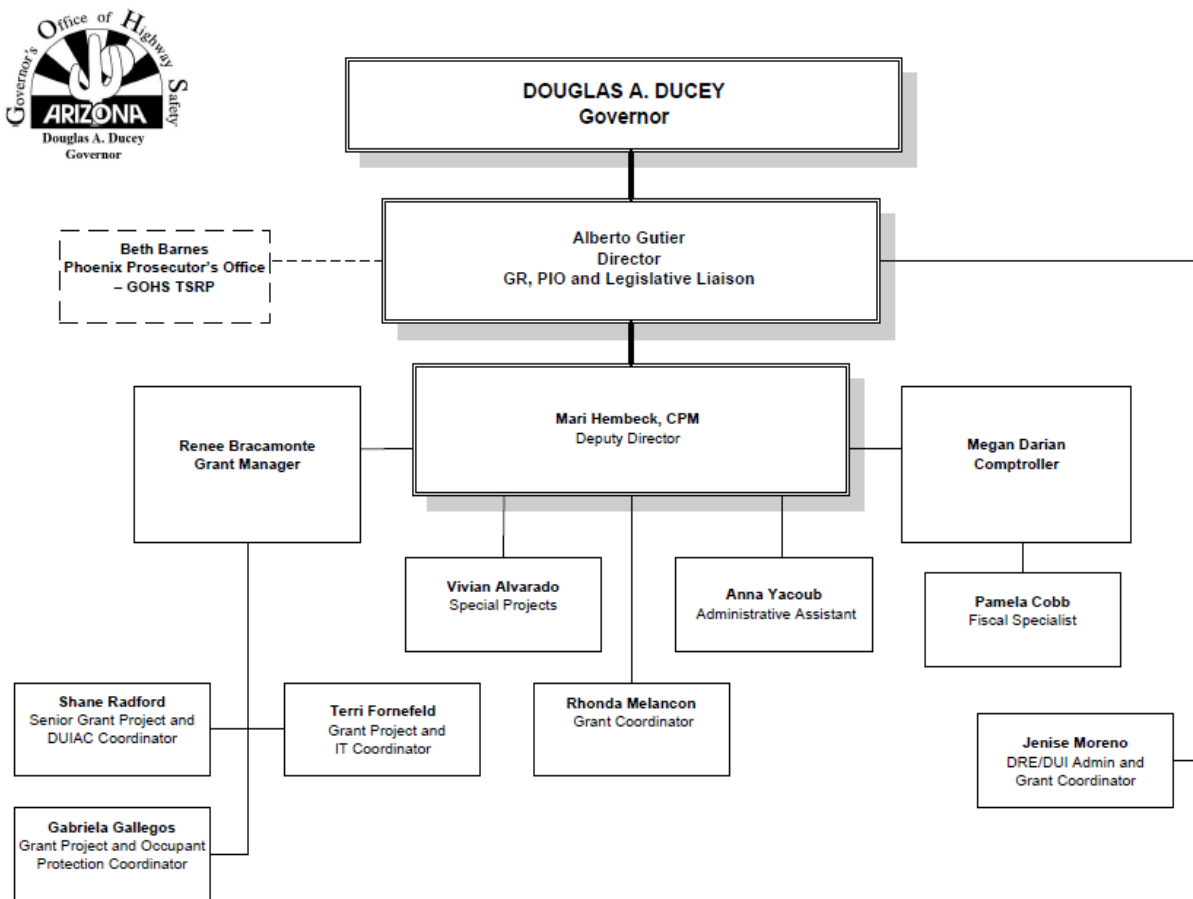
GOHS requires grantees requesting \$100,000 or greater and non-profit applicants to make formal presentations. These presentations provide agency background information and an overview of the project request. This process allows the GOHS Director and staff to ask questions and better assess the grant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

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

1.2 GOHS ORGANIZATION

GOHS is led by Director Alberto C. Gutier, who is appointed by and reports to Arizona Governor Douglas A. Ducey. Director Gutier is supported by an administrative staff which includes Deputy Director Mari Hembeck; Grant Manager Renee Bracamonte; Comptroller Megan Darian; and the project management staff. The dotted lines in Figure 1.2 depict the Traffic Safety Resource Prosecutor. This position is supported by GOHS and housed in an office outside of the GOHS office.

Figure 1.2 Organizational Chart



1.3 PROBLEM IDENTIFICATION

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

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

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

Table 1.1 below shows the occurrence of the various contributing crash factors and demographics to total fatalities for 2016.

**Table 1.1 Total Fatalities categorized by Crash Factors
2016**

Speeding Related	Unrestrained Vehicle Occupant	Alcohol Impaired Driving	Pedestrians	Motorcycle	Drivers Age 20 and Younger	Bicyclists
295	329	307	197	144	101	31
34%	34%	32%	20%	15%	3%	3%

Source: ADOT

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

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

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

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

1.4 PERFORMANCE MEASURES

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

Table 1.2 Arizona Performance Measures

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

Sources: Arizona GOHS, ADOT (2011-2016) and FARS (2011-2015).

1.5 HIGHWAY SAFETY TRENDS AND GOALS

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

Table 1.3 Arizona Highway Safety Trends

	2011	2012	2013	2014	2015	5-Year Average	Preliminary 2016 ADOT/GOHS
Fatalities	826	821	849	773	893	832	962
Serious Traffic Injuries	4,570	4,471	4,305	3,910	4,117	4,275	4,540
Fatalities/100M VMT	1.39	1.37	1.40	1.23	1.37	1.35	1.44
Unrestrained Passenger Vehicle Occupant Fatalities	222	254	228	209	250	232	329
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	212	230	219	199	272	227	307
Speeding-Related Fatalities	299	302	293	254	307	291	295
Total Motorcycle Fatalities	136	141	151	130	136	139	144
Unhelmeted Motorcycle Fatalities	73	70	83	69	74	74	77
Drivers Age 20 or Younger in Fatal Crashes	116	99	119	86	93	103	101
Pedestrian Fatalities	147	122	151	141	153	143	197
Bicycle Fatalities	23	18	31	29	29	26	31
Percent Observed Belt Use for Passenger Vehicles	82.9%	82.2%	84.7%	87.2%	86.6%	84.7%	88.0%
Number of Seat Belt Citations Issued	21,828	29,710	27,840	24,848	25,649	25,975	29,372
Number of Impaired Driving Arrests Made	31,561	32,174	31,905	29,250	27,798	30,538	26,068
Number of Other Citations (including speed) Issued ^a	331,269	377,992	482,190	565,827	586,899	468,835	633,939

Source: Fatality Analysis Reporting System (all 2011 through 2015 data except serious injuries); ADOT for serious traffic injury data. GOHS Reporting System for number of Seat Belt citations, Impaired Driving Arrests Made and Other Citations.

Notes: ^aIn 2015, there were 586,889 citations issued for speed and reckless driving which includes, speed not reasonable or prudent, excessive speed, speed not right for conditions, and reckless driving while speeding or other citations issued for other moving violations like red light running. Arizona is continually improving the capture of citation data recorded in our tracking system.

Data Sources and Figure Explanation

The following figures contain data from the following sources: Fatality Analysis Reporting System (“FARS data”), Arizona Motor Vehicle Crash Facts and ad-hoc data retrieval prepared by the Arizona Department of Transportation (“ADOT/ALISS data”) and the 2016 Arizona Seat Belt/Motorcycle Helmet Use and Driver Survey prepared by the Behavior Research Center. FARS data were unavailable for 2016 at the time of publication. Since GOHS is committed to providing the most accurate and recent data available, ADOT data is included alongside FARS data in any figure where possible.

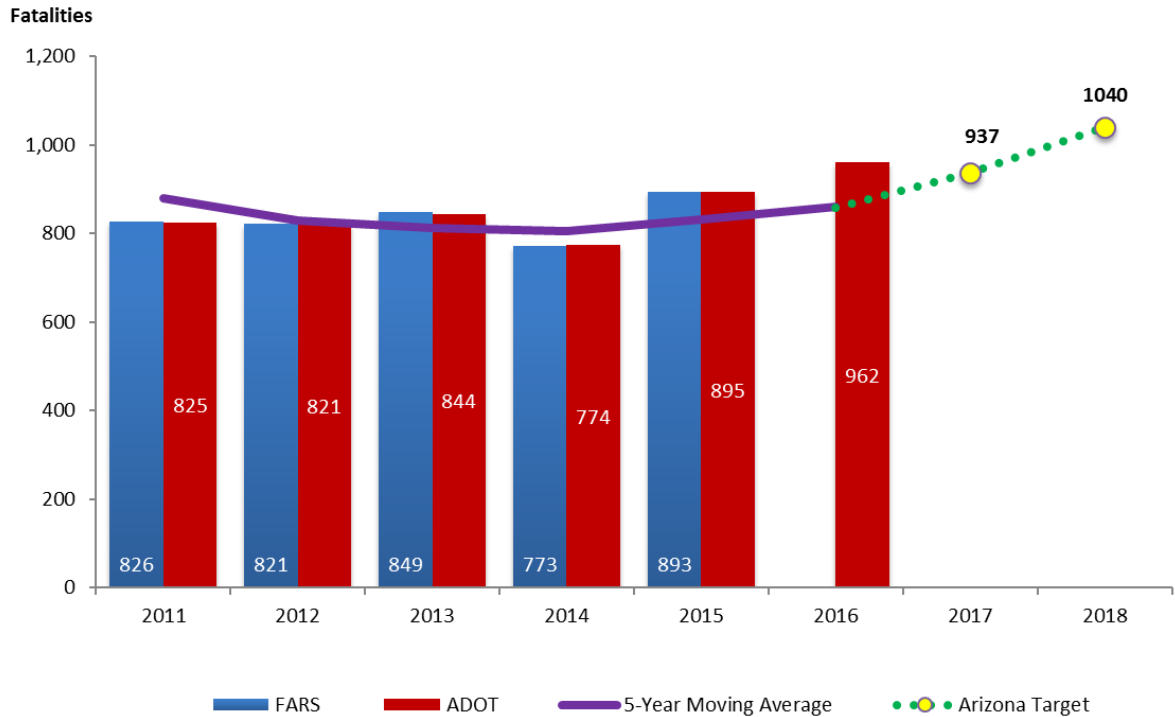
For most performance measures, FARS data and ADOT data match very closely. In these cases, GOHS strongly believes that 2016 FARS data will match closely to the 2016 ADOT data and goals are made accordingly. However, some performance measures have FARS data and ADOT data that are consistently and significantly different. This is due to differences in defining how fatalities fall into a particular category. For instance, in the alcohol-impaired driving fatalities data, the ADOT data is consistently higher than the FARS data. GOHS uses this knowledge to predict the missing 2016 FARS data will be lower than the 2016 ADOT data and sets goals with this in mind.

The five-year moving averages in the following figures use FARS data for all years except 2016. The five-year moving average for 2016 incorporates 2011-2015 FARS data and 2016 ADOT data. In years where FARS data and ADOT data match closely, this moving average should be quite accurate. In years where the data do not match as closely, the average will be skewed slightly from what it would be had the 2016 FARS data been available.

Fatalities

The total number of traffic fatalities increased significantly from 773 in 2014 to 893 in 2015. Based on available 2016 crash data from ADOT, GOHS anticipates 2016 FARS data to reflect another increase of over 65 traffic fatalities.

Figure 1.3 Traffic Fatalities



Sources: FARS (2011 - 2015); ADOT (2011 - 2016)

Retrieved June 2017

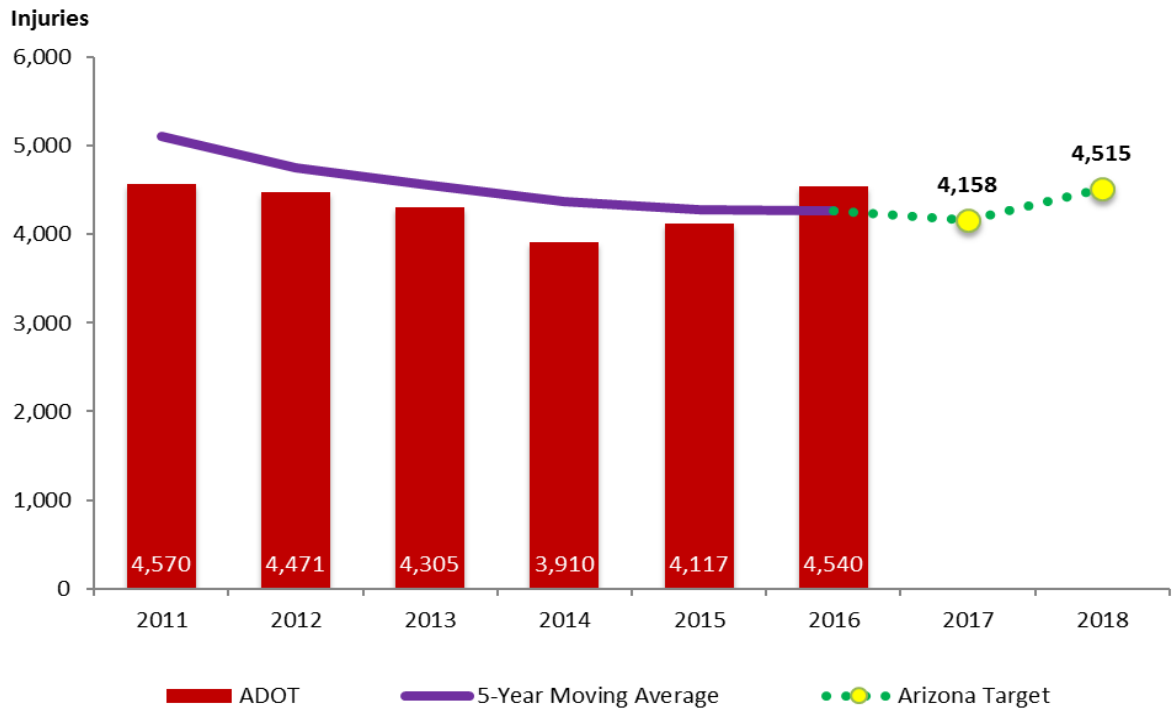
Explanation of Fatality Goal-Setting Process

In the 2017 HSP, a target of 780 fatalities was set for 2017. Due to the sharp increase in fatalities in 2015 from FARS crash data and official 2016 ADOT crash data, GOHS has revised the 2017 target to be 937 fatalities with a target for 2018 of 1040 fatalities. The revised 2017 target was based on a linear regression analysis of FARS data from 2011 – 2016. The 2018 target of 1,040 was set in conjunction with ADOT, who predicts a further rise in traffic fatalities given the recent year by year increases.

Serious Traffic Injuries

Serious traffic injuries continue to be a problem in Arizona. The economic losses due to an incapacitating injury are substantial. Recent data presented in the 2016 ADOT crash data shows that Arizona had an estimated economic loss in 2016 of \$1.8 billion due to serious traffic injuries.

Figure 1.4 Serious Traffic Injuries



Sources: ADOT (2011 - 2016)

Retrieved June 2017

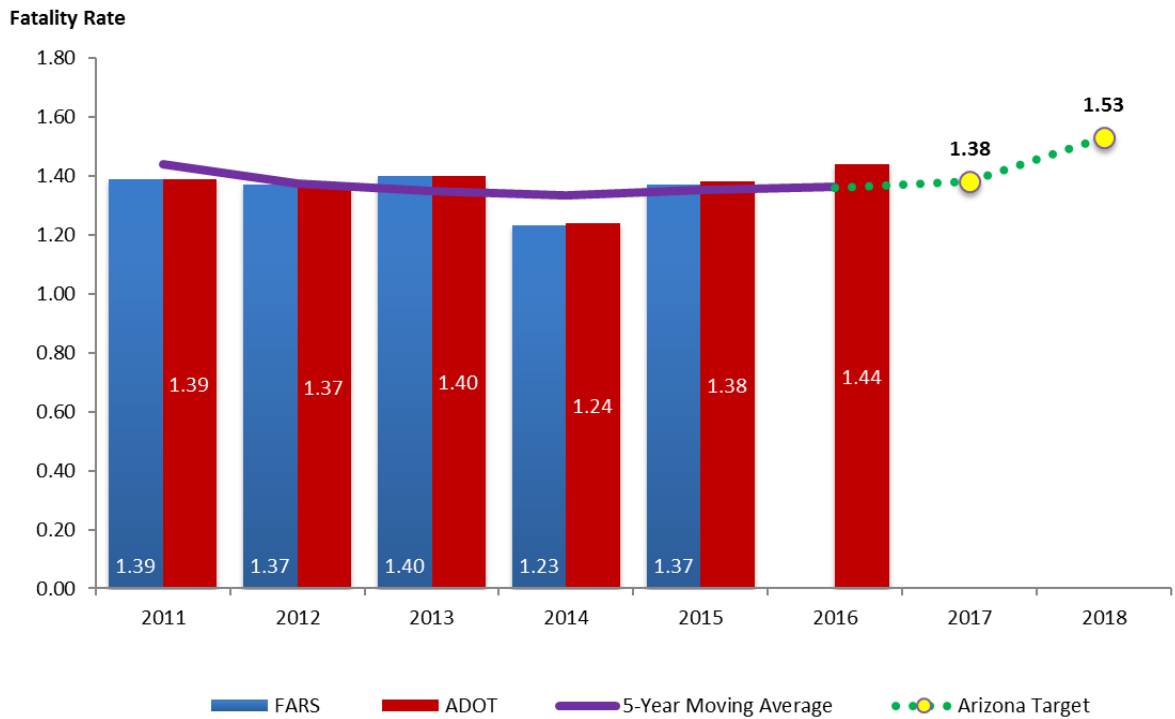
Explanation of Serious Traffic Injury Goal-Setting Process

The 2017 HSP target of 4,100 serious injuries is revised to 4,158 based on a linear regression analysis using 2011 - 2016 ADOT crash data. The 2018 target of 4,515 was set in conjunction with ADOT, who predicts a further rise in serious traffic injuries given the recent jump of over 400 serious traffic injuries in 2016.

Fatality Rate

The VMT since 2011 has remained fairly consistent with the exception of 2014, where traffic fatalities had an unexpected drop. Given the upward trend in vehicle miles traveled and traffic fatalities, the projected VMT will continue to increase steadily.

Figure 1.5 Fatality Rate



Sources: FARS (2011 - 2015); ADOT (2011 - 2016)

Retrieved June 2017

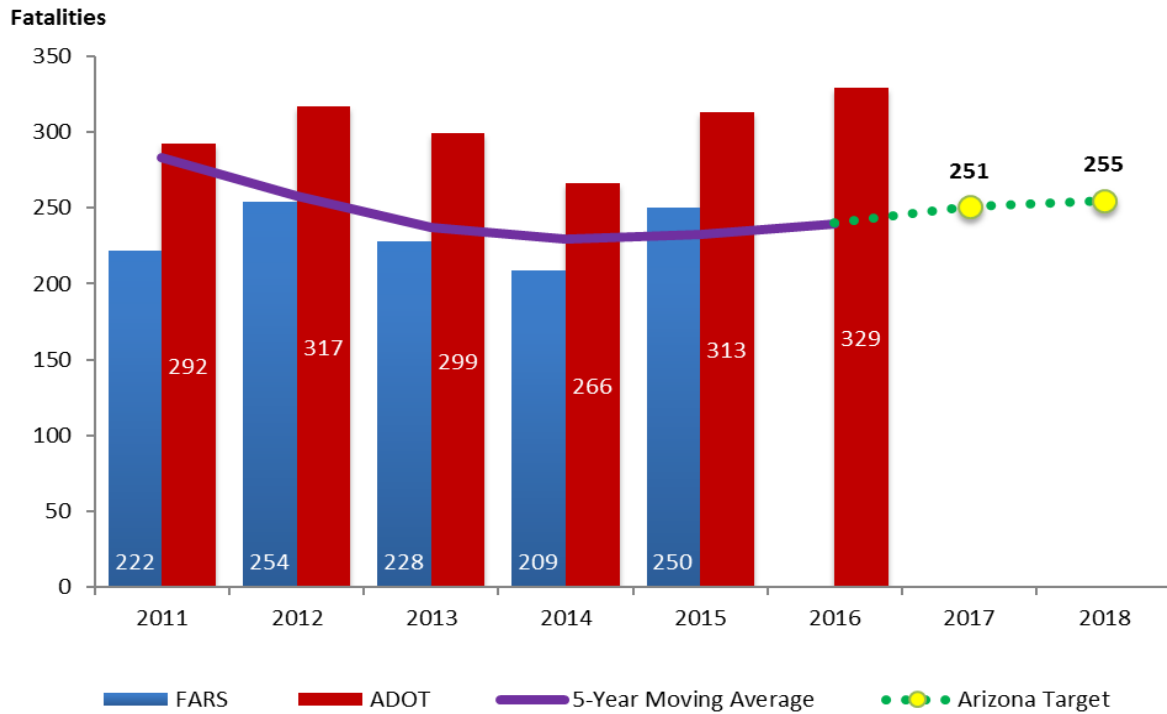
Explanation of Fatality Rate Goal-Setting Process

The target for 2017 is revised to 1.38 per 100 million vehicle miles traveled based on a linear regression analysis of 2011 – 2015 FARS data. This revised target more accurately reflects the data trends from 2011 – 2016. The 2018 target of 1.53 was set in conjunction with ADOT, who predicts a further rise in traffic fatalities and vehicle miles traveled, leading to a higher VMT.

Unrestrained Passenger Vehicle Occupant Fatalities

Since 2014, there has been an upward trend in the number of unrestrained passenger vehicle occupant fatalities. GOHS and local law enforcement continue to conduct occupant protection enforcement and education campaigns every year. Unrestrained drivers contributed to 238 of the fatalities related to unrestrained vehicle occupant fatalities in 2016.

Figure 1.6 Unrestrained Passenger Vehicle Occupant Fatalities



Sources: FARS (2011- 2015); ADOT (2011 - 2016)

Retrieved June 2017

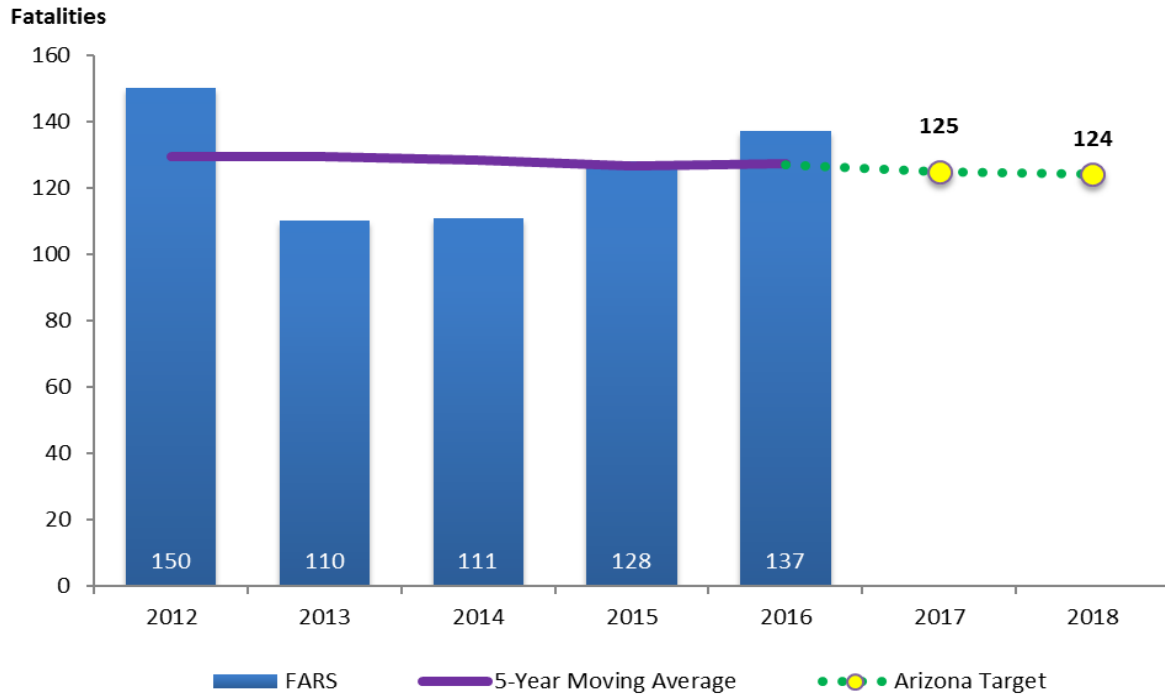
Explanation of the Unrestrained Passenger Vehicle Occupant Fatality Goal-Setting Process

Targets have been revised in 2017 for 251 fatalities, an increase from 225 as reported in the FFY 2017 HSP. This revision was based on the 2011 - 2015 FARS data using a linear regression analysis. 2016 ADOT crash data further confirms the trend that unrestrained passenger vehicle occupant fatalities will gradually increase. GOHS has set a target of 255 for 2018.

Unrestrained Passenger Vehicle Occupant Fatalities on Rural Roads

FARS trend line data has shown that unrestrained passenger vehicle occupant fatalities on rural roads have remained relatively flat from 2012 - 2016. GOHS is using newly awarded 405b Occupant Protection funds to enhance enforcement efforts on rural roads in many Arizona counties.

Figure 1.7 Unrestrained Passenger Vehicle Occupant Fatalities on Rural Roads



Sources: FARS (2011 - 2016)

Retrieved June 2017

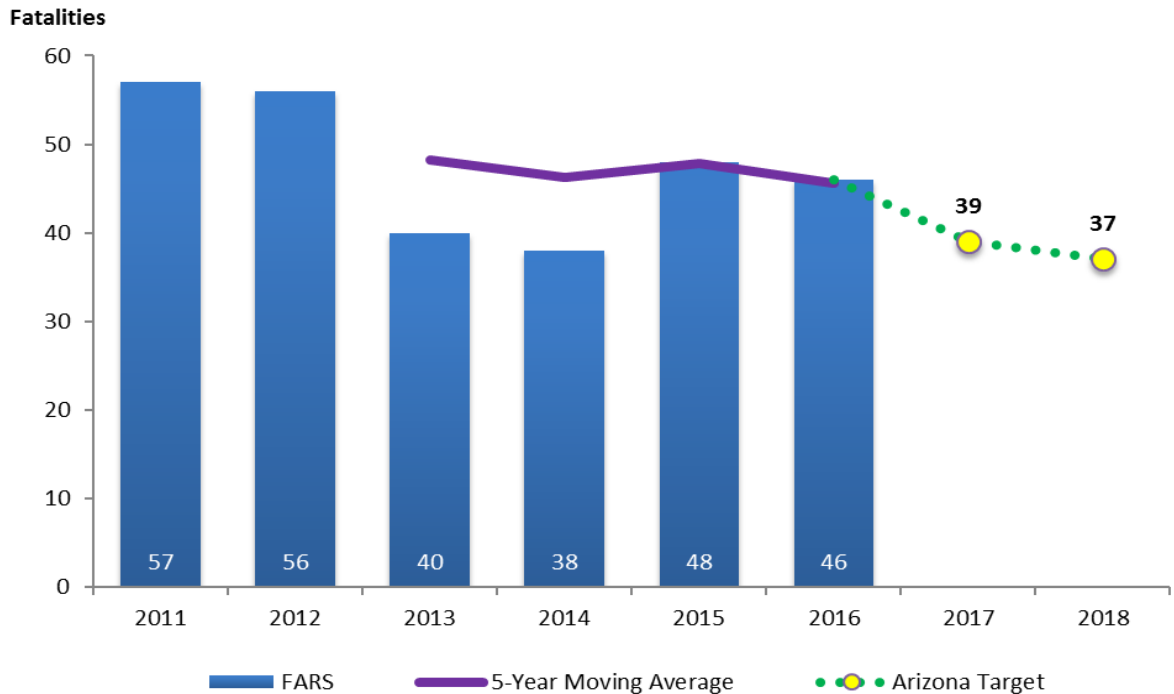
Explanation of the Unrestrained Passenger Vehicle Occupant Fatalities on Rural Roads Goal-Setting Process

GOHS has revised the 2017 target set in the FFY 2017 HSP from 105 to 125. This revision was based on a linear regression analysis of data from FARS for 2012 - 2016. Due to a steady increase since 2014, current trend lines show that unrestrained passenger vehicle occupant fatalities on rural roads will remain relatively static going forward. GOHS has set a 2018 target of 124.

Unrestrained Teenage Fatalities Age 15 - 20

FARS crash data from 2011 - 2016 shows that there is a slight decrease in the number of unrestrained teenage fatalities age 15-20 on Arizona roads. GOHS, in partnership with local law enforcement agencies, continues to support educational campaigns that target teens and proper seat belt usage.

Figure 1.8 Unrestrained Teenage Fatalities Age 15-20



Sources: FARS (2011 - 2016)

Retrieved June 2017

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

Targets for 2017 and 2018 are set for 39 and 37, respectively. These targets were set using a linear regression analysis of FARS data from 2011 - 2016. The current trend line shows a gradual decrease in unrestrained teenage fatalities.

Unrestrained Occupant Fatalities by County

2015 FARS data shows that approximately 87.6 percent of unrestrained occupant fatalities have occurred in eight of Arizona's 15 counties. Through Occupant Protection enforcement, education, and STEP enforcement measures, GOHS intends to reduce total unrestrained passenger vehicle occupant fatalities in all counties with an emphasis on the top eight counties listed in the table below.

Figure 1.9 Unrestrained Occupant Fatalities by County

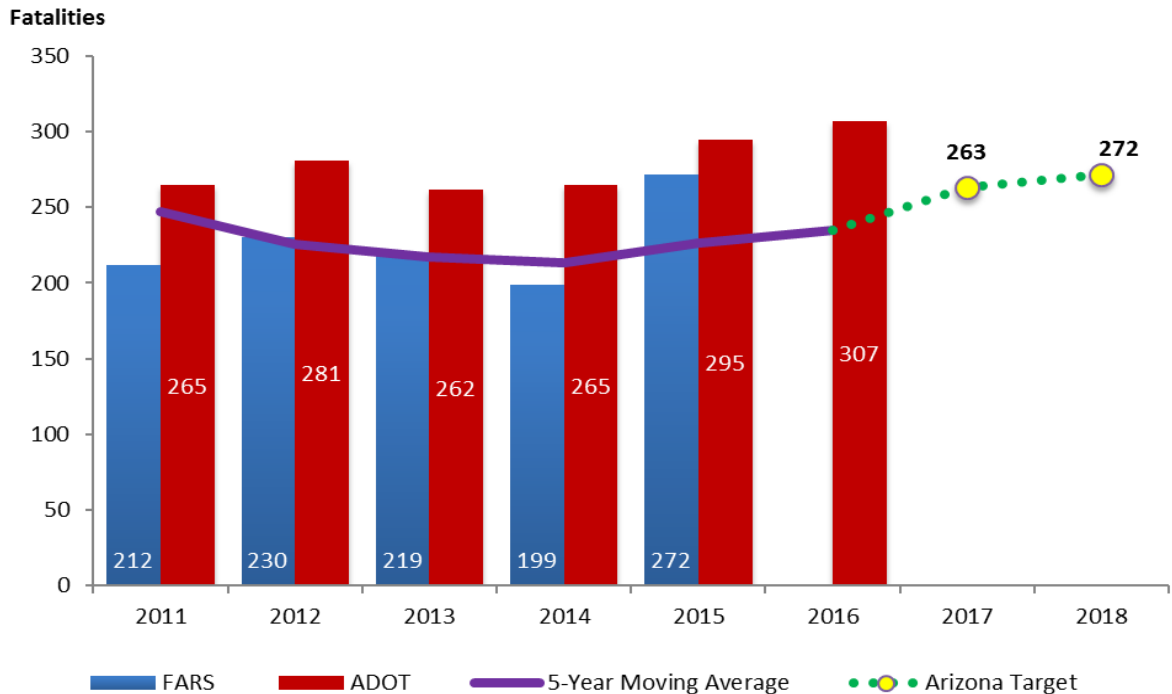
Total Unrestrained Passenger Vehicle Occupant Fatalities by County		% of State
Maricopa County	93	35.9%
Coconino County	24	9.3%
Pinal County	23	8.9%
Pima County	21	8.1%
Navajo County	19	7.3%
Apache County	16	6.2%
Mohave County	16	6.2%
Yavapai County	15	5.8%
Cochise County	7	2.7%
Gila County	7	2.7%
Yuma County	7	2.7%
La Paz County	6	2.3%
Santa Cruz County	4	1.5%
Graham County	1	0.4%
Greenlee County	0	0.0%
Total	259	100%

Source FARS 2015

Alcohol-Impaired Driving Fatalities

ADOT crash data shows that alcohol impaired fatalities have been increasing since 2014. FARS data are typically lower than ADOT data for alcohol-impaired driving fatalities¹ so GOHS predicts that 2016 FARS data will be higher than the latest 2015 data of 272 alcohol-impaired driving fatalities.

Figure 1.10 Alcohol-Impaired Driving Fatalities



Sources: FARS (2011 - 2015); ADOT (2011 - 2016)

Retrieved June 2017

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

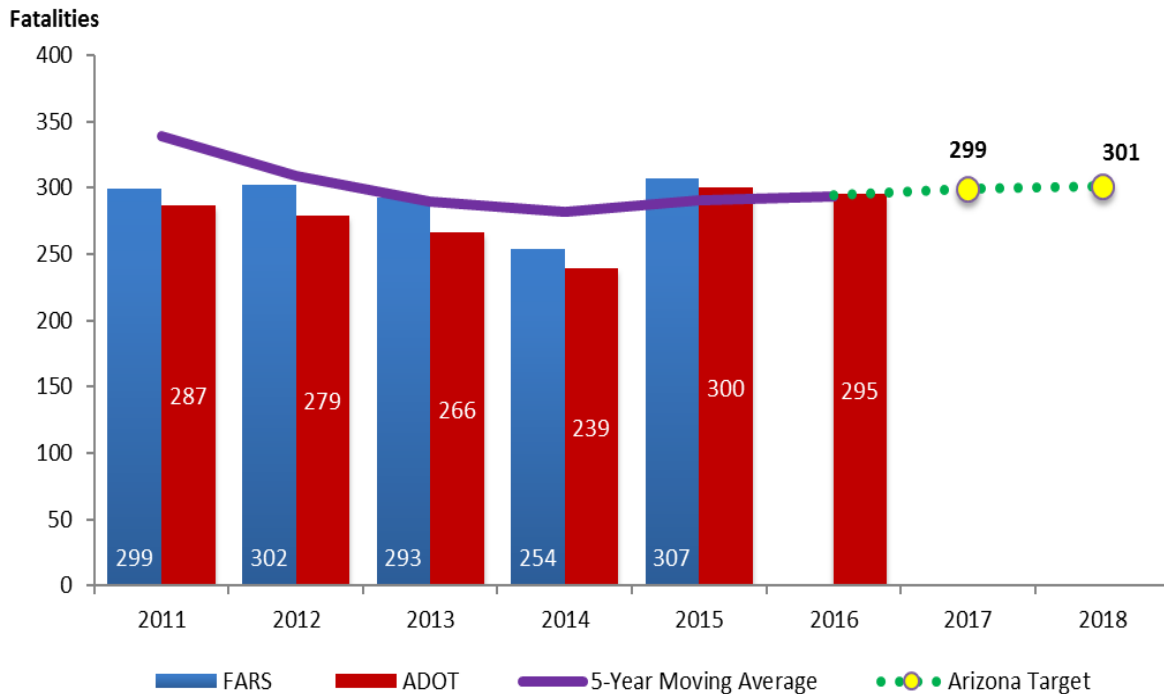
Arizona has some of the toughest impaired driving laws in the nation and is nationally recognized as having the best trained officers in the detection of alcohol- and drug-impaired drivers. GOHS has revised the 2017 target set in the FFY 2017 HSP from 210 to 263. This revision was based on a linear regression analysis of data from FARS for 2011 - 2015. Due to a steady increase since 2014, current trend lines show that alcohol-impaired driving fatalities will increase going forward. GOHS has set a 2018 target of 272.

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

Speeding-Related Fatalities

Per 2016 ADOT crash data, speeding-related fatalities decreased by five in 2016 from 2015. GOHS expects FARS data for 2016 to maintain recent highs of 307 fatalities as seen in 2015 FARS data. GOHS continues to address the problems of speeding and reckless driving in its HSP by promoting numerous speed enforcement programs throughout the state of Arizona.

Figure 1.11 Speeding-Related Fatalities



Sources: FARS (2011 - 2015); ADOT (2011 - 2016)

Retrieved June 2017

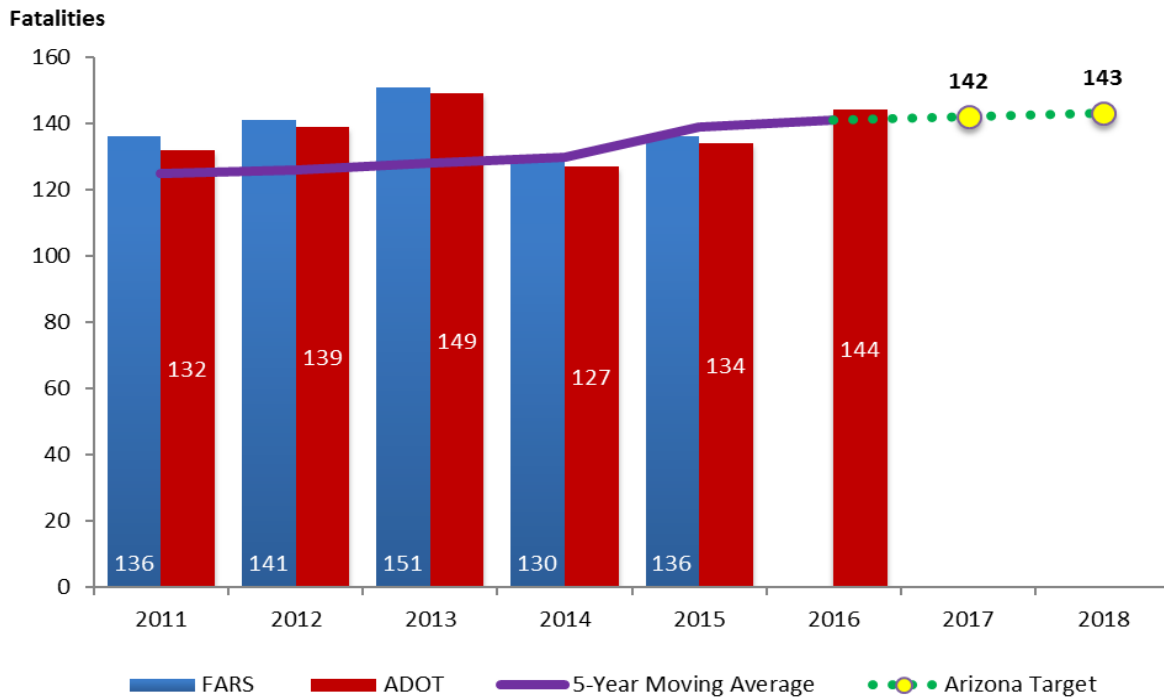
Explanation of the Speeding-Related Fatality Goal-Setting Process

GOHS is revising the 2017 target set in the 2017 HSP from 275 to 299 to account for the recent increase in fatalities as shown in 2015 FARS data. This revision was done using a linear regression analysis from 2011 - 2015 FARS data. The 2018 target is set for 301 fatalities.

Motorcycle Fatalities

Motorcycle fatalities have increased from recent lows of 130 in 2014 to 136 in 2015. Based on recently released 2016 ADOT crash data, GOHS expects 2016 FARS data to show even higher motorcycle fatalities.

Figure 1.12 Motorcycle Fatalities



Sources: FARS (2011 - 2015); ADOT (2011 - 2016)

Retrieved June 2017

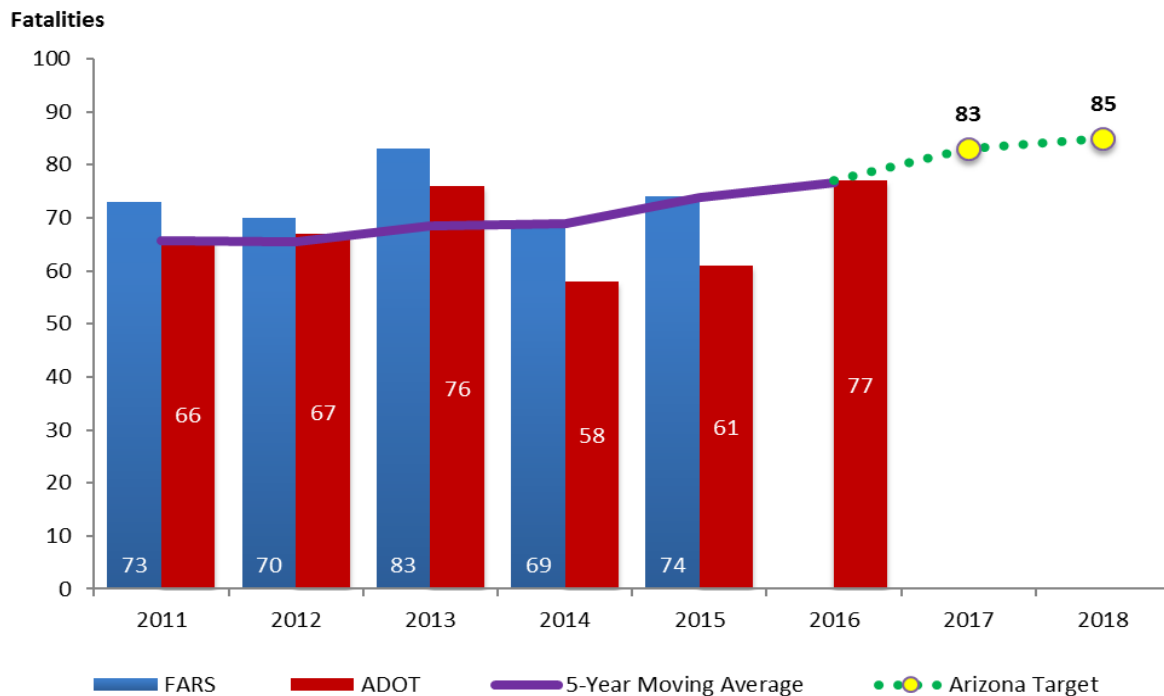
Explanation of the Motorcycle Fatality Goal-Setting Process

Due to a steady increase in motorcycle fatalities, GOHS is revising its 2017 target goal of 120 to 142. This revision was based a linear regression analysis using FARS data from 2011 - 2015. 2016 ADOT crash data further confirms the trend line of increase motorcycle fatalities in the state of Arizona. GOHS has set a target of 143 motorcycle fatalities for calendar year 2018.

Unhelmeted Motorcycle Fatalities

Unhelmeted motorcycle fatalities increased from 69 in 2014 to 74 in 2015. GOHS estimates that 2016 FARS data will show yet another increase in unhelmeted fatalities from 2015 data. Per 2016 ADOT Crash Facts, 3.3 percent of accidents involving a motorcycle operator with a helmet resulted in a fatality, while 9.4 percent of those involving an operator without a helmet resulted in a fatality. More motorcycles are on the road, with recent data showing 203,498 Arizona motorcycle registrations in 2016.

Figure 1.13 Unhelmeted Motorcycle Fatalities



Sources: FARS (2011 - 2015); ADOT (2011 - 2016)

Retrieved June 2017

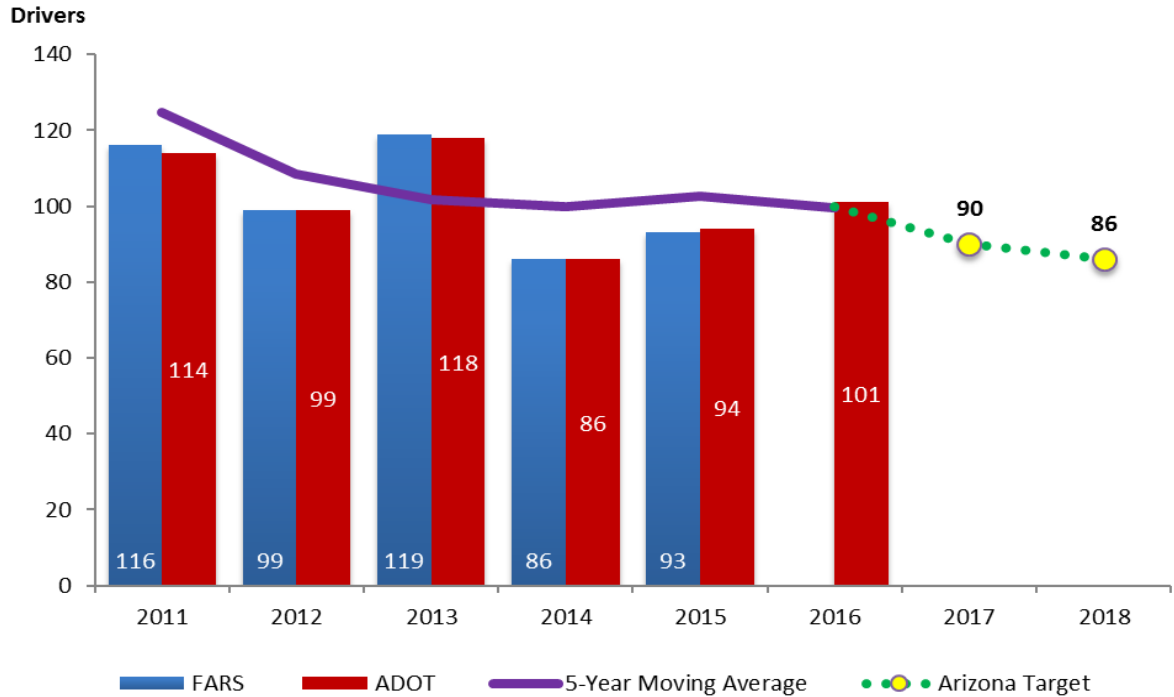
Explanation of the Unhelmeted Motorcycle Fatality Goal-Setting Process

Due to an increase trend line in unhelmeted fatalities from 2014 - 2016, GOHS has revised the 2017 target from 65 to 83. This revision was done using a linear regression analysis based on FARS data from 2011 - 2015. The target for 2018 is 85. Unhelmeted motorcycle fatalities accounted for half of the total motorcycle fatalities in 2016, based on 2016 ADOT crash data.

Young Drivers in Fatal Crashes

The number of drivers age 20 or younger involved in fatal crashes has been very volatile. In 2015 FARS data, drivers age 20 or younger were involved in 93 fatal crashes, a slight increase from 2014. Recent 2016 ADOT data shows this number is expected to rise in 2016 FARS data to approximately 100.

Figure 1.14 Drivers Age 20 or Younger in Fatal Crashes



Sources: FARS (2011 - 2015); ADOT (2011 - 2016)

Retrieved June 2017

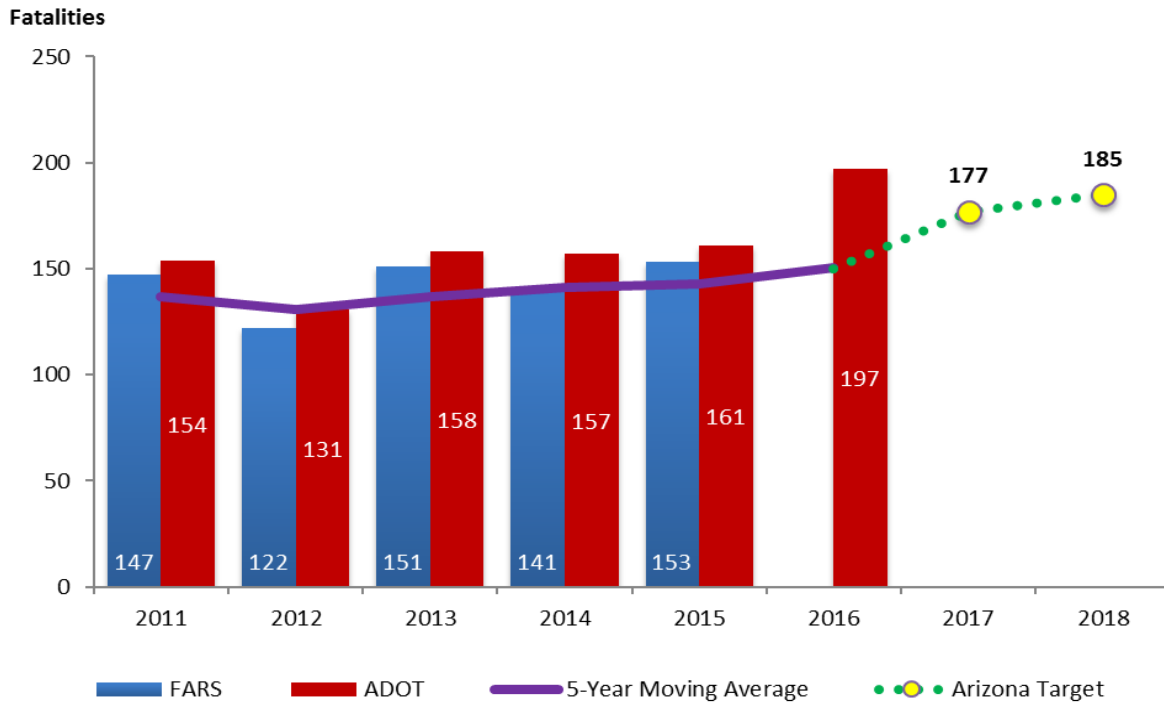
Explanation of the Drivers Age 20 or Younger in Fatal Crashes Goal-Setting Process

Based on 2015 FARS data and 2016 ADOT crash data, GOHS is revising the 2017 target of 85 crashes submitted in the 2017 HSP to 90. This revision was based on a linear regression analysis of FARS data from 2011 – 2015. GOHS has set a target of 86 for 2018.

Pedestrian Fatalities

2015 FARS data shows an increase in pedestrian fatalities from 2014. Furthermore, 2016 ADOT data shows a 22 percent increase in pedestrian fatalities from 2015. GOHS continues to promote pedestrian safety enforcement and education through their HSP. GOHS was recently awarded a Statewide Pedestrian and Bicyclist Focus Education and Enforcement Effort grant from NHTSA to address high problem areas.

Figure 1.15 Pedestrian Fatalities



Sources: FARS (2011 - 2015); ADOT (2011 - 2016)

Retrieved June 2017

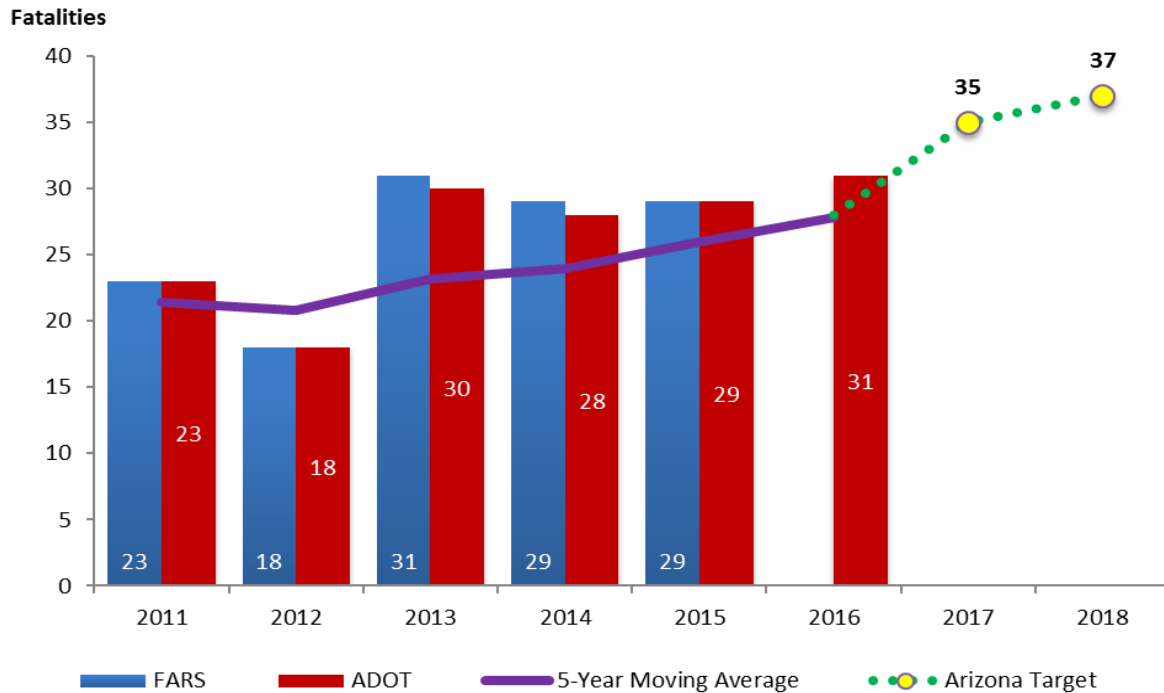
Explanation of the Pedestrian Fatalities Goal-Setting Process

Pedestrian fatalities have steadily increased since 2011. This increase can be attributed to an improving economic recovery and cities becoming more urban and dense in major counties such as, Maricopa and Pima Counties. Based on 2016 ADOT data, Maricopa and Pima Counties accounted for approximately 81 percent of the pedestrian fatalities. Due to the recent increase in pedestrian fatalities, GOHS is revising its 2017 target from 137 to 177. This revision was based on a linear regression analysis from 2011 - 2015 FARS data. GOHS has set a 2018 target of 185 fatalities.

Bicycle Fatalities

While bicycle fatalities accounted for three percent of total fatalities in 2015, they continue to be a focus for GOHS and their counterparts. GOHS was recently awarded a Statewide Pedestrian and Bicyclist Focus Education and Enforcement Effort grant from NHTSA to address high problem areas throughout Arizona. GOHS hopes an effective bicycle education and enforcement program can help reverse the rising trend of bicycle fatalities in Arizona.

Figure 1.16 Bicycle Fatalities



Sources: FARS (2011 - 2015); ADOT (2011 - 2016)

Retrieved June 2017

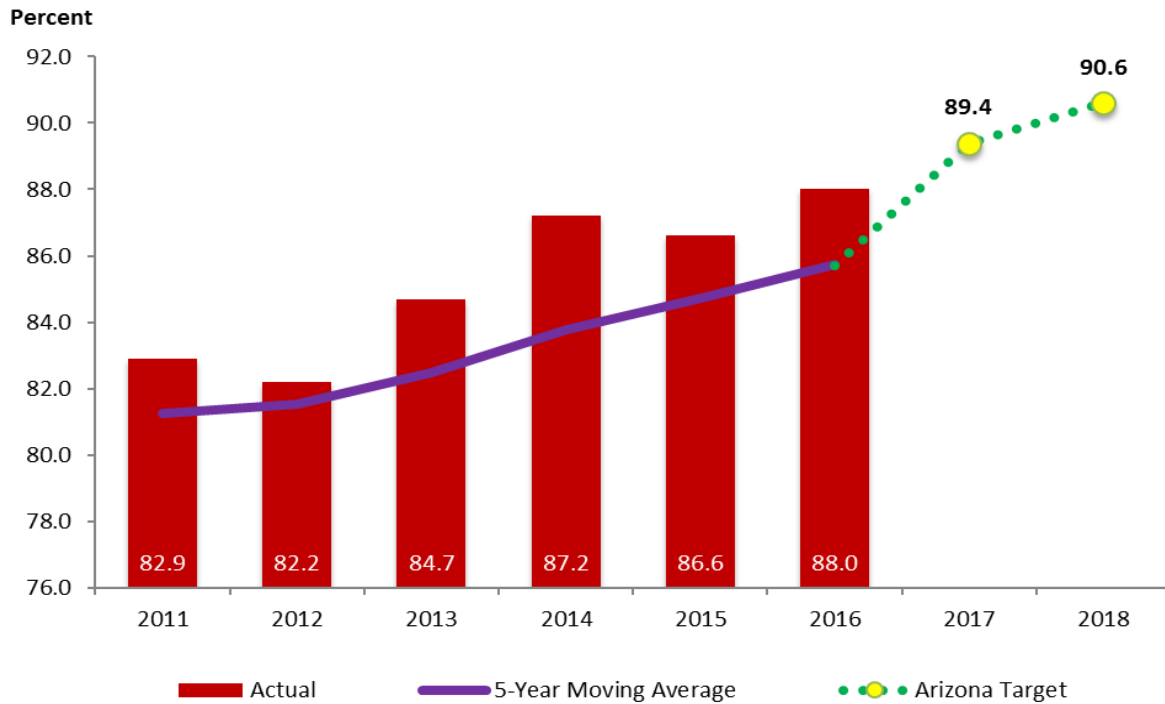
Explanation of the Bicycle Fatalities Goal-Setting Process

GOHS has revised the 2017 target previously submitted in the FFY 2017 HSP from 23 fatalities to 35. This revision was based on a linear regression analysis of FARS data from 2011 – 2015. GOHS has set a 2018 target of 37. GOHS will continue implementation of the Arizona Pedestrian and Bicyclist Safety Plan in 2017. Educating drivers and bicyclists on having mutual respect, coupled with enforcement programs, will go a long way towards reducing fatalities.

Percent Observed Seat Belt Use for Passenger Vehicles

The observed seat belt use rate increased from 86.6 percent in 2015 to 88.0 percent in 2016. There has been a steady increase in the seat belt use rate since 2012 when seat belt usage was only 82.2 percent.

Figure 1.17 Percent Observed Seat Belt Use for Passenger Vehicles



Sources: State Survey

Retrieved June 2017

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

Based on the trend data shown above, GOHS has revised the 2017 target for observed seat belt use rate at 89.4 percent. GOHS has set a 2018 target of 90.6 percent seat belt usage. Even though Arizona is a secondary seat belt law state, there has been incremental increases in the seat belt use rate.

1.6 ADDITIONAL DATA AND ANALYSIS

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

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

Table 1.4 Vehicle Occupant Fatalities Age 4 and Under

	2012	2013	2014	2015	2016
Restrained	2	3	5	2	3
Unrestrained	3	7	2	5	3
Unknown Restraint Use	7	1	2	2	5
Total	12	11	9	9	11

Source: ADOT: Arizona Crash Facts, 2012-2016

Table 1.5 Vehicle Occupant Fatalities Age 5 and Over

	2012	2013	2014	2015	2016
Restrained	240	240	201	252	263
Unrestrained	310	292	266	313	329
Unknown Restraint Use	111	113	122	140	142
Total	661	656	589	705	734

Source: ADOT: Arizona Crash Facts, 2012-2016

Table 1.6 shows fatalities of person type by race/Hispanic origin. These figures include occupants and non-occupants (pedestrians, pedal cyclists, and unknown non-occupants).

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

Table 1.6 Fatalities by Person Type and Race/Hispanic Origin

Person Type by Race/Hispanic Origin		2011	2012	2013	2014
Occupants (All Vehicle Types)	Hispanic	90	142	160	145
	White, Non-Hispanic	294	388	376	301
	Black, Non-Hispanic	22	17	23	14
	American Indian, Non-Hispanic/ Unknown	81	86	65	95
	Asian, Non-Hispanic/Unknown	2	2	4	5
	Multiple Races, Non- Hispanic/Unknown	0	0	0	1
	All Other Non-Hispanic	14	32	29	24
	Unknown Race and Unknown Hispanic	146	4	2	3
	Total	649	671	659	588
Non-Occupants (Pedestrians, Pedal cyclists and Other/Unknown Non-Occupants)	Hispanic	38	45	51	41
	White, Non-Hispanic	55	65	82	85
	Black, Non-Hispanic	4	7	10	14
	American Indian, Non-Hispanic/ Unknown	31	28	31	34
	Asian, Non-Hispanic/ Unknown	1	0	1	1
	Multiple Races, Non-Hispanic/ Unknown	0	0	1	0
	All Other Non-Hispanic	7	3	9	9
	Unknown Race and Unknown Hispanic	41	2	5	1
	Total	177	150	190	185
Total		826	821	849	773

Source: Fatality Analysis Reporting System (FARS). 2015 Fatalities by Person Type and Race/Hispanic Origin was not available at time of publication.

Table 1.7 Fatalities by Person Type

Person Type	2011		2012		2013		2014		2015	
	No.	%	No.	%	No.	%	No.	%	No.	%
Occupants										
Passenger Car	200	24	222	27	209	25	216	28	249	28
Light Truck - Pickup	97	12	100	12	116	14	74	10	106	12
Light Truck - Utility	121	15	124	15	100	12	81	10	106	12
Light Truck - Van	20	2	24	3	24	3	20	3	30	3
Large Truck	16	2	11	1	11	1	9	1	17	2
Bus	1	0	0	0	0	0	1	0	0	0
Other/Unknown Occupants	58	7	49	6	46	5	56	7	58	6
Light Truck - Other	0	0	0	0	2	0	1	0	0	0
<i>Total Occupants</i>	513	62	530	65	508	60	458	59	566	63
Motorcyclists										
<i>Total Motorcyclists</i>	136	16	141	17	151	18	130	17	136	15
Nonoccupants										
Pedestrian	147	18	122	15	151	18	142	18	153	17
Bicyclist and Other Cyclist	23	3	18	2	31	4	29	4	29	3
Other/Unknown Nonoccupants	7	1	10	1	8	1	14	2	9	1
<i>Total Nonoccupants</i>	177	21	150	18	190	22	185	24	191	21
Total	826	100	821	100	849	100	773	100	893	100

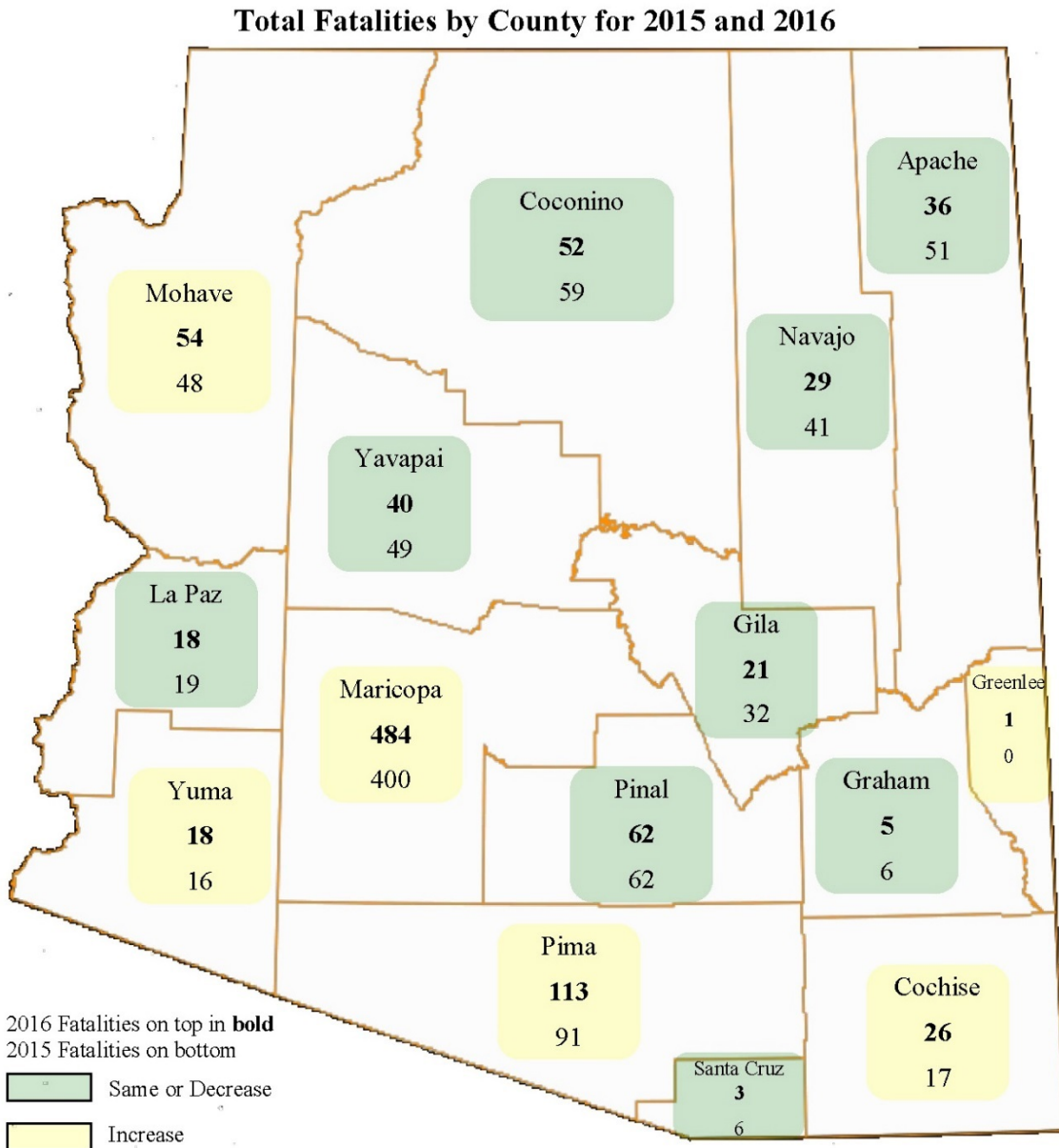
Source: FARS 2011 - 2015

Table 1.8 Fatalities by Crash Type

Crash Type	2011	2012	2013	2014	2015
Total Fatalities (All Crashes)	826	821	849	773	893
Single Vehicle	501	503	506	462	501
Involving a Large Truck	68	85	63	67	91
Involving Speeding	299	302	293	255	307
Involving a Rollover	277	299	259	218	260
Involving a Roadway Departure	341	378	377	301	372
Involving an Intersection (or Intersection-Related)	204	192	239	212	239

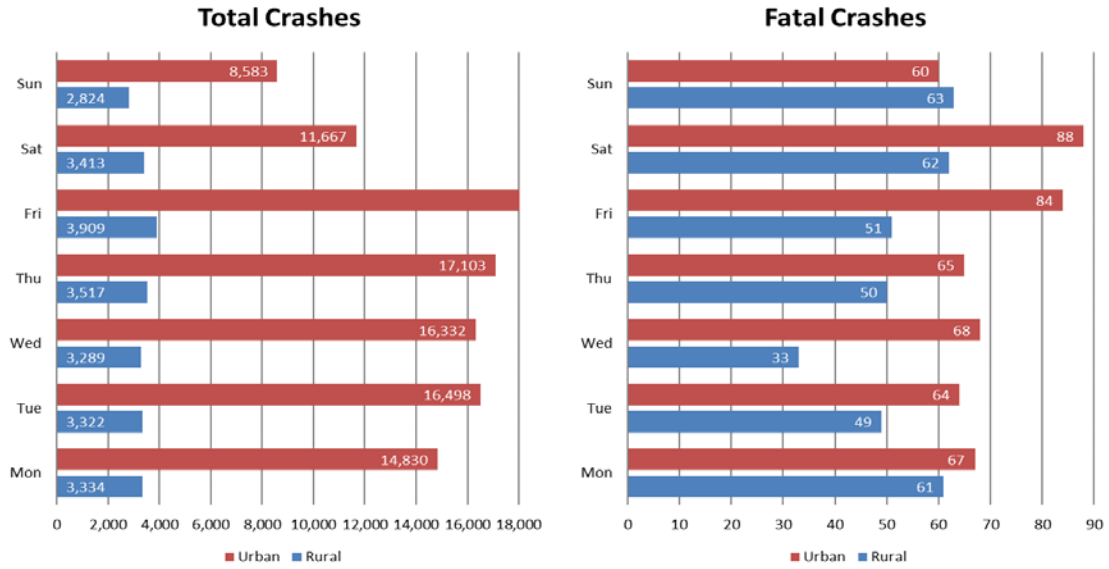
Source: FARS 2011 - 2015

**Figure 1.18 Fatalities by County
2015 and 2016**



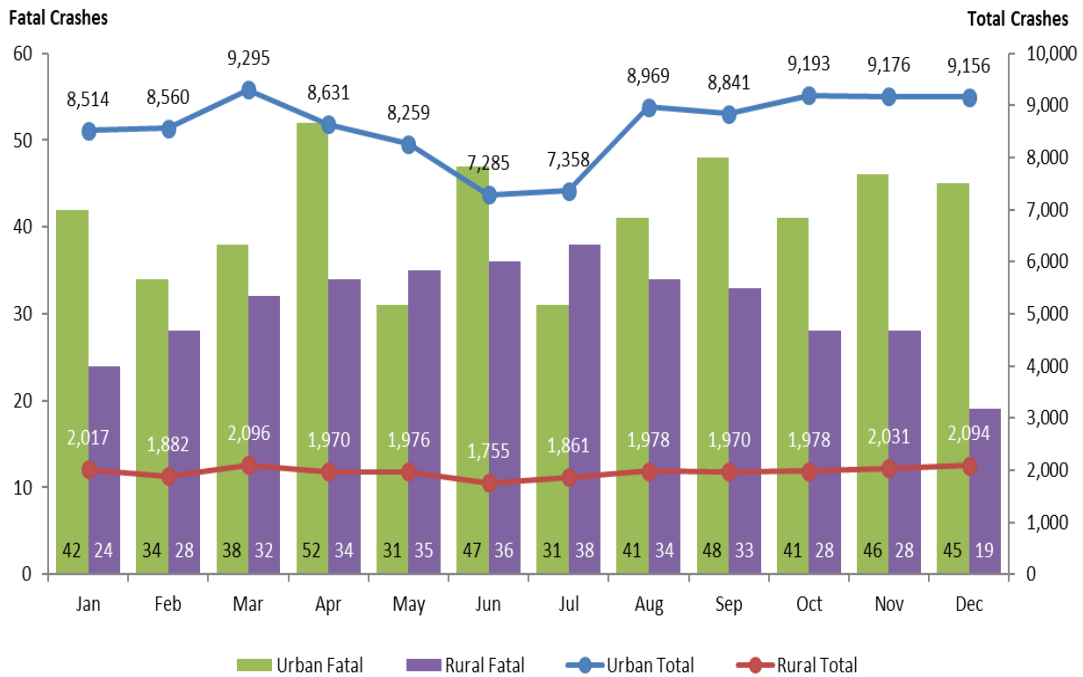
Source: ADOT: Arizona Crash Facts, 2016

Figure 1.19 Crashes and Fatal Crashes by Day of Week 2016



Source: ADOT: Arizona Crash Facts 2016

Figure 1.20 Crashes and Fatal Crashes by Month 2016



Source: ADOT: Arizona Crash Facts 2016

1.7 COORDINATION WITH THE STRATEGIC HIGHWAY SAFETY PLAN

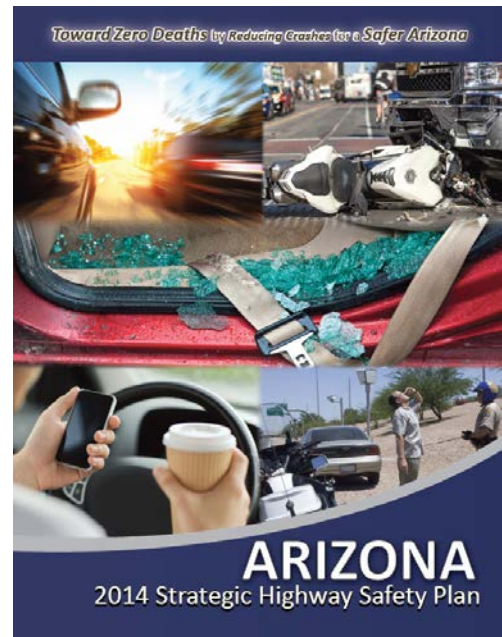
GOHS has been an active partner in Arizona's Strategic Highway Safety Plan (SHSP) process since the first plan adopted in 2007. GOHS participated in the update of the SHSP which was released in 2014. The plan is data-driven and includes statewide goals, objectives, and emphasis areas which represent the State's crash problems. The 2014 plan includes the following emphasis areas which are also addressed in the 2018 HSP:

- Speeding and Reckless Driving
- Impaired Driving
- Occupant Protection
- Motorcycles
- Nonmotorized Users (Pedestrians and Bicyclists)

The first four emphasis areas are associated with Arizona's highest number of fatalities and serious injuries and have been designated by the SHSP Executive Committee as top focus emphasis areas. Fact sheets for the above emphasis areas are included in the following pages. It is clear from a review of the strategies section on each fact sheet that GOHS plays a major role in achieving a reduction in the State's fatalities and serious injuries. The FFY 2018 HSP includes strong programs in these areas, which will support SHSP implementation.

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

GOHS coordinates the HSP with the Highway Safety Improvement Program (HSIP). Targets for fatalities, serious injuries, and the fatality rate must be consistent between the FFY 2018 HSP and the HSIP. The HSIP will begin having targets in 2018, at which time GOHS will ensure that the HSP and HSIP targets are identical.



Arizona Strategic Highway Safety Plan Endorsement

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

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

2014 SHSP Executive Committee Members

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

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


 **John S. Halikowski**
 Director, Arizona Department of Transportation


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


 **Robert Halliday**
 Director, Arizona Department of Public Safety


 **Will Humble**
 Director, Arizona Department of Health Services

In coordination with the following federal transportation-safety agencies:



Speeding and Aggressive Driving



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

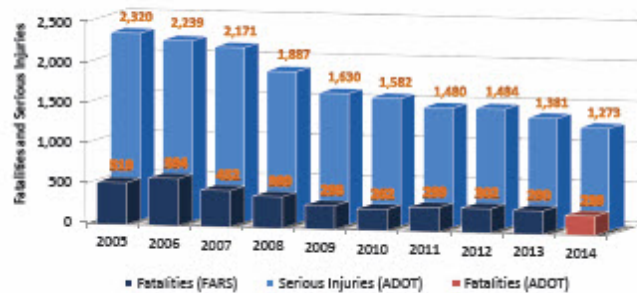
Purpose Statement

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

Goal

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

Trend in Speeding-Related Crash Fatalities and Serious Injuries*



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

Strategies to Achieve Goal

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



Executive Committee designated top focus Emphasis Area.

Impaired Driving



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

Purpose Statement

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

Goal

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

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



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

Strategies to Achieve Goal

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



Executive Committee designated top focus Emphasis Area.

Occupant Protection



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

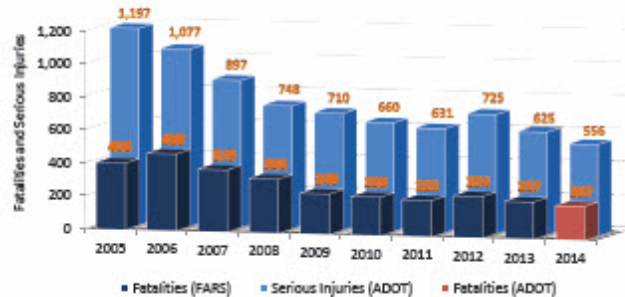
Purpose Statement

Everyone is buckled up, every time.

Goal

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

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



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

Strategies to Achieve Goal

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



Executive Committee designated top focus Emphasis Area.

Motorcycles



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

Purpose Statement

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

Goal

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

Trend in Motorcyclist Fatalities and Serious Injuries*



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

Strategies to Achieve Goal

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



Executive Committee designated top focus Emphasis Area.

Nonmotorized Users | Pedestrians



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

Purpose Statement

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

Goal

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

Trend in Pedestrian Crash Fatalities and Serious Injuries*



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

Strategies to Achieve Goal

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

Nonmotorized Users | *Bicyclists*



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

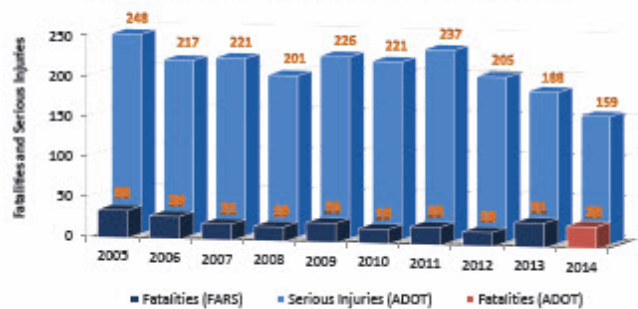
Purpose Statement

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

Goal

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

*Trend in Bicyclist Crash Fatalities and Serious Injuries**



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

Strategies to Achieve Goal

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

2.0 Highway Safety Performance Plan

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

2.1 HIGHWAY SAFETY GOALS FOR FFY 2018

Table 2.1 identifies the program areas, performance targets, and performance measures which are the focus of the GOHS HSP efforts for FFY 2018. Arizona will report progress on the grant activity measures annually.

Table 2.1 Performance Targets and Measures

CORE OUTCOME MEASURES			2011	2012	2013	2014	2015
C-1	Traffic Fatalities (FARS)	Annual	826	821	849	773	893
		5-Year Moving Average	880	830	812	806	832
An increase in total fatalities by no more than 8.6 percent from 860.6 (2012-2016 average) to 934.6 for CY 2018 (2014 - 2018 average)							
C-2	Serious Injuries in Traffic Crashes (ADOT)	Annual	4,570	4,471	4,305	3,910	4,117
		5-Year Moving Average	5,111	4,756	4,551	4,371	4,275
Maintain serious traffic injuries by 0.9 percent from 4,291.6 (2012-2016 average) to 4,330.4 for CY 2018 (2014 - 2018 average)							
C-3	Fatalities/VMT (FARS/FHWA)	Annual	1.39	1.37	1.40	1.23	1.37
		5-Year Moving Average	1.44	1.37	1.35	1.33	1.35
An increase in fatalities/VMT by no more than 3.5 percent from 1.364 (2012-2016 average) to 1.412 for CY 2018 (2014 - 2018 average)							
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	222	254	228	208	250
		5-Year Moving Average	283	258	237	229	232
An increase in unrestrained passenger vehicle occupant fatalities by no more than 9.4 percent from 233 (2011-2015) to 255 by 2018							
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	212	230	221	200	272
		5-Year Moving Average	247	226	217	214	227
An increase in alcohol impaired driving fatalities by no more than 20.4 percent from 226 (2011-2015 average) to 272 by 2018							
C-6	Speeding-Related Fatalities (FARS)	Annual	299	302	293	255	307
		5-Year Moving Average	339	309	290	282	291
An increase in speeding-related fatalities by no more than 3.4 percent from 291 (2011-2015 average) to 301 by 2018							
C-7	Motorcyclist Fatalities (FARS)	Annual	136	141	151	130	136
		5-Year Moving Average	125	126	128	130	139
An increase in motorcyclist fatalities by no more than 2.9 percent from 139 (2011-2015 average) to 143 by 2018							
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	73	70	83	69	74
		5-Year Moving Average	66	65	68	69	74
An increase in unhelmeted motorcyclist fatalities by no more than 14.8 percent from 74 (2011-2015 average) to 85 by 2018							
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	116	99	119	86	93
		5-Year Moving Average	125	108	102	100	103
Reduce drivers age 20 and younger involved in fatal crashes by 15 percent from 103 (2011-2015 average) to 86 by 2018							
C-10	Pedestrian Fatalities (FARS)	Annual	147	122	151	142	153
		5-Year Moving Average	137	131	137	141	143
An increase in pedestrian fatalities by no more than 29.4 percent from 143 (2011-2015 average) to 185 by 2018							
C-11	Bicyclist Fatalities (FARS)	Annual	23	18	31	29	29
		5-Year Moving Average	21	21	23	24	26
An increase in bicyclist fatalities by no more than 45.8 percent from 24 (2011-2015 average) to 37 by 2018							

CORE BEHAVIOR MEASURE			2012	2013	2014	2015	2016
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	82.2%	84.7%	87.2%	86.6%	88.0%
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2.6 percentage points from 88.0 percent in 2016 to 90.6 percent in 2018							

*DATA SOURCE: Except for C-2, B-1, all figures reflect the most recent FARS figures as shown on the NHTSA State Traffic Safety Information (STSI) Website. Updated 06/06/2017

2.2 EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

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

Data-driven Problem Identification

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

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

Implementation of Evidence-based Strategies

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

Continuous Monitoring

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

subsequent years are based on the effectiveness of the implementation and performance of the enforcement project.

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

3.0 Highway Safety Strategies and Projects

The Arizona FFY 2018 Highway Safety Plan (HSP) commences October 1, 2017 and ends September 30, 2018. It is a flexible working document that may be revised to accommodate necessary changes to existing programs, as well as to introduce new programs. It contains a statewide overview and detailed summaries of traffic safety data, as well as program and project descriptions and budgets for the allocation of available funding.

Funding for FFY 2018 is estimated based on allocated amounts from prior years plus carry-forward funding. The amounts listed with each project are estimates as of the submission date for this Highway Safety Plan. For FFY 2018, GOHS is utilizing the remaining carry forward Sections 402 and 405d funding for some projects. Carry-forward funding will fund Sections 402 and 405d grants until all FFY 2017 funds are expended and new Sections 402 and 405d funding is available. Additionally, GOHS manages funding from the Arizona DUI Abatement Fund. These funds are not administered through the HSP and are addressed separately in Appendix A.

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

Program Overview

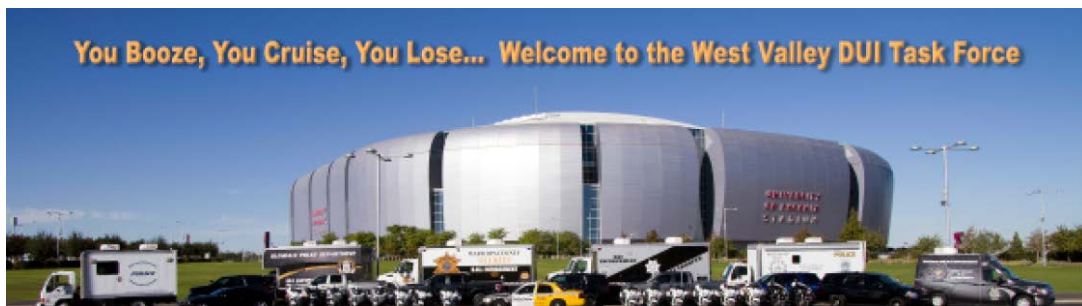
The number one predictor of traffic crashes is the amount of travel a state’s citizens experiences. The more we travel, the more we are exposed to the possibility of crash involvement. Between 2006 and 2011, Arizona was among the states hardest hit by a severe recession and an increase in fuel prices. Exemplary law enforcement, training, education, and public awareness programs, together with the troubled economy, resulted in the achievement of dramatic reductions in fatal and serious injury crashes. Arizona’s economy has begun to stabilize and improve since the 2007 recession. In 2010, Arizona realized the beginning of a recovery, which resulted in more jobs, increased home values, and increased economic activity. With a strengthened economy and lower fuel prices, our citizens bought new vehicles. They traveled more often and for longer distances. As expected, congestion increased on our highways, and with increased exposure, crashes, fatalities, and injuries began to increase. This increased risk has become evident in recent years. In 2016, Arizona recorded 962 traffic fatalities; its highest since 2007.

The following sections provide details on the program areas, goals, performance measures, strategies, task or project descriptions, funding levels, and sources. Multiple projects are included under most strategies to provide consistency with the Arizona accounting system. Therefore, a summary budget is included at the end of each section. The emphasis areas in Arizona’s FFY 2018 HSP include speeding and reckless driving, impaired driving, occupant protection, motorcycles, pedestrian and bicyclist safety, traffic records, accident investigation, and planning and administration. GOHS used *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, Eighth Edition, 2015 (CTW) as a primary reference aid in the selection of effective, evidence-based countermeasure strategies for the FFY 2018 HSP program areas. Citations referencing CTW provide the chapter and the section number (e.g., CTW,

Chapter 2, Section 2.1). The citations are identified in the program/project descriptions and denote the effectiveness of the related countermeasure strategy where appropriate. Note: the effectiveness of GOHS administrative and management functions and activities is not evaluated or referenced. The Eighth Edition of CTW can be found on the NHTSA web site at: www.nhtsa.gov/staticfiles/nti/pdf/812202-CountermeasuresThatWork8th.pdf.

Impaired Driving Program Overview

Drivers and pedestrians impaired by alcohol and both legal and illegal drugs continue to be a challenge in Arizona. Reducing the number of alcohol-related fatalities and injuries occurring on the highways remains a top safety focus area. Data shows from the NHTSA Fatality Analysis and Reporting System (FARS), in 2015, 272 fatalities involving at least one driver with a BAC of 0.08 percent or greater occurred. This represents a 36.7 percent increase from 2014. Research shows sustained, long-term, highly-visibility enforcement coupled with effective education programs reduces impaired driving crashes and fatalities.



In 2016, Arizona law enforcement agencies made over 1,110,000 traffic stops and 26,000 DUI arrests. Though Arizona has some of the toughest impaired driving laws in the country, there is an alarming increase in arrests stemming from drug impaired driving. Prescription drug abuse is an epidemic and “medical marijuana” is legal. As drugged driving has become more prevalent, arrests have increased dramatically, from about 700 in 2008 to approximately 5,000 in 2016. This increase is more likely due to the focus on drugged driving recognition (DRE) training for law enforcement. The State has a cadre of superbly trained officers in alcohol- and drug-impaired driver detection, but the challenges continue. Most law enforcement training in drugged driving recognition is through the Advanced Roadside Impaired Driving Enforcement (ARIDE) course. This course is targeted at NHTSA Standardized Field Sobriety Test (SFST) certified officers. **It is HIGHLY recommended that every law enforcement agency send as many officers as possible to the 16-hour course.**

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

In FFY 2017, GOHS allocated funding to law enforcement and non-law enforcement agencies, the state highway patrol and other state agencies to participate in overtime enforcement details and purchase equipment to enhance impaired driving enforcement statewide, including participation in the national high-visibility enforcement mobilization over the Memorial Day holiday period. The purchase of portable breath testing devices (PBTs), Intoxilyzers, phlebotomy supplies, and mobile Dual Channel Blood Alcohol Analyzers equipment are essential to improve the efficiency of impaired driver processing in addition to decreasing the time an arresting officer spends out of service for processing.

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

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

GOHS developed a strategic, statewide impaired driving task force which includes members from state, county, local, and tribal law enforcement personnel in addition to non-law enforcement agencies. The strategic task force works to increase impaired driver recognition training for law enforcement personnel and enhance enforcement efforts in addition to identifying best practices to increase public awareness and education about the dangers and

consequences of impaired driving. The strategic task force coordinates with law enforcement agencies statewide to encourage the implementation of additional high-visibility enforcement impaired driving efforts such as saturation patrols, Wolf Packs, and Task Force details.

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

Media advisories are sent to local TV stations, radio stations and as well as newspapers before major enforcement activities. After the holiday enforcement (Cinco de Mayo, Labor Day, etc.), news releases summarizing the arrests and citations made during the activity are reported.

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

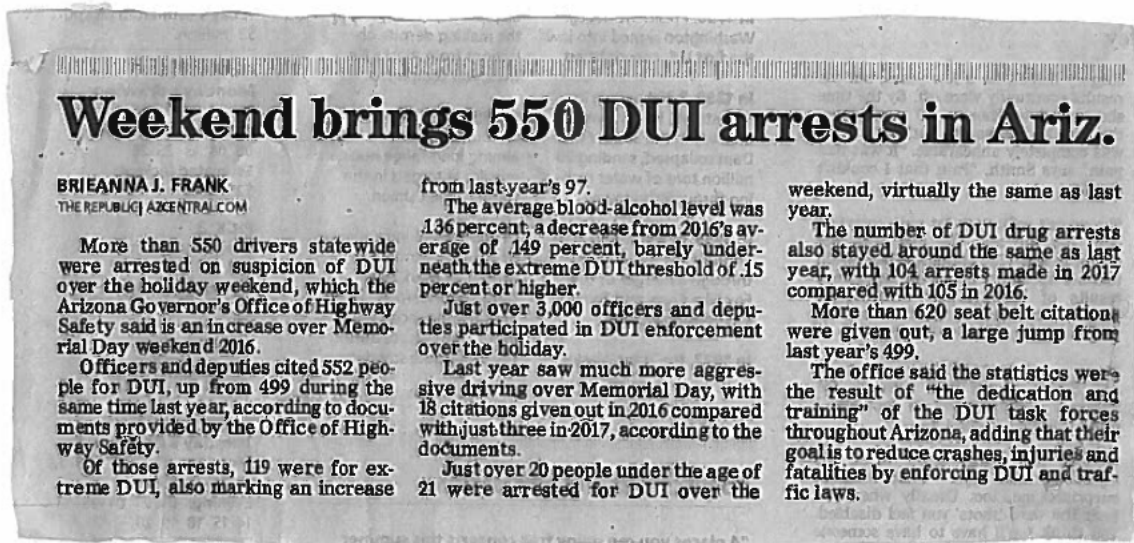


Figure 3.1 is a sample of the Arizona Statewide Memorial Day weekend DUI Enforcement Media Advisory (sent before enforcement begins).

Figure 3.1 2017 Statewide Memorial weekend DUI Enforcement Media Advisory



ARIZONA

OFFICE OF HIGHWAY SAFETY

MEMORIAL DAY

“Drive Hammered... Get Nailed!”

May 26th, 27th, 28th and 29th 2017

ARIZONA STATEWIDE HOLIDAY DUI ENFORCEMENT

DOUGLAS A. DUCEY
GOVERNOR

ALBERTO C. GUTIER
DIRECTOR
GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE

For more information contact:
Alberto Gutier:
Office: 602-255-3216
Cell: 602-377-1365
Fax: 602-908-8900
Home: 602-944-1015



PHOENIX – These are the Impaired Driving Deployment activities that will occur during the Cinco de Mayo weekend throughout the state by 84 law enforcement agencies. Specially trained drug recognition experts (DRE's) will be working DUI Patrol. GOHS Director, Alberto Gutier said "We want everyone to enjoy the holiday festivities and to do so responsibly by having a designated driver, calling a friend, a ride service, or taking a taxi home. Don't drive distracted!"

<p>EAST VALLEY DUI TASK FORCE</p> <p>Saturation Patrol 5/26 (6PM-4AM) DPS TASK FORCE -2202 W. Encanto Blvd, Phoenix CHANDLER PD, DPS METRO EAST, MESA PD, TEMPE PD Cpt. Jake Pruet 602-223-2789</p> <p>5/26 and 5/27 (4PM-2AM) -2330 W. Rio Salado, Cuba Stadium ASU PD, CHANDLER PD, DLLC, DPS METRO EAST, GILBERT PD, MCSO, MESA PD, PARADISE VALLEY PD, SALT RIVER PD, SCOTTSDALE PD, TEMPE PD Sgt. Joe Meacham 480-710-5842</p> <p>5/28 and 5/29 (4PM-2AM) -7601 E. McKellips Rd, Scottsdale ASU PD, CHANDLER PD, DLLC, DPS METRO EAST, GILBERT PD, MCSO, MESA PD, PARADISE VALLEY PD, SALT RIVER PD, SCOTTSDALE PD, TEMPE PD Sgt. K.C. Moore 480-313-3192</p> <p>5/29 (5PM-6PM) DUI CHECKPOINT -Power/Redmont DLLC, DPS, MESA PD, TEMPE PD Sgt. Joe Meacham 480-710-5842</p> <p>WEST VALLEY DUI TASK FORCE</p> <p>Saturation Patrol 5/26 (7PM-3AM) DPS TASKFORCE -2222 Encanto Blvd, Phoenix AVONDALE PD, BUCKEYE PD, DLLC EL MIRAGE PD, GLENDALE PD, GOODYEAR PD, MCSO, PEORIA PD, TOLLESON PD Cpt. Jake Pruet 602-223-2789</p> <p>5/27 (7PM-3AM) -8351 W. Cinnabar, Peoria AVONDALE PD, BUCKEYE PD, DLLC, EL MIRAGE PD, DPS NIGHTWATCH, GLENDALE PD, GOODYEAR PD, MCSO, PEORIA PD, TOLLESON PD Sgt. James Willis 623-640-2489</p> <p>SOUTHERN AZ DUI TASK FORCE</p> <p>Saturation Patrol 5/26 through 5/29 (6PM-4AM) DPS DIST 8, DLLC, MARANA PD, NOGALES PD, ORO VALLEY PD, PASADENA YAGUI PD, PIMA CC PD, PIMA CSO, SAHUARITA PD, SOUTH TUCSON PD, TUCSON PD, UA PD Sgt. Terrence O'Hara 520-837-7223</p> <p>NORTHERN AZ DUI TASK FORCE</p> <p>Saturation Patrol 5/26 through 5/29 COCONINO CSO, DPS DISTRICT 2, FLAGSTAFF PD, NAU PD Lt. Lance Roberts 928-202-8077</p> <p>EASTERN AZ DUI TASK FORCE</p> <p>Saturation Patrol 5/26 through 5/29 DPS DISTRICT 9, GRAHAM CSO, SAFFORD PD, THATCHER PD, PIMA PD Ofc. Tyler Cluff 928-965-1507</p> <p>SOUTHEASTERN DUI TASK FORCE</p> <p>Saturation Patrol 5/27 (7PM-3AM) COCHISE CSO, DPS DISTRICT 9, HUACHUCA QTY PD, SIERRA VISTA PD, TOMBSTONE MO Cpt. Tim Watchel 520-732-7040</p>	<p>TULSA CITY DUI TASK FORCE</p> <p>Saturation Patrol 5/27 (6PM-3AM) -Costco Parking 3911 E. Hwy 69 CHINO VALLEY PD, DPS DISTRICT 12, PRESCOTT VALLEY PD, PRESCOTT PD, YAVAPAI CSO Sgt. Brian Dever 928-777-1943</p> <p>LA PAZ COUNTY DUI TASK FORCE</p> <p>Saturation Patrol 5/26 through 5/28-Main Street Park COLORADO RIVER INDIAN TRIBES PD, PARKER PD, LA PAZ CSO, QUARTZSITE PD Sgt. Michael Bailey 928-669-2264</p> <p>WHITE MOUNTAIN DUI TASK FORCE</p> <p>Saturation Patrol 5/26 (6PM-1AM)- 602 S. Main Street DPS DISTRICT 3, PINETOP-LAKESIDE PD, SHOW LOW PD, SNOWFLAKE-TAYLOR PD, Sgt. Jason Lord 928-607-0881</p> <p>PHOENIX POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 and 5/27 (9PM-4AM) -1610 E. Highland, QT (2 Vans) -2212 E. Bell Road, QT -3443 S. Central Avenue -630 E. Missouri, Circle K -2250 E. Thomas Road, QT</p> <p>5/28 and 5/29 (9PM-4AM) -1610 E. Highland, QT (2 Vans) Lt. Patrick Hoffman 602-531-4150</p> <p>APACHE COUNTY SHERIFF'S OFFICE</p> <p>Enhanced Enforcement 5/26 through 5/29 Cmndr. John Scraggs 928-337-4321</p> <p>APACHE JUNCTION POLICE DEPT.</p> <p>Saturation Patrol 5/26 through 5/29 (7PM- 2AM) Sgt. Daniel Saldana 480-474-8616</p> <p>AVONDALE POLICE DEPARTMENT</p> <p>Sustained Enforcement 5/26, 5/28 and 5/29 -3200 N. Dysart, Avondale Sgt. Jared Palacios 623-333-7320</p> <p>AZ GAME AND FISH DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 Ofc. David Rigo 623-236-7206</p> <p>BULLHEAD CITY POLICE DEPT.</p> <p>Saturation Patrol 5/26 through 5/29 (6PM-1AM) Sgt. Scott Gillman 928-542-0145</p> <p>CAMP VERDE MARSHALS OFFICE</p> <p>Saturation Patrol/Speed Detail 5/24 (7PM-12AM) (Grad Night) 5/26 (7AM-12PM) Sgt. Dan Jacobs 928-554-8300</p> <p>CASA GRANDE POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 and 5/27 (7PM-3AM) Sgt. AJ Gr/ajwa 520-560-5079</p> <p>CHINO VALLEY POLICE DEPARTMENT</p> <p>Saturation Patrol 5/25 through 5/29 Lt. Vince Schaan 928-636-4223</p> <p>CLARKDALE POLICE DEPARTMENT</p> <p>Saturation Patrol</p>	<p>5/26 through 5/29 Sgt. Nicole Florial 928-301-4145</p> <p>CLIFTON POLICE DEPARTMENT</p> <p>DUI Detail 5/26 (8PM-2AM) Ofc. Shari Aguilar 928-865-4345</p> <p>COOLIDGE POLICE DEPARTMENT</p> <p>Saturation Patrol 5/24 and 5/28 (7PM-3AM) Ofc. Sandra Martinez 520-723-6064</p> <p>COTTONWOOD POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 (8PM-3AM) Ofc. Roger Scarin 928-634-4246</p> <p>DPS METRO CENTRAL</p> <p>DUI/Warrant Round Up Detail 5/26 Cpt. Pete Borquez 602-689-7033</p> <p>DPS METRO EAST</p> <p>Speed Enforcement 5/27 (12PM-6PM) Cpt. Stephen Harrison 602-478-2954</p> <p>DPS DISTRICT 1- KINGMAN</p> <p>DUI Enforcement 5/26 and 5/27 (7PM-3AM) Ofc. Dan Spivey 928-303-6096 5/28 (5PM-1AM) Sgt. JT Henson 928-864-7714</p> <p>DPS DISTRICT 6- YUMA</p> <p>Saturation Patrol/Speed Enforcement 5/26 (7PM-3AM) Sgt. Brian Turner 928-210-9004 5/26 (6AM-12AM) Sgt. Roger Hansen 928-258-0043 5/27 (7PM-3AM) Sgt. Travis Turner 928-278-7589 5/29 (6AM-12AM) Sgt. JW Wallington 928-261-0611</p> <p>DPS DISTRICT 6- CASA GRANDE</p> <p>Saturation Patrol 5/26 and 5/29 Sgt. Ed McNeill 480-734-7397</p> <p>DPS DISTRICT 11- GLOBE</p> <p>Saturation Patrol 5/26 Sgt. Gary Manjames 520-705-9657</p> <p>DOUGLAS POLICE DEPARTMENT</p> <p>Enhanced Enforcement 5/25 and 5/28 (7PM-3AM) Sgt. Jose Duarte 520-417-7516</p> <p>EAGER POLICE DEPARTMENT</p> <p>Sustained Enforcement 5/26 through 5/29 Sgt. Steve Jones 928-333-4127</p> <p>FLOY POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 Ofc. Jeremy Sammons 520-466-7324</p> <p>FLORENCE POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 Sgt. Renee Kitz 520-868-7668</p> <p>GLENDALE POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 and 5/29 Sgt. Ryan Hornell 623-930-4043</p>	<p>GLOBE POLICE DEPARTMENT</p> <p>STEP/Sustained Enforcement 5/25 through 5/29 Lt. James Duman 928-200-8877</p> <p>GILA COUNTY SHERIFF'S OFFICE</p> <p>Saturation Patrol 5/26 through 5/29 (6AM-10PM) -Roosevelt Lake Marina Lot Lt. Keith Thompson 928-701-2541</p> <p>GILA RIVER POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 (5PM-3AM) Ofc. Nathaniel Clark 520-610-2033</p> <p>GREENLEE COUNTY SHERIFF'S OFFICE</p> <p>Aggressive Driving Detail 5/26 through 5/29 Sgt. Eric Ellison (928) 865-4149</p> <p>HOLBROOK POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 Sgt. Tony Sutton 928-524-3992</p> <p>JEROME POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 Sgt. Nicole Florial 928-301-4145</p> <p>KINGMAN POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 (7PM-3AM) -Brake Masters 3400 N Stockton 5/27 (7PM-3AM) -Wells Fargo 3940 N Stockton Ofc. Dan Spivey 928-303-6096</p> <p>LAKE HAVASU POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29-2360 McCulloch Sgt. Jerry Burns 928-208-9085</p> <p>MARANA POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 Sgt. Joe Castillo 520-310-2155</p> <p>MARIQUETA POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 (7PM-3AM) Sgt. Joshua Paulsen 520-568-9098</p> <p>MESA POLICE DEPARTMENT</p> <p>Saturation Patrol 5/28 (11:30PM-8PM) -Power/202 Park and Ride Sgt. Joe Meacham 480-710-5842</p> <p>MARIQUETA COUNTY SO</p> <p>DUI Lake Detail 5/26-Saguaro Lake, With TEMPE PD Sgt. Ayers 602-980-1583</p> <p>PAGE POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 and 5/29 (6AM-6PM) Lt. Larry Jones 928-645-4378</p> <p>PAYSON POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 Cmndr. Elredge 928-472-5061</p> <p>PEORIA POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 (6PM-4AM) Sgt. James Willis 623-640-2489</p>	<p>PIMA COUNTY SHERIFF'S DEPT.</p> <p>DUI Sobriety Checkpoint 05/27 (8PM-4AM)-Sabino Canyon Sgt. Dawn Barkman 520-548-2530</p> <p>PINAL COUNTY SHERIFF'S OFFICE</p> <p>Saturation Patrol 5/26 through 5/29 Sgt. Leo Aparicio 520-705-4929</p> <p>PINETOP-LAKESIDE POLICE DEPT.</p> <p>Saturation Patrol 5/26 and 5/29 (6PM-1AM) Sgt. Guy Willis 928-368-8800</p> <p>SAHUARITA POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 (9PM-3AM) Sgt. Shawn Pack 520-909-8300</p> <p>SALT RIVER POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 Sgt. Christopher Morin 480-850-8200</p> <p>SARILLUS POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 (2PM-1AM) Lt. Victor Figueroa 928-920-5343</p> <p>SANTA CRUZ COUNTY SO</p> <p>Enhanced Enforcement 5/26 through 5/29 Sgt. Omar Rodriguez 520-761-7869</p> <p>SHOW LOW POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 (9PM-2AM) Cmndr. Jeff McNeil 928-373-2491</p> <p>SPRINGVILLE POLICE DEPT.</p> <p>Saturation Patrol 5/26 through 5/29 (6PM-2AM) Sgt. David Gregory 928-245-0935</p> <p>ST JOHN'S POLICE DEPARTMENT</p> <p>Enhanced Enforcement 5/26 through 5/29 Ofc. Tammy Poe 928-245-4130</p> <p>WELLTON POLICE DEPARTMENT</p> <p>Enhanced Enforcement 5/26 through 5/29 Sgt. David Rodriguez 928-785-4887</p> <p>WICKENBURG POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 (10PM-3AM) Sgt. Aaron Hadley 928-684-5411</p> <p>WILLIAMS POLICE DEPARTMENT</p> <p>Enhanced Enforcement 5/26 through 5/29 (10PM-3AM) Sgt. John Romero 928-635-4461</p> <p>YAVAPAI COUNTY SHERIFF'S OFFICE</p> <p>Saturation Patrol 5/26 through 5/29 Sgt. Michael Darnison 928-771-3260</p> <p>YUMA COUNTY SHERIFF'S OFFICE</p> <p>Enhanced Enforcement 5/26 through 5/29 Sgt. Richard Meraz 928-783-4427</p> <p>YUMA POLICE DEPARTMENT</p> <p>Saturation Patrol 5/26 through 5/29 (8PM-4AM) Ofc. Craig Johnson 928-783-4421</p>
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Table 3.1 Performance Targets and Measures

Performance Core Outcomes	Performance Measure
An increase in alcohol impaired driving fatalities by no more than 20.4 percent from 226 (2011-2015 average) to 272 by 2018	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or higher.

Strategies

To combat the prevalence of impaired driving, GOHS devotes significant resources to overtime enforcement, equipment, and training for law enforcement officers statewide. Arizona's impaired driving program utilizes enforcement, education, training, and public awareness to reduce the number of fatalities and injuries resulting from alcohol- and drug-impaired collisions. GOHS will pursue the following strategies in FFY 2018 to reduced impaired driving on our roadways.

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

GOHS will continue to fund these proven effective strategies to reduce the number of alcohol and drug driving-related fatalities by increasing the number of DUI arrests, training law enforcement on effective tools and techniques, and regularly informing the public about the dangers associated impaired driving and the threat of arrest for those who break the laws. For an overview of Arizona DUI Enforcement Statistics from 2006 through mid-2017, see Figure B.5 in Appendix B.

Programs and Projects

Project Title: Impaired Driving Enforcement Program

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

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

Budget: \$2,269,844.00

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

Table 3.2 Impaired Driving Enforcement Program

Project Number	Agency	Amount	Source
2018-AL-002	APACHE COUNTY SO	\$5,000.00	402
2018-AL-003	ARIZONA DEPT OF LIQUOR LICENSES AND CONTROL	\$75,000.00	402
2018-AL-005	ARIZONA GAME & FISH DEPT	\$25,000.00	402
2018-AL-006	BUCKEYE PD	\$35,000.00	402
2018-AL-007	CHANDLER PD	\$40,000.00	402
2018-AL-009	CLIFTON PD	\$7,000.00	402
2018-AL-010	COOLIDGE PD	\$15,400.00	402
2018-AL-011	DOUGLAS PD	\$20,000.00	402
2018-AL-012	EL MIRAGE PD	\$30,000.00	402
2018-AL-013	GILA COUNTY SO	\$20,000.00	402
2018-AL-014	GLENDALE PD	\$25,000.00	402
2018-AL-015	GRAHAM COUNTY SO	\$12,000.00	402
2018-AL-018	MARICOPA PD	\$20,000.00	402
2018-AL-019	NAVAJO COUNTY SO	\$20,000.00	402
2018-AL-020	ORO VALLEY PD	\$25,000.00	402
2018-AL-021	PARKER PD	\$6,000.00	402
2018-AL-022	PRESCOTT VALLEY PD	\$20,000.00	402
2018-AL-024	SANTA CRUZ COUNTY SO	\$8,000.00	402
2018-AL-025	SHOW LOW PD	\$10,500.00	402
2018-AL-026	SIERRA VISTA PD	\$25,000.00	402
2018-AL-029	TEMPE PD	\$50,000.00	402
2018-AL-030	TOMBSTONE MO	\$8,000.00	402
2018-AL-031	UNIVERSITY OF ARIZONA PD	\$25,000.00	402
2018-AL-032	WILLIAMS PD	\$3,920.00	402
2018-AL-033	YAVAPAI COUNTY SO	\$30,000.00	402
2018-II-001	COCHISE COUNTY SO	\$25,000.00	405d
2018-II-002	GOODYEAR PD	\$45,000.00	405d
2018-II-003	MARANA PD	\$40,000.00	405d
2018-II-004	PARADISE VALLEY PD	\$20,000.00	405d
2018-II-005	SALT RIVER PD	\$50,000.00	405d
2018-II-006	SURPRISE PD	\$20,000.00	405d
2018-405d-001	APACHE JUNCTION PD	\$25,000.00	405d

Project Number	Agency	Amount	Source
2018-405d-003	ARIZONA STATE UNIVERSITY PD	\$20,000.00	405d
2018-405d-005	AVONDALE PD	\$35,000.00	405d
2018-405d-006	ARIZONA DEPARTMENT OF PUBLIC SAFETY	\$120,000.00	405d
2018-405d-007	ARIZONA GAME & FISH DEPT	\$20,000.00	405d
2018-405d-009	CAMP VERDE MO	\$5,000.00	405d
2018-405d-010	CASA GRANDE PD	\$25,000.00	405d
2018-405d-011	CLARKDALE PD	\$6,000.00	405d
2018-405d-012	COTTONWOOD PD	\$20,000.00	405d
2018-405d-013	EAGAR PD	\$4,000.00	405d
2018-405d-014	FLAGSTAFF PD	\$20,000.00	405d
2018-405d-015	FLAGSTAFF PD	\$40,000.00	405d
2018-405d-016	FLORENCE PD	\$10,000.00	405d
2018-405d-017	GILA RIVER PD	\$20,000.00	405d
2018-405d-018	GILBERT PD	\$40,000.00	405d
2018-405d-019	GLOBE PD	\$5,000.00	405d
2018-405d-020	HUACHUCA CITY PD	\$5,000.00	405d
2018-405d-021	JEROME PD	\$2,000.00	405d
2018-405d-022	KINGMAN PD	\$20,000.00	405d
2018-405d-023	LA PAZ COUNTY SO	\$12,000.00	405d
2018-405d-024	LAKE HAVASU CITY PD	\$20,000.00	405d
2018-405d-025	MARANA PD	\$15,000.00	405d
2018-405d-026	MARICOPA COUNTY SO	\$20,000.00	405d
2018-405d-027	MARICOPA COUNTY SO	\$100,000.00	405d
2018-405d-029	MESA PD	\$170,000.00	405d
2018-405d-030	NOGALES PD	\$8,000.00	405d
2018-405d-031	NORTHERN ARIZONA UNIVERSITY PD	\$11,424.00	405d
2018-405d-032	PEORIA PD	\$60,000.00	405d
2018-405d-034	PHOENIX PD	\$81,000.00	405d
2018-405d-036	PIMA COMMUNITY COLLEGE PD	\$20,000.00	405d
2018-405d-037	PIMA COUNTY SD	\$80,000.00	405d
2018-405d-038	PIMA PD	\$1,500.00	405d
2018-405d-039	PINAL COUNTY SO	\$60,000.00	405d
2018-405d-040	PINETOP-LAKESIDE PD	\$5,600.00	405d

Project Number	Agency	Amount	Source
2018-405d-041	PRESCOTT PD	\$28,000.00	405d
2018-405d-042	QUARTZSITE PD	\$6,000.00	405d
2018-405d-043	SAFFORD PD	\$7,500.00	405d
2018-405d-044	SAHUARITA PD	\$10,000.00	405d
2018-405d-045	SAN LUIS PD	\$10,000.00	405d
2018-405d-046	SCOTTSDALE PD	\$150,000.00	405d
2018-405d-047	SNOWFLAKE-TAYLOR PD	\$5,000.00	405d
2018-405d-048	ST. JOHNS PD	\$5,000.00	405d
2018-405d-049	TEMPE PD	\$90,000.00	405d
2018-405d-050	THATCHER PD	\$10,000.00	405d
2018-405d-051	TOLLESON PD	\$16,000.00	405d
2018-405d-052	TUCSON PD	\$40,000.00	405d
2018-405d-053	WICKENBURG PD	\$5,000.00	405d
2018-405d-054	YUMA PD	\$20,000.00	405d
Total		\$2,269,844.00	

Project Title: Impaired Driving Enforcement Equipment and supplies

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

Description: GOHS provides funding for equipment and supplies that support and enhance impaired driving enforcement efforts. The items purchased include portable breath testing devices (PBTs), phlebotomy supplies, PBT and Intoxilyzer mouthpieces, drug testing kits, urine and blood kits, and gas cylinders used to calibrate PBTs, Intoxilyzers, and Livescan instruments. PBTs are handheld instruments used in the field by law enforcement officers to detect the presence of alcohol in suspected impaired drivers and underage alcohol offenders. Livescan instruments take electronic fingerprints, provide for immediate comparison to check DUI suspects for prior arrests, and assist officers in positive suspect identification.



Parker PD DUI Enforcement SUV

Budget: \$136,617.00

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

Table 3.3 Impaired Driving Enforcement Equipment and Supplies

Project Number	Agency	Amount	Source
2018-AL-002	APACHE COUNTY SO	\$200.00	402
2018-AL-003	ARIZONA DEPT OF LIQUOR LICENSES AND CONTROL	\$1,000.00	402
2018-AL-005	ARIZONA GAME & FISH DEPT	\$5,000.00	402
2018-AL-006	BUCKEYE PD	\$7,755.00	402
2018-AL-007	CHANDLER PD	\$1,000.00	402
2018-AL-008	CHANDLER PD	\$2,000.00	402
2018-AL-009	CLIFTON PD	\$762.00	402
2018-AL-010	COOLIDGE PD	\$831.00	402
2018-AL-011	DOUGLAS PD	\$2,890.00	402
2018-AL-012	EL MIRAGE PD	\$1,000.00	402
2018-AL-013	GILA COUNTY SO	\$2,779.00	402
2018-AL-014	GLENDALE PD	\$35,520.00	402
2018-AL-015	GRAHAM COUNTY SO	\$2,080.00	402
2018-AL-018	MARICOPA PD	\$2,500.00	402
2018-AL-019	NAVAJO COUNTY SO	\$3,000.00	402
2018-AL-020	ORO VALLEY PD	\$1,500.00	402
2018-AL-021	PARKER PD	\$1,500.00	402
2018-AL-022	PRESCOTT VALLEY PD	\$733.00	402
2018-AL-024	SANTA CRUZ COUNTY SO	\$2,115.00	402
2018-AL-025	SHOW LOW PD	\$1,600.00	402
2018-AL-026	SIERRA VISTA PD	\$1,000.00	402
2018-AL-028	SURPRISE PD	\$2,200.00	402
2018-AL-029	TEMPE PD	\$1,182.00	402
2018-AL-030	TOMBSTONE MO	\$1,000.00	402
2018-AL-031	UNIVERSITY OF ARIZONA PD	\$526.00	402
2018-AL-032	WILLIAMS PD	\$1,500.00	402
2018-AL-033	YAVAPAI COUNTY SO	\$2,255.00	402
2018-405d-006	ARIZONA DEPARTMENT OF PUBLIC SAFETY	\$28,345.00	405d
2018-405d-027	MARICOPA COUNTY SO	\$13,207.00	405d
2018-405d-028	MESA PD	\$142,500.00	405d
2018-405d-039	PINAL COUNTY SO	\$9,637.00	405d
2018-405d-055	YUMA PD	\$47,000.00	405d
Total		\$183,809.00	

Project Title: Impaired Driving Training Program

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

Description: GOHS devotes significant resources toward the training of officers in areas such as Standardized Field Sobriety Test (SFST), Drug Recognition Expert (DRE), Horizontal Gaze Nystagmus (HGN), DUI report writing and testimony, law enforcement phlebotomy, Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Impairment Training for Educational Professionals (DITEP). As a result, Arizona continues to be a national leader in the DRE program. Arizona's robust DRE Certification Night program has proven to be successful. Consequently, Arizona provides training to law enforcement officials from other states and countries. GOHS has funded DRE Certification Nights hosted by the Maricopa County Sheriff's Office (MCSO) for law enforcement officials for over a dozen other states, and are now hosting the return of DRE students from Canada. MCSO has DRE Certification Nights scheduled for 2017, and has almost filled the calendar for 2018.

GOHS has provided more than \$300,000 in support of law enforcement training programs, including support for travel reimbursement, training, books, materials and supplies, conference speakers with special training knowledge, and conference registrations to provide necessary updates for Arizona's DREs, as well as funding training for law enforcement phlebotomists.

The majority of law enforcement training in drugged driving recognition is through the ARIDE course. This course targets NHTSA SFST certified officers. Arizona takes drugged driving impairment seriously and to date all DPS officers are mandated to attend ARIDE training. GOHS also conducts training for prosecutors and judges on DUI law issues through the Arizona Prosecuting Attorneys Advisory Council and the Arizona Supreme Court.

Budget: \$342,528.00

Evidence of Effectiveness: CTW, Chapter 1, Section 7.1

Table 3.4 Impaired Driving Training Program

Project Number	Agency	Amount	Source
2018-AL-001	AZ PROSECUTING ATTORNEYS ADVISORY COUNCIL	\$20,218.00	402
2018-AL-004	ARIZONA DEPARTMENT OF PUBLIC SAFETY	\$58,080.00	402
2018-405d-008	ARIZONA SUPREME COURT	\$34,230.00	405d
2018-AL-500	GOHS GHSA Conference	\$15,000.00	402
2018-405d-500	GOHS DRE Conference	\$30,000.00	405d
2018-405d-501	GOHS DRE/SFST Support/Training	\$100,000.00	405d
2018-405d-502	GOHS Judges Conference	\$25,000.00	405d
2018-405d-505	GOHS Phlebotomy	\$60,000.00	405d
Total		\$342,528.00	

Project Title: Traffic Safety Resource Prosecutor Program

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

Description: Arizona’s Traffic Safety Resource Prosecutor (TSRP) is housed at the City of Phoenix Prosecutor’s Office. The TSRP assists prosecutors statewide in the adjudication of impaired driving cases. The TSRP focuses on two goals: 1) increase the visibility of traffic safety cases with prosecutors and prosecutors’ visibility within the traffic safety community and 2) increase the confidence of prosecutors in the courtroom. Funding is provided for personnel services, employee-related expenses, materials and supplies, and travel. (Note: Additional State of Arizona funding totaling \$75,000 is provided by the Arizona DUI Abatement Council)

Budget: \$50,000.00

Evidence of Effectiveness: CTW, Chapter 1, Section 3

Table 3.5 Traffic Safety Resource Prosecutor Program

Project Number	Agency	Amount	Source
2018-405d-035	CITY OF PHOENIX PROSECUTOR’S OFFICE	\$50,000.00	405d

Project Title: Impaired Driving Awareness Program

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

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

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

- Law enforcement agencies and fire departments conduct “mock crashes” to educate high school students about the risks associated with underage alcohol consumption;
- AZ SADD implements programs to educate high school students on the dangers of impaired driving;
- MADD’s court monitoring programs informs GOHS, the TSRP, and others about prosecution and adjudication practices;
- GOHS develops, prints, and distributes public information and educational materials to promote public awareness of and compliance with Arizona’s DUI laws;
- GOHS “*Public Safety Days*” at the Arizona State Fair provides the public with information and education about Arizona DUI laws, children, family and general traffic safety issues and;

- GOHS maintains a storage unit for DUI public information and education materials to ensure they are available when needed.

Budget: \$310,543.53

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

Table 3.6 Impaired Driving Awareness Program

Project Number	Agency	Amount	Source
2018-AL-016	MADD	\$35,000.00	402
2018-AL-017	MADD	\$35,000.00	402
2018-AL-023	AZ SADD	\$60,000.00	402
2018-AL-027	SURPRISE FIRE-MEDICAL DEPT	\$7,527.00	402
2018-AL-028	SURPRISE PD	\$7,500.00	402
2018-405d-002	ARIZONA YOUTH PARTNERSHIP	\$9,247.00	405d
2018-405d-004	ARIZONA STATE UNIVERSITY PD	\$8,000.00	405d
2018-405d-033	PHOENIX FD	\$25,000.00	405d
2018-AL-501	GOHS PI&E	\$7,500.00	402
2018-AL-502	GOHS State Fair	\$30,000.00	402
2018-AL-503	GOHS Storage Unit	\$5,196.00	402
2018-405d-503	GOHS Law Enforcement Conference	\$30,000.00	405d
2018-405d-506	GOHS DUI Van Refurbishing	\$50,573.53	405d
Total		\$310,543.53	

Table 3.7 Impaired Driving Program Summary Budget

Program Area	Budget Amount
Impaired Driving Enforcement Program	\$2,269,844.00
Impaired Driving Enforcement Equipment Program	\$183,809.00
Impaired Driving Training Program	\$342,528.00
Impaired Driving Awareness Program	\$310,543.53
Traffic Safety Resource Prosecutor Program	\$50,000.00
Total	\$3,156,724.53

3.2 OCCUPANT PROTECTION PROGRAM OVERVIEW

According to 2015 FARS data, unrestrained passenger vehicle occupant fatalities increased 19.6 percent from 209 in 2014 to 250 in 2015. GOHS accomplishes its goal of improving safety belt and child safety seat use through strong, cohesive statewide enforcement and education campaigns under the banner of “*Buckle Up, Arizona...It’s the Law!*” Arizona is a secondary law safety belt violation state, but law enforcement agencies implement a zero-tolerance policy when

they encounter non-use of safety belts coincidental to a stop for another traffic infraction. Occupant protection enforcement is a consistent component of all grant supported traffic safety projects. Enforcement is supported by extensive education and public awareness activities conducted by GOHS together with public and private sector partners. The activities include safety belt and child safety seat classes and inspections, media awareness campaigns, participation in the national high-visibility enforcement mobilization Click It or Ticket over the Memorial Day holiday period and other events.

Table 3.8 Performance Targets and Measures

Performance Core Outcomes	Performance Measure
An increase in unrestrained passenger vehicle occupant fatalities by no more than 9.4 percent from 233 (2011-2015) to 255 by 2018	Number of unrestrained passenger vehicle occupant fatalities in all seating positions
Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2.6 percentage points from 88.0 percent in 2016 to 90.6 percent in 2018	Percent of front seat vehicle occupants observed using safety belts.

Strategies

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

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

Programs and Projects

Project Title: Safety Belt and Child Safety Seat Survey

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

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

Budget: \$58,800.00

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

Table 3.9 Safety Belt Survey

Project Number	Agency	Amount	Source
2018-405b-500	GOHS Annual Safety Belt Survey	\$58,800.00	405b

Project Title: Occupant Protection Law Enforcement

Project Number: Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system. (see table 3.10)

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



Children at a Car Seat Event

The Arizona enforcement community actively participates in the *Buckle Up Arizona...It's the Law/Click it or Ticket (CIOT)* and Child Passenger Safety campaigns and related events. Funding is provided to the top performing agencies as measured by the number of citations written during these periods in 2017. GOHS will determine these agencies in early January 2018. In 2018, agencies will receive funding for occupant protection enforcement. One additional agency participated in an enforcement campaign using their own funding mechanism.

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

Budget: \$291,778.00

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

Table 3.10 Occupant Protection Enforcement Program

Project Number	Agency	Amount	Source
2018-OP-005	GLENDALE PD	\$18,000.00	402
2018-OP-008	MARICOPA PD	\$5,000.00	402
2018-OP-014	SANTA CRUZ COUNTY SO	\$3,920.00	402
2018-OP-016	SURPRISE PD	\$8,808.00	402
2018-OP-018	TUCSON PD	\$14,790.00	402
2018-405b-001	AZ DEPARTMENT OF PUBLIC SAFETY	\$40,000.00	405b
2018-405b-002	CHANDLER PD	\$20,000.00	405b
2018-405b-008	TEMPE PD	\$20,000.00	405b
2018-405b-503	CLICK IT OR TICKET (CIOT) ENFORCEMENT WAVE	\$161,260.00	405b
Total		\$291,778.00	

Project Title: Occupant Protection High Risk Population Programs

Project Number: Multiple project numbers are included under this strategy to provide consistency with GTS and the Arizona accounting system. (see table 3.11)

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

Budget: \$121,500.00

Evidence of Effectiveness: CTW, Chapter 2, Section 2.1, 5.1, and 6.1

Table 3.11 Occupant Protection High Risk Population Programs

Project Number	Agency	Amount	Source
2018-405b-003	FLORENCE PD	\$5,000.00	405b
2018-405b-004	PHOENIX FD	\$80,000.00	405b
2018-405b-005	PHOENIX PD	\$15,000.00	405b
2018-405b-006	PIMA COUNTY SD	\$20,000.00	405b
2018-405b-007	PIMA PD	\$1,500.00	405b
Total		\$121,500.00	

Project Title: Child Safety and Booster Seats Supplies

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

Description: This program provides equipment and child safety seats to support enforcement and child safety seat fitting stations to several agencies through a competitive grant process which includes statistical review of agency enforcement activities and data analysis of regions non-use and misuse of Child Passenger Safety (CPS) devices. GOHS fully supports and encourages law enforcement and fire departments to have staff who are CPS Technician certified. GOHS annually partners with the Department of Health Services and SAFE KIDS of Maricopa in the coordination of the CPS activities involving CPS instructors, technicians, inspection stations, and car seat distribution. The state maintains a sufficient pool of certified CPS Technicians. Administrators of CPS inspection stations, local SAFE KIDS coordinators, and certified CPS instructors are called upon to continually recruit new CPS Technician candidates.

Budget: \$257,487.00

Evidence of Effectiveness: CTW, Chapter 2, Section 7.2

Table 3.12 Occupant Protection Program Supplies

Project Number	Agency	Amount	Source
2018-OP-001	CHANDLER FIRE, HEALTH AND MEDICAL DEPT	\$27,787.00	402
2018-OP-002	CHILD AND FAMILY RESOURCES - PINAL	\$21,300.00	402
2018-OP-003	COCONINO COUNTY PHSD	\$12,186.00	402
2018-OP-004	FRY FIRE DIST	\$10,016.00	402
2018-OP-005	GLENDALE PD	\$1,009.00	402
2018-OP-006	MARICOPA FIRE AND MEDICAL DEPT	\$20,984.00	402
2018-OP-007	MARICOPA INTEGRATED HEALTH SYSTEM	\$12,961.00	402
2018-OP-008	MARICOPA PD	\$2,443.00	402
2018-OP-009	NOGALES PD	\$4,600.00	402
2018-OP-010	PHOENIX CHILDREN'S HOSPITAL	\$23,603.00	402
2018-OP-011	PHOENIX CHILDREN'S HOSPITAL	\$6,557.00	402
2018-OP-012	PINAL COUNTY SO	\$15,663.00	402
2018-OP-013	SAFEKIDS MARICOPA	\$20,000.00	402
2017-OP-015	SURPRISE FIRE-MEDICAL DEPT	\$8,503.00	402
2018-OP-017	TUCSON MEDICAL CENTER HEALTH CARE	\$20,000.00	402
2017-OP-019	VERDE VALLEY FIRE DIST	\$9,875.00	402
2017-OP-020	YAVAPAI REGIONAL MEDICAL CENTER	\$10,000.00	402
2018-405b-502*	GOHS Car seats	\$30,000.00	405b
Total		\$257,487.00	

* GOHS plans to utilize project number 2018-405b-502 using the five percent limit on distributed 405b funds to purchase and distribute child restraints to low-income families provided by 23 CFR 1300.21 (f)(1)(vi).

Project Title: Occupant Protection Training and Education Program

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

Description: GOHS facilitates the statewide Children are Priceless Passengers (CAPP) program. The program is open to the general public, but is focused on child passenger safety law violators. It provides an opportunity for education on the proper installation and use of child safety seats. CAPP operates in several locations and is expanding to additional locations in FFY 2018. GOHS also sponsors child safety seat certification classes in three geographic areas across the State in proximity to individuals who want to become certified technicians.

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

Budget: \$86,000.00

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

Table 3.13 Occupant Protection Training and Education Program

Project Number	Agency	Amount	Source
2018-405b-501	GOHS Occupant Protection Support	\$50,000.00	405b
2018-405b-505	GOHS Lifesavers Conference	\$15,000.00	405b
2018-405b-507	GOHS PI&E	\$7,500.00	405b
2018-405b-508	GOHS State Fair	\$10,000.00	405b
2018-OP-500	GOHS Occupant Protection Support	\$3,000.00	402
2018-OP-501	GOHS Survey Monkey	\$500.00	402
Total		\$86,000.00	

Project Title: Governor's Office of Highway Safety Paid Media

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

Description: This task provides funding for the development and distribution of paid media campaigns (electronic, print, radio, and broadcast) to promote public awareness of and compliance with Arizona's occupant protection, safety belt, and child safety seat laws. This task also will provide funding for paid media for the FFY 2018 *Buckle Up Arizona...It's the Law!/Click it or Ticket* campaign.

Budget: \$25,000.00

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

Table 3.14 Occupant Protection Awareness Program

Project Number	Agency	Amount	Source
2018-405b-504	GOHS Occupant Protection Paid Media	\$25,000.00	405b

Table 3.15 Occupant Protection Program Summary Budget

Program Area	Budget Amount
GOHS Annual Safety Belt Survey	\$58,800.00
Occupant Protection Law Enforcement	\$291,778.00
Occupant Protection High Risk Programs	\$121,500.00
Occupant Protection Program Supplies	\$257,487.00
Occupant Protection Training and Education Program	\$86,000.00
GOHS Occupant Protection Paid Media	\$25,000.00
Total	\$840,565.00

3.3 SPEEDING, RECKLESS DRIVING, AND RED LIGHT RUNNING PROGRAM OVERVIEW

Speeding is the number one contributing factor in the State’s fatal crashes. According to 2015 FARS data, 307 speeding-related fatalities occurred, which constitutes a 20.9 percent increase from 2014. Speeding-related fatalities made up 34 percent of all traffic fatalities in 2015.

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

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

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

Table 3.16 Performance Targets and Measures

Performance Core Outcome	Performance Measure
An increase in speeding-related fatalities by no more than 3.4 percent from 291 (2011-2015 average) to 301 by 2018	Number of speeding-related fatalities.

Strategies

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

1. Law enforcement overtime;
2. Materials and supplies;
3. Support for public information and media campaigns;
4. Training for project and program managers;
5. An annual public opinion survey; and
6. Program management support.

Programs and Projects

Project Title: Law Enforcement Overtime

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

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

Budget: \$944,054.00

Evidence of Effectiveness: CTW, Chapter 3, Section 2.2

Table 3.17 Speeding, Reckless Driving, and Red Light Running Enforcement Program

Project Number	Agency	Amount	Source
2018-PTS-001	APACHE COUNTY SO	\$10,000.00	402
2018-PTS-003	APACHE JUNCTION PD	\$15,000.00	402
2018-PTS-004	AZ DEPARTMENT OF PUBLIC SAFETY	\$35,000.00	402
2018-PTS-006	AZ DEPARTMENT OF PUBLIC SAFETY	\$50,000.00	402
2018-PTS-008	CAMP VERDE MO	\$6,000.00	402
2018-PTS-010	CASA GRANDE PD	\$25,000.00	402
2018-PTS-012	CHINO VALLEY PD	\$12,000.00	402
2018-PTS-013	CLARKDALE PD	\$8,000.00	402
2018-PTS-014	CLIFTON PD	\$8,000.00	402
2018-PTS-015	COCHISE COUNTY SO	\$10,000.00	402
2018-PTS-016	COOLIDGE PD	\$6,000.00	402
2018-PTS-017	COTTONWOOD PD	\$10,000.00	402
2018-PTS-018	DOUGLAS PD	\$10,000.00	402
2018-PTS-019	EAGAR PD	\$4,000.00	402
2018-PTS-020	EL MIRAGE PD	\$12,000.00	402
2018-PTS-021	FLORENCE PD	\$10,000.00	402
2018-PTS-023	GILA RIVER PD	\$20,000.00	402
2018-PTS-026	GLENDALE PD	\$30,000.00	402
2018-PTS-027	GLOBE PD	\$5,000.00	402
2018-PTS-028	GRAHAM COUNTY SO	\$6,000.00	402

Project Number	Agency	Amount	Source
2018-PTS-029	GREENLEE COUNTY SO	\$20,000.00	402
2018-PTS-030	HUACHUCA CITY PD	\$5,000.00	402
2018-PTS-031	JEROME PD	\$2,000.00	402
2018-PTS-032	LA PAZ COUNTY SO	\$20,000.00	402
2018-PTS-033	MARANA PD	\$30,000.00	402
2018-PTS-034	MARICOPA COUNTY SO	\$20,000.00	402
2018-PTS-035	MARICOPA PD	\$20,000.00	402
2018-PTS-037	MESA PD	\$70,000.00	402
2018-PTS-038	MIAMI PD	\$3,000.00	402
2018-PTS-041	NOGALES PD	\$8,000.00	402
2018-PTS-043	PARADISE VALLEY PD	\$20,000.00	402
2018-PTS-044	PARKER PD	\$4,000.00	402
2018-PTS-045	PAYSON PD	\$3,000.00	402
2018-PTS-046	PEORIA PD	\$38,204.00	402
2018-PTS-047	PHOENIX PD	\$30,000.00	402
2018-PTS-050	PIMA COUNTY SD	\$20,000.00	402
2018-PTS-051	PINAL COUNTY SO	\$50,000.00	402
2018-PTS-053	PINETOP-LAKESIDE PD	\$5,600.00	402
2018-PTS-054	PRESCOTT PD	\$15,000.00	402
2018-PTS-055	PRESCOTT VALLEY PD	\$20,000.00	402
2018-PTS-056	QUARTZSITE PD	\$4,000.00	402
2018-PTS-057	SAFFORD PD	\$5,000.00	402
2018-PTS-058	SAHUARITA PD	\$10,000.00	402
2018-PTS-059	SALT RIVER PD	\$12,000.00	402
2018-PTS-060	SAN LUIS PD	\$12,000.00	402
2018-PTS-061	SANTA CRUZ COUNTY SO	\$6,000.00	402
2018-PTS-062	SNOWFLAKE-TAYLOR PD	\$4,000.00	402
2018-PTS-063	SPRINGERVILLE PD	\$4,000.00	402
2018-PTS-065	ST. JOHNS PD	\$5,000.00	402
2018-PTS-066	SURPRISE PD	\$20,250.00	402
2018-PTS-068	TEMPE PD	\$25,000.00	402
2018-PTS-069	THATCHER PD	\$10,000.00	402
2018-PTS-070	TOMBSTONE MO	\$4,000.00	402

Project Number	Agency	Amount	Source
2018-PTS-071	TUCSON PD	\$65,000.00	402
2018-PTS-072	WELLTON PD	\$5,000.00	402
2018-PTS-073	WICKENBURG PD	\$5,000.00	402
2018-PTS-074	WILLCOX PD	\$9,000.00	402
2018-PTS-076	YAVAPAI COUNTY SO	\$8,000.00	402
2018-PTS-077	YUMA COUNTY SO	\$20,000.00	402
2018-PTS-079	YUMA PD	\$15,000.00	402
Total		\$944,054.00	

Project Title: Law Enforcement equipment and supplies

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

Description: This task will fund materials and supplies, such as LIDAR and radar guns, tint meters, and speed display signs to aid in the enforcement of Arizona traffic laws.

Budget: \$517,727.00

Evidence of Effectiveness: CTW, Chapter 3, Section 2.3

Table 3.18 Speeding, Reckless Driving, and Red Light Running Equipment and Supplies

Project Number	Agency	Amount	Source
2018-PTS-002	APACHE JUNCTION PD	\$14,579.00	402
2018-PTS-005	AZ DEPARTMENT OF PUBLIC SAFETY	\$42,536.00	402
2018-PTS-007	BULLHEAD CITY PD	\$16,000.00	402
2018-PTS-009	CAMP VERDE MO	\$10,482.00	402
2018-PTS-011	CASA GRANDE PD	\$58,000.00	402
2018-PTS-012	CHINO VALLEY PD	\$11,430.00	402
2018-PTS-016	COOLIDGE PD	\$9,486.00	402
2018-PTS-018	DOUGLAS PD	\$3,746.00	402
2018-PTS-022	FLORENCE PD	\$7,741.00	402
2018-PTS-024	GILA RIVER PD	\$9,390.00	402
2018-PTS-025	GILBERT PD	\$50,000.00	402
2018-PTS-028	GRAHAM COUNTY SO	\$3,369.00	402
2018-PTS-029	GREENLEE COUNTY SO	\$6,000.00	402
2018-PTS-034	MARICOPA COUNTY SO	\$15,000.00	402
2018-PTS-036	MARICOPA PD	\$5,460.00	402

Project Number	Agency	Amount	Source
2018-PTS-002	APACHE JUNCTION PD	\$14,579.00	402
2018-PTS-037	MESA PD	\$16,500.00	402
2018-PTS-038	MIAMI PD	\$3,000.00	402
2018-PTS-039	MOHAVE COUNTY SO	\$20,000.00	402
2018-PTS-040	NAVAJO COUNTY SO	\$12,000.00	402
2018-PTS-042	ORO VALLEY PD	\$10,500.00	402
2018-PTS-048	PIMA COUNTY DOT	\$23,322.00	402
2018-PTS-049	PIMA COUNTY SD	\$20,000.00	402
2018-PTS-050	PIMA COUNTY SD	\$27,000.00	402
2018-PTS-051	PINAL COUNTY SO	\$13,736.00	402
2018-PTS-052	PINAL COUNTY SO	\$30,000.00	402
2018-PTS-055	PRESCOTT VALLEY PD	\$4,800.00	402
2018-PTS-056	QUARTZSITE PD	\$4,000.00	402
2018-PTS-057	SAFFORD PD	\$4,500.00	402
2018-PTS-058	SAHUARITA PD	\$4,500.00	402
2018-PTS-064	SPRINGERVILLE PD	\$14,350.00	402
2018-PTS-067	SURPRISE PD	\$36,000.00	402
2018-PTS-075	WILLIAMS PD	\$2,600.00	402
2018-PTS-078	YUMA COUNTY SO	\$7,700.00	402
Total		\$517,727.00	

Project Title: Support for Public Information and Media Campaigns

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

Description: GOHS provides funding to organizations to raise awareness regarding the dangers of speeding and reckless driving around commercial vehicles and to promote “Share the Road” programs with those vehicles.

Budget: \$39,415.00

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

Table 3.19 Speeding, Reckless Driving, and Red Light Running Awareness Program

Project Number	Agency	Amount	Source
2018-RS-001	ARIZONA TRANSPORTATION EDUCATION FOUNDATION (ATEF)	\$24,415.00	402
2018-PTS-500	GOHS PAID MEDIA	\$15,000.00	402
Total		\$39,415.00	

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

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

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

Budget: \$12,000.00

Evidence of Effectiveness: CTW, Chapter 4, Sections 2.1

Table 3.20 Speeding, Reckless Driving, and Red Light Running Survey

Project Number	Agency	Amount	Source
2018-PTS-501	GOHS Annual Survey	\$12,000.00	402

Table 3.21 Speeding, Reckless Driving, Red Light Running Program Summary Budget

Program Area	Budget Amount
Law Enforcement Overtime	\$944,054.00
Law Enforcement Equipment and Supplies	\$517,727.00
Support for Public Information and Media Campaigns	\$39,415.00
GOHS Annual Survey to Track Public Attitudes and Behaviors	\$12,000.00
Total	\$1,513,196.00

3.4 MOTORCYCLE SAFETY PROGRAM OVERVIEW

According to 2015 FARS data, motorcycle fatalities in Arizona increased from 130 in 2014 to 136 in 2015 - an increase of 4.6 percent. GOHS provides grant funding to support an annual motorcycle helmet survey, enforcement of legal motorcycle driving practices, training for safe motorcycle driving, and a motorcycle safety awareness campaign geared to the general motoring public.

GOHS receives supplemental state funding derived from fees paid in conjunction with motorcycle registration. These additional dollars support paid media and other awareness campaigns and other awareness activities, safe motorcycle training, and the publication of safety materials. No grant funds will be used to check for helmet usage or to create checkpoints that specifically target motorcyclists.

Table 3.22 Performance Targets and Measures

Performance Core Outcomes	Performance Measure
An increase in motorcyclist fatalities by no more than 2.9 percent from 139 (2011-2015 average) to 143 by 2018	Number of motorcycle fatalities.
An increase in unhelmeted motorcyclist fatalities by no more than 14.8 percent from 74 (2011-2015 average) to 85 by 2018	Number of unhelmeted motorcycle fatalities.

Strategies

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

1. Enforce the laws regarding motorists and motorcycle interaction;
2. Raise public awareness, especially among passenger vehicle drivers, with respect to motorcycle safety.

Project Title: Motorcycle Enforcement

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

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

Budget: \$10,000.00

Evidence of Effectiveness: CTW, Chapter 5, Section 2.1

Table 3.23 Motorcycle Enforcement Program

Project Number	Agency	Amount	Source
2018-MC-003	PHOENIX PD	\$10,000.00	402

Project Title: Motorcycle Safety Training and Awareness

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

Description: This project will provide funding to agencies to promote public awareness about motorcycles and the need to be alert and watch for them. This project includes motorcycle training courses and awareness. The campaigns also promote motorcyclist compliance with Arizona's traffic laws. This project includes development of brochures and other collateral materials, as well as print, electronic, and radio and broadcast media to include "Look out for Motorcycles" and "Share the Road" messages.

Budget: \$81,234.00

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

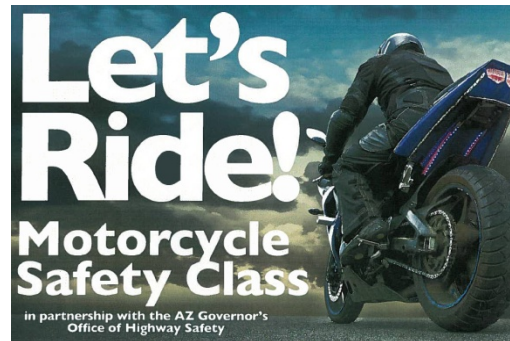
Table 3.24 Motorcycle Safety Training and Awareness Program

Project Number	Agency	Amount	Source
2018-MC-001	CHANDLER PD	\$18,500.00	402
2018-MC-002	PEORIA PD	\$12,734.00	402
2018-405f-500	GOHS Paid Media	\$50,000.00	405f
Total		\$81,234.00	

Table 3.25 Motorcycle Safety Program Summary Budget

Program Area	Budget Amount
Motorcycle Enforcement Program	\$10,000.00
Motorcycle Safety Training and Awareness Program	\$81,234.00
Total	\$91,234.00

Arizona annually generates approximately \$200,000 in state funds from motorcycle registrations. This money is deposited into the GOHS account and is used for programs and paid awareness campaigns. Some awareness is geared to older adults in the early winter and spring heavy travel periods but is spread among all groups of riders including young students traveling at excessive speeds on highways and streets. GOHS also promotes the message of mutual respect in sharing the road and cautions all road users on the need to watch out for motorcycles. This message is included in awareness campaigns via paid media and other outreach efforts.



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

3.5 CRASH INVESTIGATION PROGRAM OVERVIEW

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

Table 3.26 Performance Targets and Measures

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

Strategies

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

1. Enforcement overtime;
2. Materials and supplies; and

3. Training.

Programs and Projects

Project Title: Crash Investigation Enforcement Overtime

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

Description: This project provides overtime funding to two agencies for crash investigations of serious bodily injury and fatal crashes.

Budget: \$33,000.00

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

Table 3.27 Crash Investigation Enforcement Program

Project Number	Agency	Amount	Source
2018-AI-006	MARICOPA CSO	\$30,000.00	402
2018-AI-007	MARICOPA PD	\$3,000.00	402
Total		\$33,000.00	

Project Title: Crash Investigation Materials and Supplies

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

Description: This project supports materials and supplies purchases for crash investigation units, such as ARAS 360 HD Software, reflective traffic cones, CDR cables, etc. to assist in accurate and timely reconstruction of traffic accident investigations that may have involved an impaired driver. The supplies will allow these agencies to perform crash investigation without having to rely on other agencies' expertise and materials.

Budget: \$52,363.00

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

Table 3.28 Crash Investigation Materials and Supplies

Project Number	Agency	Amount	Source
2018-AI-001	CHINO VALLEY PD	\$5,855.00	402
2018-AI-002	COOLIDGE PD	\$3,073.00	402
2018-AI-003	FLAGSTAFF PD	\$5,635.00	402
2018-AI-004	FLAGSTAFF PD	\$2,233.00	402
2018-AI-005	GLENDALE PD	\$14,810.00	402
2018-AI-009	MESA PD	\$10,687.00	402
2018-AI-011	TUCSON PD	\$10,070.00	402
Total		\$52,363.00	

Project Title: Crash Investigation Training

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

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

Budget: \$56,278.00

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

Table 3.29 Crash Investigation Training Program

Project Number	Agency	Amount	Source
2018-AI-005	GLENDALE PD	\$10,000.00	402
2018-AI-006	MARICOPA COUNTY SO	\$6,000.00	402
2018-AI-007	MARICOPA PD	\$1,600.00	402
2018-AI-008	MESA PD	\$8,678.00	402
2018-AI-010	TUCSON PD	\$30,000.00	402
Total		\$56,278.00	

Table 3.30 Crash Investigation Program Summary Budget

Program Area	Budget Amount
Crash Investigation Enforcement Overtime	\$33,000.00
Crash Investigation Materials and supplies	\$52,363.00
Crash Investigation Training	\$56,278.00
Total	\$141,641.00

3.6 EMERGENCY MEDICAL SERVICES PROGRAM OVERVIEW

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

Table 3.31 Performance Targets and Measures

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

Strategies

The strategies utilized are twofold:

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

Programs and Projects

Project Title: Crash Extraction Equipment Purchases

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

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

Budget: \$79,901.00

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

Table 3.32 Crash Extrication Equipment Program

Project Number	Agency	Amount	Source
2018-EM-001	NORTHWEST FIRE DIST	\$31,975.00	402
2018-EM-002	SUN CITY FD	\$31,926.00	402
2018-EM-003	TOLLESON FD	\$16,000.00	402
Total		\$79,901.00	

Table 3.33 Emergency Medical Services Program Summary Budget

Program Area	Budget Amount
Extrication Equipment Purchases	\$79,901.00
Total	\$79,901.00

3.7 PEDESTRIAN AND BICYCLE SAFETY PROGRAM OVERVIEW

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

Table 3.34 Performance Targets and Measures

Performance Core Outcome	Performance Measure
An increase in pedestrian fatalities by no more than 29.4 percent from 143 (2011-2015 average) to 185 by 2018	Number of pedestrian fatalities.

An increase in bicyclist fatalities by no more than 45.8 percent from 24 (2011-2015 average) to 37 by 2018 Number of bicycle fatalities.

Strategies

The four strategies supporting this program include:

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

Programs and Projects

Project Title: Pedestrian and Bicycle Safety Enforcement Program

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

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

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

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

Budget: \$146,363.00

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

Table 3.35 Pedestrian and Bicycle Safety Enforcement Program

Project Number	Agency	Amount	Source
2018-405h-007	NORTHERN ARIZONA UNIVERSITY PD	\$11,424.00	405h
2018-405h-011	PHOENIX PD	\$60,000.00	405h
2018-405h-016	SURPRISE PD	\$20,250.00	405h
2018-405h-017	TEMPE PD	\$15,000.00	405h
2018-405h-018	TUCSON PD	\$25,000.00	405h

2018-405h-019	UNIVERSITY OF ARIZONA PD	\$14,689.00	405h
Total		\$146,363.00	

Project Title: Pedestrian and Bicycle Community Education and Awareness.

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

Description: GOHS supports the purchase of bicycle helmets, print and electronic media, and other materials for bicycle and pedestrian safety events throughout the state, such as bicycle rodeos. This project also provides funding to GOHS for the development of public education and awareness materials relating to pedestrian and bicycle safety.

Budget: \$149,655.50

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



Phoenix FD/PD Bicycle Rodeo

Table 3.36 Pedestrian and Bicycle Safety Awareness Program

Project Number	Agency	Amount	Source
2018-405h-001	CARDON CHILDREN'S MEDICAL CENTER	\$10,000.00	405h
2018-405h-002	COCONINO COUNTY PHSD	\$2,252.00	405h
2018-405h-003	DREXEL HEIGHTS FIRE DIST	\$999.50	405h
2018-405h-004	MARICOPA INTEGRATED HEALTH SYSTEM	\$5,724.00	405h
2018-405h-005	MARICOPA PD	\$4,800.00	405h
2018-405h-006	MARIPOSA COMMUNITY HEALTH	\$1,000.00	405h
2018-405h-008	PEORIA PD	\$31,716.00	405h
2018-405h-009	PHOENIX CHILDREN'S HOSPITAL	\$10,000.00	405h
2018-405h-010	PHOENIX FD	\$25,387.00	405h
2018-405h-012	PHOENIX STREET TRANSPORTATION	\$10,000.00	405h
2018-405h-013	PHOENIX STREET TRANSPORTATION	\$10,000.00	405h
2018-405h-014	PIMA COUNTY DOT	\$15,000.00	405h
2018-405h-015	SURPRISE PD	\$8,800.00	405h
2018-405h-020	YAVAPAI COUNTY SO	\$977.00	405h
2018-405h-021	YUMA COUNTY SO	\$8,000.00	405h
2018-PS-500	GOHS PI&E	\$5,000.00	402
Total		\$149,655.50	

Project Title: School Zone and School Bus Operations Enforcement

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

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

Budget: \$50,000.00

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

Table 3.37 School Bus Safety

Project Number	Agency	Amount	Source
2018-SB-001	GILBERT PD	\$50,000.00	402
Total		\$50,000.00	

Table 3.38 Pedestrian and Bicycle Safety Program Summary Budget

Program Area	Budget Amount
Pedestrian and Bicycle Safety Enforcement Program	\$146,363.00
Pedestrian and Bicycle Community Education and Awareness	\$149,655.50
School Zone and School Bus Operations Enforcement Program	\$50,000.00
Total	\$346,018.50

3.8 TRAFFIC RECORDS PROGRAM OVERVIEW

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

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

Table 3.39 Performance Targets and Measures

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

Strategies

The strategy Arizona uses to address the traffic records program area includes:

1. Program management costs.

Programs and Projects

Project Title: Data Collection, Evaluation, and Analysis

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

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

Budget: \$271,920.00

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

Table 3.40 Data Collection, Evaluation, and Analysis

Project Number	Agency	Amount	Source
2018-405c-001	ARIZONA DEPARTMENT OF TRANSPORTATION	\$271,920.00	405c

Table 3.41 Traffic Records Program Summary Budget

Program Area	Budget Amount
Data Collection, Evaluation, and Analysis	\$271,920.00
Total	\$271,920.00

3.9 PLANNING AND ADMINISTRATION PROGRAM OVERVIEW

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

Table 3.42 Performance Targets and Measures

Performance Core Outcomes	Performance Measure
Efficiently and effectively manage Arizona's Highway Safety Program	Required program and financial deadlines
Conduct a risk assessment for every subgrantee	Risk assessments completed and documented before contracts signed
Prepare GOHS 2017 Annual Report	Submitted to Region 9 by December 31, 2017
Closeout 2017 Highway Safety Program and move unexpended funds into 2018 Highway Safety Plan	Submitted to Region 9 by December 31, 2017

Strategies

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

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

Programs and Projects

Project Title: Planning and Administration

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

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

Budget: \$1,100,000.00

Table 3.41 shows the cost summary for GOHS program administration.

Table 3.43 Program Administration Cost Summary

Project Number	Program Area	Amount	Source
2018-PA-300	Planning and Administration	\$600,000.00	402-PA
2018-AI-300	Accident Investigation	\$22,634.00	402-AI
2018-AL-300	Impaired Driving	\$67,901.00	402-AL
2018-EM-300	Emergency Medical Services	\$6,173.00	402-EM
2018-MC-300	Motorcycle Safety	\$6,173.00	402-MC
2018-OP-300	Occupant Protection	\$41,152.00	402-OP
2018-PTS-300	Police Traffic Services	\$164,609.00	402-PTS
2018-RS-300	Roadway Safety	\$2,058.00	402-RS
2018-SB-300	School Bus/School Zone Safety	\$2,058.00	402-SB
2018-405b-300	Occupant Protection	\$16,460.00	405b
2018-405c-300	Traffic Records	\$2,058.00	405c
2018-405d-300	Impaired Driving and AZ Impaired Driving Coordinator	\$125,514.00	405d

2018-405h-300	Non-Motorized Safety	\$43,210.00	405h
Total		\$1,100,000.00	

3.10 NHTSA EQUIPMENT APPROVAL

GOHS provides funding for equipment to support and enhance highway safety programs that are associated with related projects within the Highway Safety Plan. The following table lists equipment purchases exceeding \$5,000.00 for each item from 405d and 402 funds. Such items include police package motorcycles, vehicles, speed trailers, etc. As equipment needs become apparent throughout a fiscal year, GOHS will request NHTSA's approval for the purchases.

Table 3.44 Equipment Program in Excess of \$5,000.00 for NHTSA Approval

Project Number	Agency	Equipment	Amount	Source
2018-405d-028	MESA PD	One (1) Liquid Chromatograph Mass Spec (1/2 of cost)	\$142,500.00	405d
2018-405d-055	YUMA PD	One (1) Fully-Equipped Police Package Vehicle	\$47,000.00	405d, 402
2018-AI-003	FLAGSTAFF PD	(1) 30 Feet SRN Double Barrier System	\$5,635.00	402
2018-AI-011	TUCSON PD	(1) FARO 3D Crime Scene Scanner	\$10,070.00	402
2018-EM-001	NORTHWEST FIRE DIST	(1) Cutter Package, (1) Spreader Package, (1) Ram Package)	\$31,975.00	402
2018-EM-002	SUN CITY FIRE DEPT	(1) Spreader Package	\$31,926.00	402
2018-EM-003	TOLLESON FIRE DEPT	(1) CPR Chest Compression package	\$16,000.00	402
2018-PTS-002	APACHE JUNCTION PD	(1) SpeedAlert Mobile Radar Sign	\$14,579.00	402
2018-PTS-009	CAMP VERDE MO	(1) Kustom Signals Smart 800 Radar Trailer	\$10,482.00	402
2018-PTS-011	CASE GRANDE PD	(2) BMW Motorcycle Police Package	\$58,000.00	402
2018-PTS-022	FLORENCE PD	(1) Matrix300MX Speed Trailer	\$7,741.00	402
2018-PTS-025	GILBERT PD	(2) RU2 Systems VMS Radar Speed Display	\$39,000.00	402

Project Number	Agency	Equipment	Amount	Source
2018-PTS-036	MARICOPA PD	(1) Kustom Signals Smart 650 Radar Trailer	\$5,460.00	402
2018-PTS-039	MOHAVE COUNTY SO	(2) Speed Awareness Trailers	\$20,000.00	402
2018-PTS-050	PIMA COUNTY SD	(1) Honda ST1300 PA Motorcycle	\$27,000.00	402
2018-PTS-052	PINAL COUNTY SO	(1) BMW Motorcycle Police Package	\$30,000.00	402
2018-PTS-064	SPRINGERVILLE PD	(1) Stalker Speed Message Trailer	\$14,350.00	402
2018-PTS-067	SURPRISE PD	(2) Fast 3450 Radar Display Trailers	\$36,000.00	402
2018-PTS-078	YUMA COUNTY SO	(1) Kustom Signals Speed Trailer	\$7,700.00	402
Total			\$555,418.00	

3.11 PAID ADVERTISING

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

Table 3.45 Paid Advertising Summary

Project Number	Agency	Amount	Source
2018-405b-506	GOHS Paid Media	\$25,000.00	405b
2018-405d-504	GOHS Paid Media	\$100,000.00	405d
Total		\$125,000.00	

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



4.0 Performance Report

Table 4.1 shows Arizona's progress in meeting the national core performance measures identified in the FFY 2018 HSP. The end date for each performance target, which is December 31, 2018, has been omitted from the figure below for conciseness of presentation.

Figure 4.1 Progress in Meeting FFY 2017 Performance Targets

Core Performance Measured	FFY 2017 Performance Targets	2011	2012	2013	2014	2015*	5-Year Average ^a	2017 Target
Fatalities	Limit an increase by 12.6% from 832 (2011-2015 average) to 937 in 2016	826	821	849	773	893	832	937
Serious Traffic Injuries ^a	Decrease by 2.7% from 4,275 (2011-2015 average) to 4,158 in 2017	4,570	4,471	4,305	3,910	4,117	4,275	4,158
Fatalities/100M VMT	Limit an increase by 2.2% from 1.35 (2011-2015 average) to 1.38 in 2016	1.39	1.37	1.40	1.23	1.37	1.35	1.38
Unrestrained Passenger Vehicle Occupant Fatalities	Limit an increase in unrestrained passenger vehicle occupant fatalities by 7.7 percent from 233 (2011-2015) to 251 by 2017	222	254	228	209	250	233	251
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	Limit an increase in alcohol impaired driving fatalities by 16.4 percent from 226 (2011-2015 average) to 263 by 2017	212	230	219	199	272	226	263
Speeding-Related Fatalities	Limit an increase in speeding-related fatalities by 2.7 percent from 291 (2011-2015 average) to 299 by 2017	299	302	293	254	307	291	299
Total Motorcycle Fatalities	Limit an increase in motorcyclist fatalities by 2.2 percent from 139 (2011-2015 average) to 142 by 2017	136	141	151	130	136	139	142
Unhelmeted Motorcycle Fatalities	Limit an increase in unhelmeted motorcyclist fatalities by 12.2 percent from 74 (2011-2015 average) to 83 by 2017	73	70	83	69	74	74	83
Drivers Age 20 or Younger in Fatal Crashes	Reduce drivers age 20 and younger involved in fatal crashes by 12.6 percent from 103 (2011-2015 average) to 90 by 2017	116	99	119	86	93	103	90
Pedestrian Fatalities	Limit an increase in pedestrian fatalities by 23.8 percent from 143 (2011-2015 average) to 177 by 2017	147	122	151	141	153	143	177
Bicycle Fatalities	Limit an increase in bicyclist fatalities by 45.8 percent from 24 (2011-2015 average) to 35 by 2017	23	18	31	29	29	26	35
Percent Observed Belt Use for Passenger Vehicles	Increase 3.2% from 86.6% in 2015 to 89.4% in 2017	82.9%	82.2%	84.7%	87.2%	86.6%	84.7%	89.4%
Number of Seat Belt Citations Issued	Target not required	21,828	29,710	27,840	24,848	25,623	25,970	N/A
Number of Impaired Driving Arrests Made	Target not required	31,561	32,171	31,905	29,250	27,725	30,522	N/A
Number of Other Citations (including speed) Issued ^b	Target not required	331,269	378,010	422,180	565,827	583,922	456,242	N/A

Sources: Fatality Analysis Reporting System (all 2011 through 2015 data except serious injuries, citations and arrests); *ADOT for serious traffic injury data and all 2015 data; GOHS Reporting System for citation and arrest data.

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

^b In 2015 there were 583,922 citations issued for speed and reckless driving which includes, speed not reasonable or prudent, excessive speed, speed not right for conditions, and reckless driving while speeding or other citations issued for other moving violations like red light running. Arizona is continually improving the capture of citation data recorded in our tracking system.

5.0 Cost Summary

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

State: Arizona

Highway Safety Plan Cost Summary
2018-HSP-1
For Approval

Report Date: 08/09/2017

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
FAST Act NHTSA 402								
Planning and Administration								
	PA-2018-00-00-00		\$0.00	\$187,194.96	\$0.00	\$600,000.00	\$600,000.00	\$0.00
Planning and Administration Total			\$0.00	\$187,194.96	\$0.00	\$600,000.00	\$600,000.00	\$0.00
Alcohol								
	AL-2018-00-00-00		\$0.00	\$105,637.82	\$0.00	\$1,005,170.00	\$1,005,170.00	\$402,068.00
Alcohol Total			\$0.00	\$105,637.82	\$0.00	\$1,005,170.00	\$1,005,170.00	\$402,068.00
Emergency Medical Services								
	EM-2018-00-00-00		\$0.00	\$9,045.90	\$0.00	\$86,074.00	\$86,074.00	\$34,429.60
Emergency Medical Services Total			\$0.00	\$9,045.90	\$0.00	\$86,074.00	\$86,074.00	\$34,429.60
Motorcycle Safety								
	MC-2018-00-00-00		\$0.00	\$4,982.21	\$0.00	\$47,407.00	\$47,407.00	\$18,962.80
Motorcycle Safety Total			\$0.00	\$4,982.21	\$0.00	\$47,407.00	\$47,407.00	\$18,962.80
Occupant Protection								
	OP-2018-00-00-00		\$0.00	\$37,906.64	\$0.00	\$360,691.00	\$360,691.00	\$144,276.40
Occupant Protection Total			\$0.00	\$37,906.64	\$0.00	\$360,691.00	\$360,691.00	\$144,276.40
Pedestrian/Bicycle Safety								
	PS-2018-00-00-00		\$0.00	\$525.47	\$0.00	\$5,000.00	\$5,000.00	\$2,000.00
Pedestrian/Bicycle Safety Total			\$0.00	\$525.47	\$0.00	\$5,000.00	\$5,000.00	\$2,000.00
Police Traffic Services								
	PT-2018-00-00-00		\$0.00	\$173,968.16	\$0.00	\$1,655,350.00	\$1,655,350.00	\$662,140.00
Police Traffic Services Total			\$0.00	\$173,968.16	\$0.00	\$1,655,350.00	\$1,655,350.00	\$662,140.00
Accident Investigation								
	AI-2018-00-00-00		\$0.00	\$17,264.40	\$0.00	\$164,275.00	\$164,275.00	\$65,710.00
Accident Investigation Total			\$0.00	\$17,264.40	\$0.00	\$164,275.00	\$164,275.00	\$65,710.00
Roadway Safety								
	RS-2018-00-00-00		\$0.00	\$2,782.17	\$0.00	\$26,473.00	\$26,473.00	\$10,589.20
Roadway Safety Total			\$0.00	\$2,782.17	\$0.00	\$26,473.00	\$26,473.00	\$10,589.20
Pupil Transportation Safety								
	SB-2018-00-00-00		\$0.00	\$5,471.01	\$0.00	\$52,058.00	\$52,058.00	\$20,823.20
Pupil Transportation Safety Total			\$0.00	\$5,471.01	\$0.00	\$52,058.00	\$52,058.00	\$20,823.20
FAST Act NHTSA 402 Total			\$0.00	\$544,778.74	\$0.00	\$4,002,498.00	\$4,002,498.00	\$1,360,999.20

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

State: Arizona

Highway Safety Plan Cost Summary
2018-HSP-1
For Approval

Report Date: 08/09/2017

FAST Act 405b OP Low							
405b Low HVE							
	M2HVE-2018-00-00-00	\$0.00	\$150,130.00	\$0.00	\$600,520.00	\$600,520.00	\$0.00
	405b Low HVE Total	\$0.00	\$150,130.00	\$0.00	\$600,520.00	\$600,520.00	\$0.00
	FAST Act 405b OP Low Total	\$0.00	\$150,130.00	\$0.00	\$600,520.00	\$600,520.00	\$0.00
FAST Act 405c Data Program							
405c Data Program							
	M3DA-2018-00-00-00	\$0.00	\$68,494.50	\$0.00	\$273,978.00	\$273,978.00	\$0.00
	405c Data Program Total	\$0.00	\$68,494.50	\$0.00	\$273,978.00	\$273,978.00	\$0.00
	FAST Act 405c Data Program Total	\$0.00	\$68,494.50	\$0.00	\$273,978.00	\$273,978.00	\$0.00
FAST Act 405d Impaired Driving Mid							
405d Impaired Driving Mid							
	M5X-2018-00-00-00	\$0.00	\$599,319.38	\$0.00	\$2,397,277.53	\$2,397,277.53	\$0.00
	405d Impaired Driving Mid Total	\$0.00	\$599,319.38	\$0.00	\$2,397,277.53	\$2,397,277.53	\$0.00
	FAST Act 405d Impaired Driving Mid Total	\$0.00	\$599,319.38	\$0.00	\$2,397,277.53	\$2,397,277.53	\$0.00
FAST Act 405d Impaired Driving Int							
405d Impaired Driving Int							
	M7X-2018-00-00-00	\$0.00	\$50,000.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
	405d Impaired Driving Int Total	\$0.00	\$50,000.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
	FAST Act 405d Impaired Driving Int Total	\$0.00	\$50,000.00	\$0.00	\$200,000.00	\$200,000.00	\$0.00
FAST Act 405f Motorcycle Programs							
405f Motorcycle Programs							
	M9X-2018-00-00-00	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	405f Motorcycle Programs Total	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	FAST Act 405f Motorcycle Programs Total	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
FAST Act 405h Nonmotorized Safety							
405h Nonmotorized Safety							
	FHX-2018-00-00-00	\$0.00	\$77,557.13	\$0.00	\$310,228.50	\$310,228.50	\$0.00
	405h Nonmotorized Safety Total	\$0.00	\$77,557.13	\$0.00	\$310,228.50	\$310,228.50	\$0.00
	FAST Act 405h Nonmotorized Safety Total	\$0.00	\$77,557.13	\$0.00	\$310,228.50	\$310,228.50	\$0.00
	NHTSA Total	\$0.00	\$1,502,779.75	\$0.00	\$7,834,502.03	\$7,834,502.03	\$1,360,999.20
	Total	\$0.00	\$1,502,779.75	\$0.00	\$7,834,502.03	\$7,834,502.03	\$1,360,999.20

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

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

28-1304. Driving under the influence abatement fund

A. The driving under the influence abatement fund is established consisting of monies deposited pursuant to § 4-213, subsection J, § 5-396, subsection I, paragraph 2, § 5-397, subsection D, paragraph 3 and subsection F, paragraph 3, § 28-1382, subsection D, paragraph 3 and subsection E, paragraph 3, § 28-1383, subsection J, paragraph 2 and § 28-1465.

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

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

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

1. Administrative purposes of the oversight council on driving or operating under the influence abatement.
2. Payment of the costs of notification prescribed by § 28-1467.

E. Monies in the fund are:

1. Continuously appropriated.
2. Exempt from the provisions of § 35-190 relating to lapsing of appropriations.

F. On notice from the oversight council on driving or operating under the influence abatement, the state treasurer shall invest and divest monies in the fund as provided in § 35-313, and monies earned from investments shall be credited to the fund.

Table A.1 Arizona DUI Abatement Council (State Funds) Grant Awards as of July 1, 2017

Agency Name	Agreement	Title/Purpose	Executed (Start)	End	Awarded
BACIC	DUIAC-I-026	Own Up Campaign	10/01/2016	09/30/2017	\$120,000.00
Buckeye PD	DUIAC-E-086	DUI Enforcement Overtime	06/01/2017	05/30/2018	\$20,000.00
Chandler PD	DUIAC-E-084	DUI Enforcement Overtime	02/01/2017	01/31/2018	\$60,000.00
Chandler PD	DUIAC-I-029	Know Your Limit	06/01/2017	05/30/2018	\$45,000.00
Flagstaff PD	DUIAC-E-090	DUI Enforcement Overtime	10/01/2017	09/30/2018	\$30,000.00
Gilbert PD	DUIAC-E-095	DUI Enforcement Overtime	10/01/2017	09/30/2018	\$50,000.00
Glendale PD	DUIAC-E-082	DUI Enforcement Overtime	02/01/2017	01/31/2018	\$75,000.00
Glendale PD	DUIAC-E-096	DUI Enforcement Overtime	10/01/2017	09/30/2018	\$25,000.00
Glendale PD	DUIAC-I-025	Know Your Limit	03/21/2016	08/31/2017	\$50,000.00
Goodyear PD	DUIAC-E-083	DUI Enforcement Overtime	02/01/2017	01/31/2018	\$50,000.00
Lake Havasu City PD	DUIAC-E-076	DUI Enforcement Overtime	10/01/2016	09/30/2017	\$20,000.00
MADD	DUIAC-I-030	Court Monitoring Program	10/01/2017	09/30/2018	\$30,000.00
MADD	DUIAC-I-031	Youth Alcohol Education Program	10/01/2017	09/30/2018	\$30,000.00
Marana PD	DUIAC-E-077	DUI Warrant Overtime	10/01/2016	09/30/2017	\$35,000.00
Mesa PD	DUIAC-E-078	DUI Enforcement Overtime	10/01/2016	09/30/2017	\$101,000.00
Peoria PD	DUIAC-E-091	DUI Enforcement Overtime	10/01/2017	09/30/2018	\$30,000.00
Phoenix PD	DUIAC-E-093	DUI Enforcement Overtime	10/01/2017	09/30/2018	\$30,000.00
Phoenix Prosecutor's Office	DUIAC-I-027	TSRP Program	10/01/2016	12/31/2017	\$110,761.00
Phoenix Prosecutor's Office	DUIAC-I-032	TSRP Program	10/01/2017	09/30/2018	\$75,000.00

Agency Name	Agreement	Title/Purpose	Executed (Start)	End	Awarded
Pima CSD	DUIAC-E-087	DUI Enforcement Overtime	06/01/2017	05/31/2018	\$75,000.00
Pinal CSO	DUIAC-E-085	DUI Enforcement Overtime	02/01/2017	01/31/2018	\$45,378.76
Pinal CSO	DUIAC-E-094	DUI Enforcement Overtime	10/01/2017	09/30/2018	\$30,000.00
Pinetop Lakeside PD	DUIAC-E-079	DUI Enforcement Overtime	10/01/2016	09/30/2017	\$5,600.00
Scottsdale PD	DUIAC-E-089	DUI Enforcement Overtime	10/01/2017	09/30/2018	\$150,000.00
Show Low PD	DUIAC-E-080	DUI Enforcement Overtime	10/01/2016	09/30/2017	\$8,025.00
Surprise PD	DUIAC-E-097	DUI Enforcement Overtime	10/01/2017	09/30/2018	\$20,000.00
Tucson PD	DUIAC-E-081	DUI Enforcement Overtime	02/01/2017	01/31/2018	\$133,000.00
Tucson PD	DUIAC-E-092	DUI Enforcement Overtime	10/01/2017	09/30/2018	\$55,000.00
Tucson PD	DUIAC-I-028	Know Your Limit	02/01/2017	01/31/2018	\$40,000.00
Yuma CSO	DUIAC-E-088	DUI Enforcement Overtime	06/01/2017	05/31/2018	\$38,400.00
Total Awarded					\$1,587,164.76

B. Appendix: Supporting Information

Know Your Limit Program

Starting as a pilot program in 2009, Scottsdale Police Department’s “Know Your Limit” program has turned in to a highly successful campaign aimed at the education and deterrence of impaired driving. By making contact with citizens at night in front of crowded bar districts and areas, Scottsdale PD encourages citizens take a voluntary breath test to show them how easy it is to reach the legal BAC limit in Arizona. Citizens are then educated on DUI laws and the smart decision to either take a taxi cab home or designate a sober driver for the night. The Know Your Limit program quickly went from an occasional event to a weekly campaign for law enforcement agencies partnering with GOHS to provide this innovative program.

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

GOHS currently partners with 29 agencies in providing the Know Your Limit program. Each year, new agencies are provided funding to conduct campaigns in their city or county.

KNOW YOUR LIMIT!

DUI PENALTIES

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

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

<p>DUI [BAC .08]</p> <ul style="list-style-type: none"> • \$3,200 in Fines & Fees* • 10 days in jail • 90 days suspended license • Ignition Interlock for 1 Year 	<p>Extreme DUI [BAC .15 — .19]</p> <ul style="list-style-type: none"> • \$6,000 in Fines & Fees* • 30 days in jail • 90 days suspended license • Ignition Interlock for 1 Year
---	---

Super Extreme DUI [BAC .20+]

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

*Includes additional surcharges added to Fines & Fees

Drive Hammered...Get Nailed!

Get a DD...Not a DUI!

KNOW YOUR LIMIT!

What is a "Standard Drink?"

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

	12 oz Beer	4 oz Wine	1.25 oz Shot
Common Drinks	Standard Drinks	Max BAC	Time to Burnoff
Beer (12 oz)	1	0.03%	2 hrs
Wine (8 oz)	2	0.06%	4 hrs
Margarita	2	0.06%	4 hrs
Martini	3	0.09%	6 hrs
Rum & Coke	3	0.09%	6 hrs
Long Island Ice Tea	4	0.12%	8 hrs

Below is the list of agencies currently partnering with GOHS

KNOW YOUR LIMIT!

DUI PENALTIES

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

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

DUI [BAC .08] <ul style="list-style-type: none"> \$3,200 in Fines & Fees* 10 days in jail 90 days suspended license Ignition Interlock for 12 months 	Extreme DUI [BAC .15-.19] <ul style="list-style-type: none"> \$6,000 in Fines & Fees* 30 days in jail 90 days suspended license Ignition Interlock for 12 months
Super Extreme DUI [BAC .20+] <ul style="list-style-type: none"> \$8,300 in Fines and Fees* 45 Days in Jail 90 Days suspended license Ignition Interlock for 18 months 	

*Includes additional surcharges added to Fines and Fees

Get a Sober Designated Driver... Not a DUI!

KNOW YOUR LIMIT!

What is a "Standard Drink"?

*****Weight and Gender Matter*****

Below is a list of blood alcohol concentrations when consumed by the average person. Please consider your weight and gender. It is not the same for everyone. Ask an officer for more information.

	12 oz Beer	4 oz Wine	1.25 oz Shot
Common Drinks			
Beer (12 oz)	1	0.03%	2 hours
Wine (4 oz)	1	0.03%	2 hours
Rum & Coke	1	0.03%	2 hours
Vodka & Red Bull	1	0.03%	2 hours
Margarita	2	0.06%	4 hours
Long Island Iced Tea	4	0.12%	8 hours

Drive Hammered... Get Nailed!

Designate a Driver!

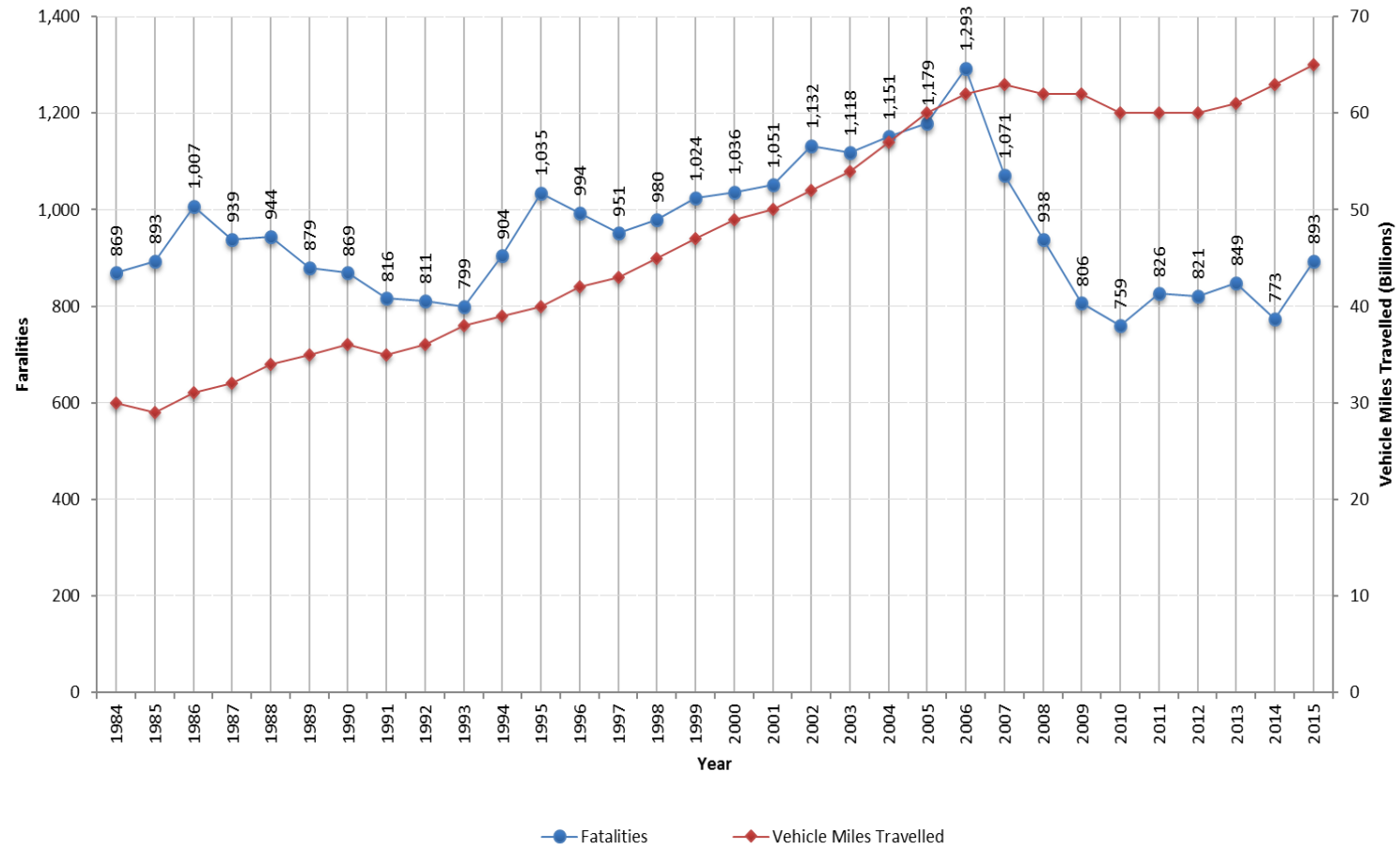
GOHS



<!-- Content from the central cards -->



Figure B.1 Arizona Statewide Roadway Fatalities Trend



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

Retrieved June 2017

Figure B.2 Arizona Motor Vehicle Traffic Fatalities by Month

Thursday, June 01, 2017
 ARIZONA DEPARTMENT OF TRANSPORTATION - TRAFFIC RECORDS SECTION
 *NOTE: TRAFFIC RECORDS IS CURRENTLY ENTERING MARCH 2017 REPORTS

ARIZONA MOTOR VEHICLE TRAFFIC FATALITIES BY MONTH

MONTH	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016			
										TOTAL	URBAN	RURAL	MC
JANUARY	63	68	64	55	53	65	61	47	71	72	47	25	8
FEBRUARY	82	84	63	56	58	60	61	52	69	67	36	31	8
MARCH	91	90	61	70	71	85	77	79	85	77	40	37	15
APRIL	113	85	88	62	62	68	78	67	62	96	54	42	19
MAY	89	87	70	77	63	76	86	79	85	70	32	38	14
JUNE	95	67	89	51	69	71	63	64	81	96	50	46	5
JULY	97	85	60	65	70	70	67	46	77	80	32	48	10
AUGUST	87	88	61	70	85	71	76	72	75	85	43	42	12
SEPTEMBER	97	91	64	61	77	72	76	57	66	86	49	37	12
OCTOBER	88	73	57	63	78	66	72	71	78	78	45	33	17
NOVEMBER	92	66	66	67	72	52	71	74	82	85	48	37	11
DECEMBER	77	54	63	62	69	65	61	66	66	70	49	21	13
TOTAL	1,071	938	806	759	827	821	849	774	897	962	525	437	144
FATALITY RATE*	1.70	1.52	1.34	1.27	1.39	1.37	1.40	1.24	1.38	1.42			

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

ARIZONA CRASH HISTORY

YEAR	TOTAL CRASHES	FATAL CRASHES	TOTAL FATALITIES	INJURY CRASHES	TOTAL INJURIES	PDO CRASHES
2007	141,193	952	1,071	43,560	66,062	96,681
2008	120,557	843	938	37,515	56,539	82,199
2009	107,149	709	806	33,506	50,809	72,934
2010	106,900	695	759	33,419	50,463	72,786
2011	103,958	756	827	33,222	49,855	69,980
2012	103,939	738	821	33,593	50,085	69,608
2013	107,575	782	849	34,136	50,439	72,657
2014	109,681	709	774	34,521	51,016	74,451
2015	116,777	811	897	36,207	53,680	79,759
2016	126,868	865	962	38,553	56,652	87,450

POPULATION, VEHICLE REGISTRATION, LICENSED DRIVERS, AND VMT

YEAR	LICENSED DRIVERS*	REGISTERED VEHICLES*	TOTAL POPULATION**	VEHICLE MILES TRAVELED***
2007	4,212,393	4,848,162	6,432,007	62,962
2008	4,360,711	4,842,188	6,534,921	61,628
2009	4,434,719	4,787,350	6,595,778	59,978
2010	4,537,653	4,805,904	6,392,017	59,906
2011	4,634,405	4,855,014	6,438,178	59,575
2012	4,736,517	4,969,620	6,498,571	60,129
2013	4,826,903	5,130,780	6,581,054	60,586
2014	4,922,676	5,300,980	6,667,241	62,631
2015	5,025,811	5,487,058	6,758,251	65,045
2016	5,135,262	5,677,208	6,835,518	67,777

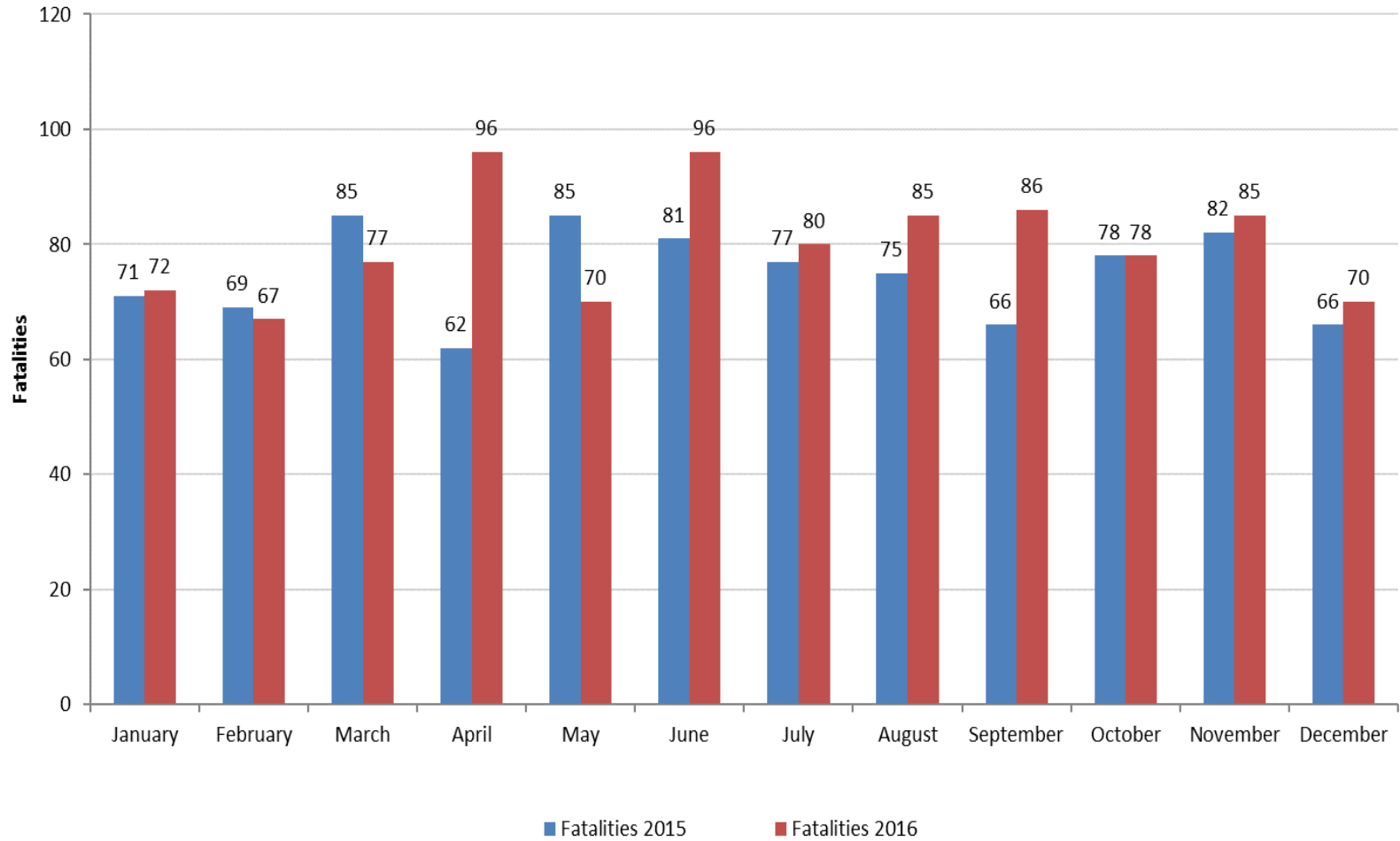
*SOURCE FOR LICENSED DRIVERS AND REGISTERED VEHICLES:

ADOT - MOTOR VEHICLE DIVISION

**SOURCE FOR POPULATION DATA: ARIZONA DHS

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

Figure B.3 Arizona Traffic Fatalities
Monthly Trend



Source: ADOT: Arizona Motor Vehicle Traffic Fatalities By Month

Figure B.4 Arizona DUI Enforcement Statistics for Calendar Year 2017



MEDIA CONTACT:
 Alberto Gutier
 602.255.3216 – Office
 602.377.1365 – Cell
 602.908.8900 – Cell
 602.944.1015 – Home
agutier@azgohs.gov - Email

Arizona DUI Enforcement Statistics

Entered by Statewide Agencies on the GOHS Reporting System.

Yearly Data from Calendar Year 2006 to 2017

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017**
Contacts (Traffic Stops)	72057	112555	96243	148063	228146	702921	877617	839268	1130222	1048873	1133452	491389
Sober Designated Drivers Contacted				1450	9692	6790	6641	6759	14487	12596	9057	5720
Number of Know Your Limit Contacts	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	16424
Total DUI Arrests	6847	10133	10409	14154	19482	31561	32174	31905	29250	27725	26060	10182
DUI Aggravated	542	906	994	1429	2007	3473	3698	3645	3525	4053	3507	1369
DUI Misdemeanor	6305	9227	9415	12725	17475	28088	28476	28260	25725	23652	22553	8813
DUI Extreme (.15 or above)	1622	3410	3302	4369	5943	9466	9002	8217	8414	7350	7128	2543
Under 21 DUI Arrests	421	655	590	783	910	1337	1532	1464	1461	1379	1349	487
Average BAC	0.145	0.148	0.151	0.152	0.152	0.152	0.151	0.151	0.152	0.158	0.156	0.152
Seat Belt Citations	1387	1137	1132	3323	5439	21828	29710	27840	24848	25633	29372	12862
Child Restraint Citations	241	317	215	617	988	3435	3671	4476	4755	4821	5115	2442
Minor Consumption / Possession Citations	1540	1502	1571	2019	3169	7708	7988	8585	7493	5402	4817	1991
DUI Drug Arrests	541	538	694	1153	1679	3579	4511	4520	4190	5683	5028	2008
Number of 30-Day Vehicle Impounds	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	13700
Criminal Speed Citations	<i>These three categories of citations will be broken down by statute starting in mid - 2013 Calendar year.</i>							5639	15560	14817	16815	6904
Aggressive Driving Citations								192	388	406	528	184
Civil Speed Citations								70215	225639	207243	247115	106835
Other Citations *	28095	38348	43846	73600	101848	331269	378010	406144	324240	361456	369481	132644
Other Arrests	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	31416
Participating Officer/Deputies (Cumulative)	6522	11483	10225	15809	34300	47927	51654	46210	53867	53070	64204	23296

*2005 - 2012 'Other Citations' statistics include Speed

** Preliminary as of 6/07/2017 and subject to change

C. Appendix: Work Zone Safety Funds (State Funds)

28-780. State highway work zone safety; civil penalty; fund

A. In a state highway work zone as defined in Arizona Statue section 28-652 that is designated as a state highway work zone by traffic control devices indicating the beginning and end of the state highway work zone and in which workers are not present, a person shall not drive a vehicle at a speed that is greater than the speed allowed by traffic control devices.

B. In a state highway work zone as defined in section 28-652 that is designated as a state highway work zone by traffic control devices indicating the beginning and end of the state highway work zone and in which workers are present, a person shall not drive a vehicle at a speed that is greater than the speed allowed by traffic control devices. If a person is found responsible for a civil traffic violation under this subsection, the person is subject to a civil penalty equal to the amount of the civil penalty for the same speeding violation committed in a state highway work zone in which workers are not present and shall pay an additional assessment equal to the amount of that civil penalty. The court shall collect the additional assessment at the same time the court collects the civil penalty. Partial payments of the total amount due pursuant to this subsection shall be divided according to the proportion that the civil penalty, the surcharges levied pursuant to sections 12-116.01 and 12-116.02 and the additional assessment imposed pursuant to this subsection represent of the total amount due. The court and the department shall treat failure to pay the additional assessment imposed pursuant to this subsection in the same manner as failure to pay a civil penalty, including taking action against the person's driver license or permit or privilege to drive pursuant to sections 28-1601, 28-3153 and 28-3305.

C. A state highway work zone safety fund is established consisting of monies deposited pursuant to subsection D, paragraph 1 of this section. The governor's office of highway safety shall administer the fund. The monies in the fund are continuously appropriated. Monies in the fund shall be used to establish and maintain a public education campaign for highway work zone safety.

D. If a person is found responsible for a violation of subsection B of this section in a justice court or the superior court, the court shall transmit monies received to pay the additional assessment to the county treasurer. If a person is found responsible for a violation of subsection B of this section in a municipal court, the court shall transmit the monies received to pay the additional assessment to the city treasurer. Notwithstanding section 28-1554, the city or county treasurer shall transmit the monies received to pay the additional assessment to the state treasurer. The state treasurer shall deposit the monies received to pay the additional assessment as follows:

1. Fifty per cent in the state highway work zone safety fund established by this section.
2. Fifty per cent in the state highway fund established by section 28-6991.

Table C.1 Arizona State Work Zone Safety (State Funds) Grant Awards as of July 1, 2017

Agency Name	Agreement	Title/Purpose	Executed (Start)	End	Awarded
El Mirage PD	2017-WZ-001	Work Zone Safety Enforcement	2/17/2017	09/30/2017	\$10,000.00
Goodyear PD	2017-WZ-002	Work Zone Safety Enforcement	5/23/2017	12/31/2017	\$8,000.00
Greenlee CSO	2017-WZ-003	Work Zone Safety Enforcement	5/23/2017	12/31/2017	\$10,060.00
Tucson PD	2017-WZ-004	Work Zone Safety Enforcement	7/1/2017	12/31/2017	\$60,000.00
Safford PD	2017-WZ-005	Work Zone Safety Enforcement	6/1/2017	12/31/2017	\$7,500.00
Total Awarded					\$95,560.00

**FAST ACT IFR
Federal Fiscal Year 2018**

**APPENDIX A to Part 1300 –
Certifications and Assurances for Highway
Safety Grants**

Prepared by:



Douglas A. Ducey, Governor

**Alberto C. Gutier, Director and
Governor's Highway Safety Representative**

July 1, 2017

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Arizona

Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

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

- Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

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

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

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

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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

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

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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

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

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))


The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

6-30-17

Date

Alberto C. Gutier

Printed name of Governor's Representative for Highway Safety