

State of Arizona Annual Report

Federal Fiscal Year 2023

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Governor
State of Arizona

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State of Arizona Highway Safety Annual Report

Federal Fiscal Year 2023

prepared for

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

prepared by

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January 2024

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*Annual Report is dedicated to all first responders who serve
the Arizona community – Thank you*

ADOT - ECD	Daisy Mountain FD	Maricopa CSO	Queen Creek PD	Tucson FD
Apache CSO	Douglas PD	Maricopa FD	Rincon Valley FD	Tucson PD
Apache Junction PD	Drexel Heights FD	Maricopa PD	Rio Rico FD	Tusayan Fire Dist.
ASU PD	Eagar PD	Mesa Fire & Med.	Safford PD	U of A PD
Avondale Fire & Med	El Mirage FD	Mesa PD	Sahuarita PD	Verde Valley FD
Avondale PD	El Mirage PD	Miami PD	Salt River PD	Wellton PD
Avra Valley FD	Eloy PD	Mohave CSO	San Luis FD	Whetstone FD
AZ DLLC	Flagstaff FD	NAU PD	San Luis PD	Wickenburg PD
AZ DPS	Flagstaff PD	Navajo CSO	Santa Cruz CSO	Wilcox PD
AZ Fire & Med.	Florence PD	Nogales Fire & Med Dept.	Scottsdale PD	Willcox FD
AZ Game & Fish	Forest Lakes FD	Nogales PD	Sedona FD	Williams PD
AZ Western Coll. PD	Fry Fire District	Northern AZ Cons. FD	Sedona PD	Winslow PD
Benson PD	Gila CSO	Northwest FD	Show Low PD	Yarnell FD
Bisbee PD	Gila River PD	Oro Valley PD	Sierra Vista PD	Yavapai College PD
Blue Ridge FD	Gilbert PD	Page PD	Snowflake-Taylor PD	Yavapai CSO
Buckeye PD	Glendale PD	Paradise Valley PD	Somerton Cocopah FD	Yuma CSO
Buckeye Valley FD	Globe FD	Parker PD	Somerton PD	Yuma PD
Bullhead City PD	Globe PD	Patagonia MO	Sonoita-Elgin FD	
Camp Verde MO	Golden Ranch FD	Payson FD	South Tucson FD	
Casa Grande FD	Goodyear FD	Payson PD	South Tucson PD	
Casa Grande PD	Goodyear PD	Peoria PD	Springerville PD	
Chandler FD	Graham CSO	Phoenix FD	St. Johns PD	
Chandler PD	Grand Nat'l Park	Phoenix PD	Sun City FD	
Chino Valley PD	Green Valley FD	Pima CC PD	Superior FD	
Clarkdale FD	Greenlee CSO	Pima CSD	Superior PD	
Clarkdale PD	Harquahala Valley FD	Pima PD	Surprise Fire Dept.	
Clifton PD	Heber-Overgaard FD	Pinal CSO	Surprise PD	
Cochise CSO	Highlands FD	Pinal Rural Fire Rescue	Tempe PD	
Coconino CSO	Holbrook PD	Pine Strawberry FD	Thatcher PD	
Colorado City FD	Huachuca City PD	Pinetop Fire Dist	Three Points FD	
Colorado City MO	Jerome PD	Pinetop-Lakeside PD	Timber Mesa Fire & Med. Dist.	
Congress FD	Kearny PD	Pinewood FD	Tolleson FD	
Coolidge FD	Kingman PD	Ponderosa FD	Tolleson PD	
Coolidge PD	La Paz CSO	Prescott PD	Tombstone MO	
Copper Canyon Fire & Med	Lake Havasu City PD	Prescott Valley PD	Tri-City FD	
Cottonwood PD	Marana PD	Quartzsite PD	Tubac Fire Dist.	

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1.0 Arizona GOHS Program Overview

1.1 EXECUTIVE SUMMARY

This Arizona Highway Safety Annual Report (AR) for Federal Fiscal Year (FFY) 2023 serves as the State's assessment of the 2023 Highway Safety Plan (HSP). It is required by the National Highway Traffic Safety Administration (NHTSA) pursuant to 23 CFR § 1300.33 and provides an update of highway safety projects administered by the Arizona Governor's Office of Highway Safety (GOHS).

The projects and funding administered by GOHS were approved by NHTSA Region 9 in the FFY 2023 HSP and subsequent revisions throughout the year.

Each year, GOHS develops the HSP which identifies current highway safety problems, defines performance targets and measures, and describes safety programs and projects that will be implemented to address highway safety concerns and achieve safety performance targets. The AR reviews the yearly progress on implementing Arizona's HSP and documents the use of grant funding administered by NHTSA for Federal funds available under the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Federal transportation bill, Bipartisan Infrastructure Law (BIL). GOHS has reviewed and implemented the BIL in FFY 2023 in Arizona.

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

Total traffic fatalities in Arizona increased from 1,192 in 2021 to 1,294 in 2022. Any life lost due to a motor vehicle crash is tragic. GOHS and our safety partners continue to work toward the shared goal of reducing fatalities and injuries through joint implementation of the HSP and our Strategic Highway Safety Plan (SHSP). GOHS will continue to provide funding and support for the national mobilizations and effective highway safety programs aimed at reducing fatalities and injuries on Arizona's roadways.

1.2 ACCOMPLISHMENTS

- The Governor’s Office of Highway Safety (GOHS) partnered with the Arizona Supreme Court and the Phoenix Police Department implemented the “Electronic Search Warrant” for blood draws in DUI cases. Officers can now obtain electronic search warrants from a Superior Court judge based in Maricopa County in less than eight minutes. GOHS Director has implemented this statewide with the help from the Arizona Supreme Court staff. AZ DPS is helping with training statewide to agencies. Over 7,800 officers are certified to use the system.
- In FFY 2023, GOHS collaborated with five Phlebotomy colleges throughout the State of Arizona – Pima Community College, Gateway Community College, Phoenix Community College, Northland Pioneer College and Eastern Arizona College. These partnerships include both initial training and refresher courses available to Law Enforcement Agencies throughout the State of Arizona. This assists Arizona to increase the number of officers to become certified and assists with the continuing education requirements in Phlebotomy.
- Law enforcement agencies made over 1,219,273 traffic stops in 2023, DUI arrests totaled just over 27,733.
- Of the grants awarded to address speed and reckless driving, Agencies used funds for the acquisition of speed detection devices – totaling over \$402,000.
- The percentage of motorists wearing seat belts was 87.8% in FY 2023 with a Secondary Seat Belt Law in the Arizona statutes.
- GOHS provided grant funds over \$250,000 to purchase over child safety/booster seats in FFY 2023. Through numerous organizations, over 3,600 child safety/booster seats were installed for FFY 2023.
- GOHS reviewed more than 279 grant proposals submitted and awarded 313 grants to 117 agencies/organizations for FFY 2023.
- GOHS and our grantees issued over 274 news releases to media both local and statewide in FFY 2023.

1.3 LOOKING FORWARD

The Governor's Office of Highway Safety (GOHS) and Arizona law enforcement continue to work hard to decrease fatalities through enforcement and education. Law enforcement agencies continue to arrest impaired drivers and cite speeding and seat belt violators aggressively. As the leading agency in the State of Arizona dedicated to promoting traffic safety, GOHS looks forward to meeting the challenges ahead in 2024. Next year, GOHS will:

- Promote traffic safety through extensive enforcement, education and public awareness activities.
- Maintain and enhance existing DUI operations, including task forces, saturation patrol deployments.
- Continue to fund programs and identify strategies to reduce speed-related crashes, fatalities and injury collisions.
- Continue to promote Arizona as the preeminent state for Drug Recognition Expert and Phlebotomy training through the enhancement of these programs.
- Complete statewide training for grantees on the FFY 2024 proposal guide.
- Host an annual conference for law enforcement, prosecutors and judges.
- Continue to actively participate in national enforcement campaigns, such as the Labor Day DUI enforcement campaign, Winter Holiday DUI Crackdown, and the Click it or Ticket Mobilization.
- Enhance and expand the Children are Priceless Passengers program.
- Maintain or increase the seat belt usage percentage rate.

GOHS is confident that it will continue to meet and surpass the goals and objectives delineated in the FFY 2023 Highway Safety Plan and those enumerated above to reduce traffic fatalities and injuries in Arizona in the next year and beyond. GOHS is well prepared to meet these, and other challenges that lie ahead, to keep the public safe on Arizona's streets and highways.

1.4 INTRODUCTION

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

Table 1.1 summarizes this analysis and displays the relative importance of various contributing crash factors, modes of travel and demographics to crash fatalities in Arizona in 2022.

Table 1.1 Arizona Crash Factors as Total Fatalities 2022

Speeding Related	Unrestrained Vehicle Occupant	Pedestrians	Alcohol-Impaired Driving*	Motorcyclists	Drivers Age 20 and Younger	Bicyclists
426	367	302	228	223	111	48

Source: ADOT State Crash Facts 2022

*FARS 2021 (The difference between the requirements from pulling data from ADOT State Crash files, GOHS used FARS for Alcohol-Impaired Driving)

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

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

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

- **Accident Investigation (AI)** - To provide training and resources for vehicular crimes units to more effectively aid in the investigation and thus increasing prosecution of "at fault" drivers.
- **Emergency Medical Services (EM)** - To support rural first responders with emergency medical services (EMS) equipment.
- **Motorcycle Safety (MC)** - To increase the public's awareness, understanding of and participation in motorcycle safety.

- **Pedestrian and Bicycle Safety (PS)** - To increase the public's awareness of pedestrian and bicycle safety, while encouraging their participation. The public targeted included pedestrians from a wide range of demographics - from schoolchildren to the elderly.
- **Traffic Records (TR)** - To develop a comprehensive data processing system that brings together the engineering, enforcement, educational, medical, behavioral health, prosecution, judicial, correctional and emergency response disciplines.

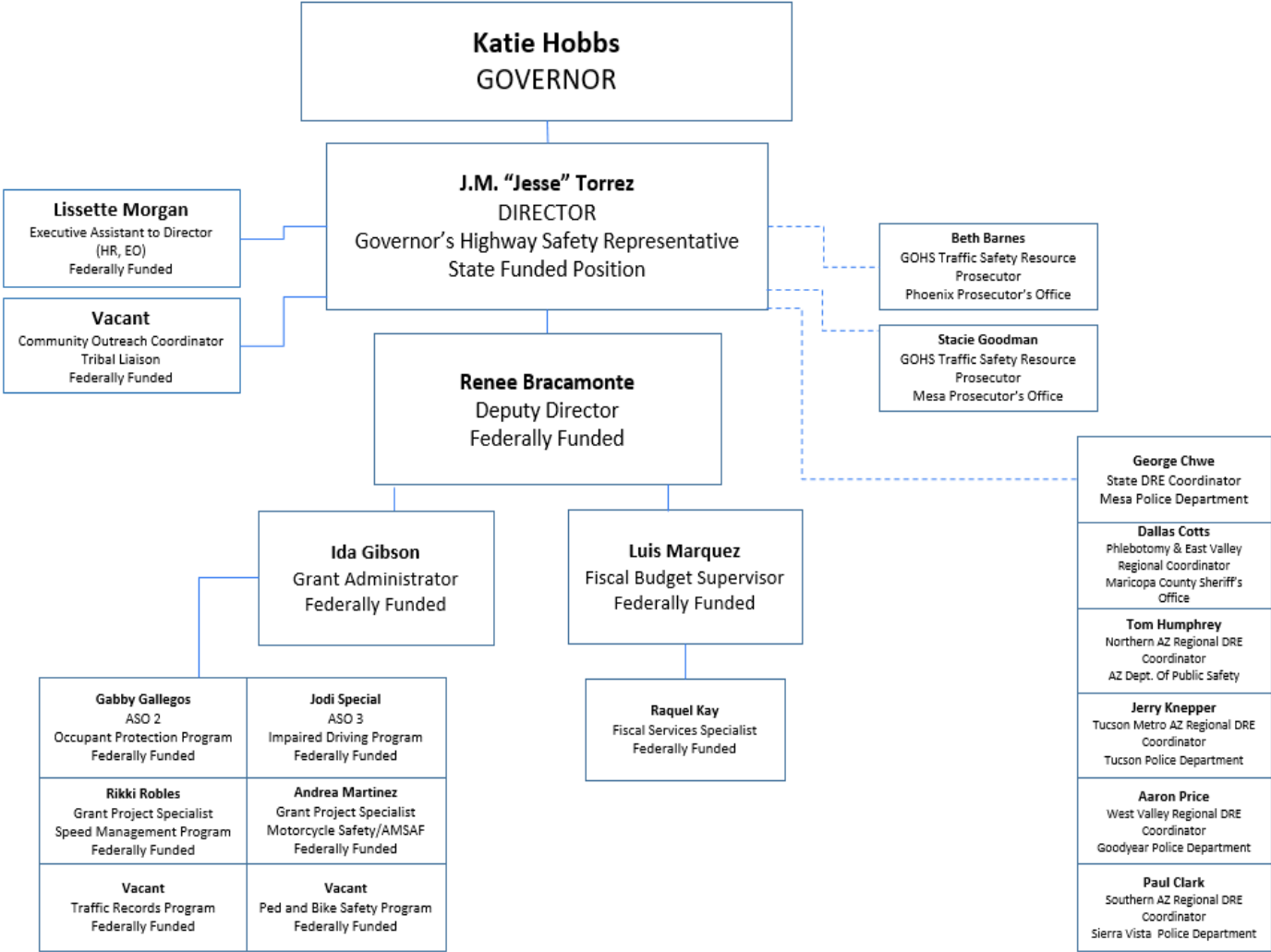
1.5 ARIZONA GOHS MISSION

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

1.6 ARIZONA GOHS ORGANIZATION

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

Figure 1.1 Organizational Chart



1.7 STRATEGIC PARTNERS

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

- Arizona Department of Transportation;
- Arizona Department of Public Safety;
- Arizona Department of Health Services;
- Arizona Department of Liquor Licenses and Control;
- Arizona DUI Abatement Council;
- Arizona Association of Chiefs of Police;
- Arizona Sheriffs Association;
- Arizona Prosecuting Attorneys Advisory Council;
- Arizona Restaurant Association;
- National Safety Council;
- Red Means Stop Coalition;
- Mothers Against Drunk Driving (MADD);
- Students Against Destructive Decisions (SADD);
- Beverage Alcohol Community Information Council (BACIC);
- Federal Highway Administration;
- Federal Motor Carrier Safety Administration; and
- National Highway Traffic Safety Administration.

1.8 LEGISLATIVE UPDATE

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

2.0 Highway Safety Performance

2.1 PROGRESS ASSESSMENT

Core Performance Measures

The primary highway safety goal for Arizona is to reduce fatalities across all program areas. The Governor's Office of Highway Safety (GOHS) tracks performance measures based on the National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) data in combination with several other data sources to understand trends and set safety performance targets. Table 2.1 identifies the performance measures which the GOHS tracked in FFY 2023. These performance measures mirror the outcome, behavior and activity performance measures developed by NHTSA in collaboration with the Governors Highway Safety Association (GHSA).

Table 2.1 Arizona Highway Safety Core Performance Report

Assessment of Results in Achieving Performance Targets for FY 23 and FY 22									
Performance Measure	FY 2023					FY 2022			
	Target Period	Target Year(s)	Target Value FY 23 HSP	Data Source*/ FY 23 Progress Results	On Track to Meet FY 23 Target Y/N ** (in-progress)	Target Value FY 22 HSP	Target Year(s)	Data Source/ FY 22 Final Result	Met FY 22 Target Y/N
C-1) Total Traffic Fatalities	5 year	2019-2023	1,200.0	2018 - 2022 STATE 1,103.0	In progress	1045.2	2018-2022	2017 - 2021 STATE 1,103.0	N
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	3,659.4	2018 - 2022 STATE 3,669.0	In progress	3,210.7	2018-2022	2017 - 2021 STATE 3,669.0	N
C-3) Fatalities/VMT	5 year	2019-2023	1.655	2018 - 2022 STATE 1.6	In progress	1.56	2018-2022	2017 - 2021 STATE 1.6	N
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY23 HSP									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	2023	270	2022 STATE 367	In progress	307	2022	2022 STATE 367	N
C-5) Alcohol-Impaired Driving Fatalities	Annual	2023	287	*2021 FARS 421	In progress	177	2022	*2021 FARS 421	N
C-6) Speeding-Related Fatalities	Annual	2023	333	2022 STATE 426	In progress	330	2022	2022 STATE 426	N
C-7) Motorcyclist Fatalities	Annual	2023	140	2022 STATE 228	In progress	157	2022	2022 STATE 228	N
C-8) Unhelmeted Motorcyclist Fatalities	Annual	2023	64	2022 STATE 74	In progress	72	2022	2022 STATE 74	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	Annual	2023	123	2022 STATE 111	In progress	114	2022	2022 STATE 111	Y
C-10) Pedestrian Fatalities	Annual	2023	253	2022 STATE 302	In progress	230	2022	2022 STATE 302	N
C-11) Bicyclist Fatalities	Annual	2023	46	2022 STATE 48	In progress	32	2022	2022 STATE 48	N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	89.5	2023 State Survey 87.8%	In progress	91.0	2022	2022 State survey 87.0%	N

Core Behavior Measures	2023 Actual	2023 Target
Observed seat belt use	87.8%	89.5%

Activity Measures	FFY 2023
Seat belt citations	20,189
Impaired driving arrests	28,790
Speeding citations	308,095

Sources: ADOT State Crash Facts FFY 2022
 2023 Targets - FFY 2023 HSP
 Serious Traffic Injuries and VMT - ADOT Crash Facts
 Core Behavior Measures - Preusser Research Groups Inc.
 Activity Measures - FFY GOHS Enforcement Reporting System
 *FARS data not available for FFY 2022. The difference between the requirements from pulling data from ADOT State Crash files, GOHS chose to default to use 2021 FARS for C-5.

2.2 HIGHWAY SAFETY TRENDS

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

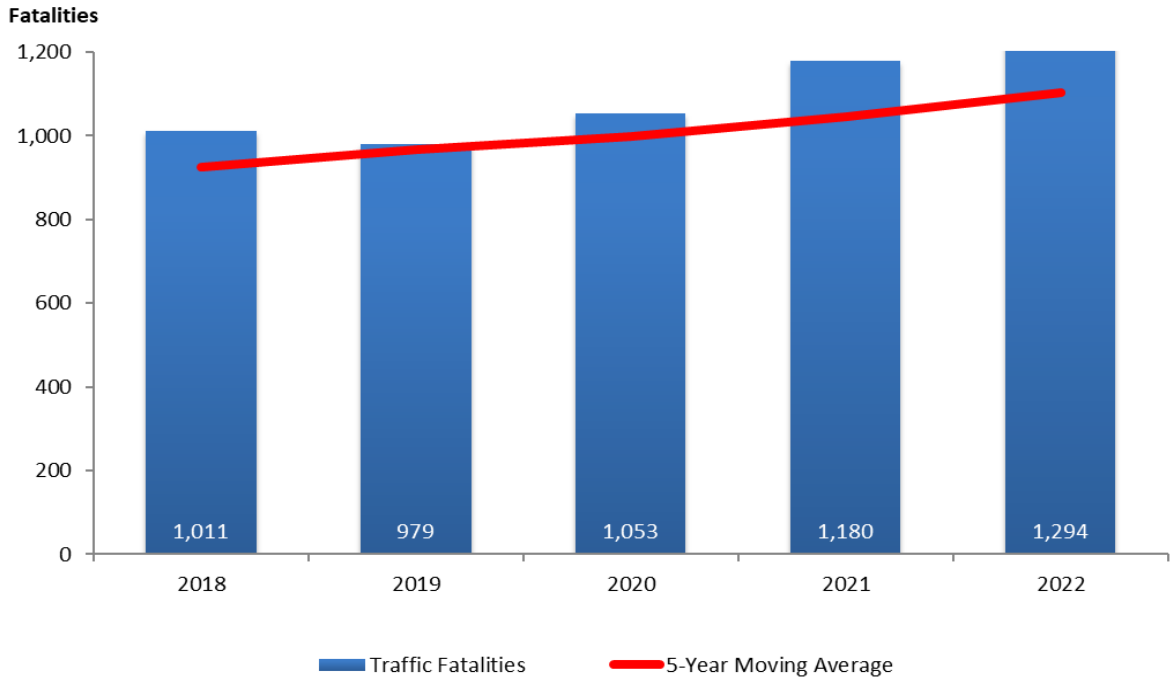
Table 2.2 Arizona Highway Safety Trends

	2018	2019	2020	2021	2022*	5-Year ^a Average
Fatalities	1,011	979	1053	1,180	1294	1,103
Serious Traffic Injuries	3,729	3,561	3,080	3,502	3,754	3,525
Fatalities/100M VMT	1.53	1.39	1.60	1.60	1.75	1.60
Passenger Unrestrained Vehicle Occupant Fatalities	243	220	237	290	367	271
Alcohol Impaired Driving Fatalities (BAC = 0.08%+)	298	259	295	421	N / A	318
Speeding-Related Fatalities	310	325	366	373	426	360
Motorcycle Fatalities	156	175	161	150	228	174
Unhelmeted Motorcycle Fatalities	74	86	79	70	74	77
Drivers Age 20 or Younger in Fatal Crashes	106	101	120	144	111	116
Pedestrian Fatalities	236	210	222	248	302	244
Bicycle Fatalities	24	30	33	45	48	36
Percent Observed Belt Use for Passenger Vehicles	85.9%	90.6%	90.6%	88.8%	87.0%	88.6%
Number of Seat Belt Citations Issued	33,501	31,168	22,265	24,112	21,748	26,559
Number of Impaired Driving Arrests Made ^b	26,131	27,144	26,381	31,008	29,791	28,091
Number of Drug Impaired Driving Arrests Made ^c	6,385	6,984	7,949	8,450	5,878	7,129
Number of Other Citations (including speed) Issued	616,886	590,960	455,493	530,833	564,511	551,737
Number of grant funded DUI Checkpoints/Saturation Patrols ^d	14/4,733	5/3,471	1/3,853	1/3,714	1/4,053	4/4,036

Source: Serious Traffic Injuries - ADOT
 Fatalities/100M VMT - Estimated per ADOT /GOHS 2022 Crash Facts Report
 *All Data - FARS 2021 and ADOT State Crash facts for 2022. FARS data not available for FFY 2022. The difference between the requirements from pulling data from ADOT State Crash files, therefore C-5 for 2022 is significantly different.
 Observed Belt Use - Behavior Research Center
 Seat Belt Citations, Impaired Driving Arrests, Other Citations - GOHS Enforcement Reporting System

Notes: ^a 5-year Average includes years 2018-2022 and ADOT 2022 data.
^b The number of Impaired Driving Arrest Made includes all alcohol and drug impaired driving arrest. Alcohol and Drug combination impaired driving arrest data is not available.
^c The number of Drug Impaired Driving Arrest are not included in the total Number of Impaired Driving Arrest Made.
^d The numbers shown for DUI saturation patrols are calendar year. The number of DUI checkpoints are for FFY indicated.

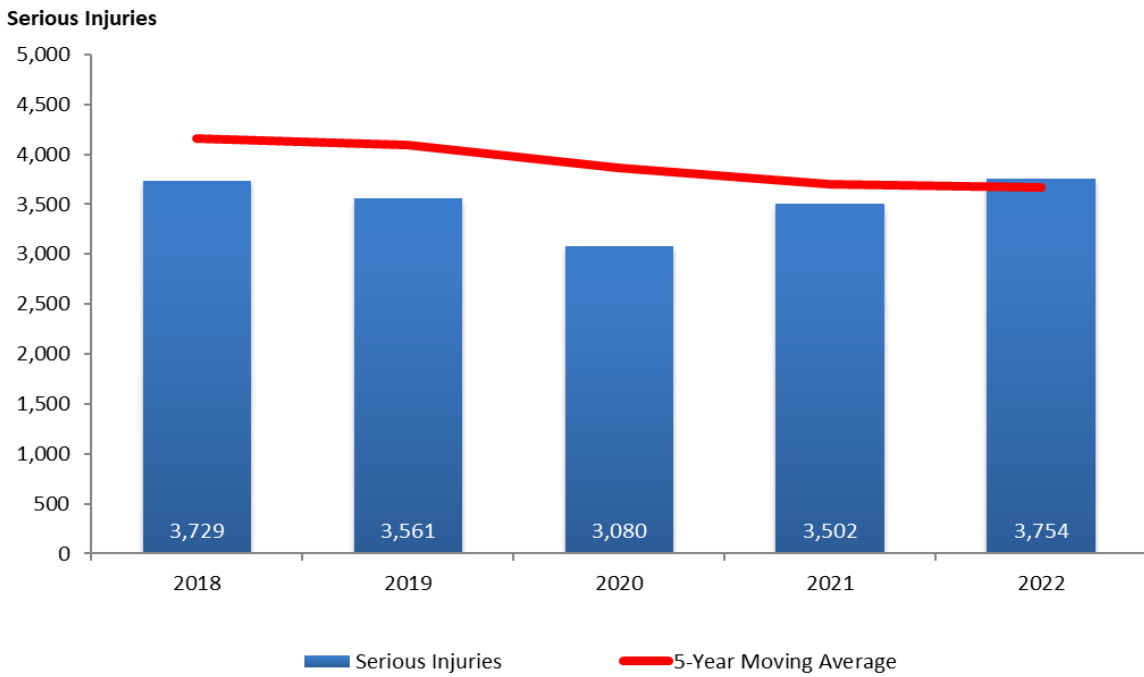
Figure 2.1 Fatalities



Source: FARS (2018-2021, ADOT State Crash Facts 2022)

January 2024

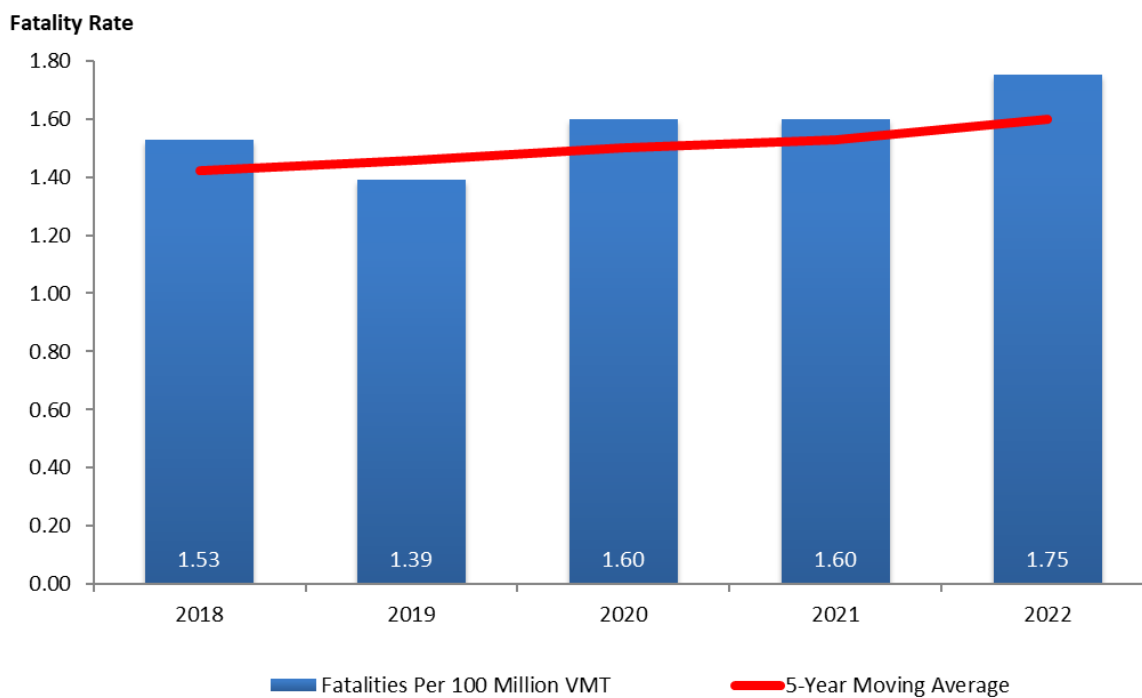
Figure 2.2 Serious Traffic Injuries



Source: ADOT

January 2024

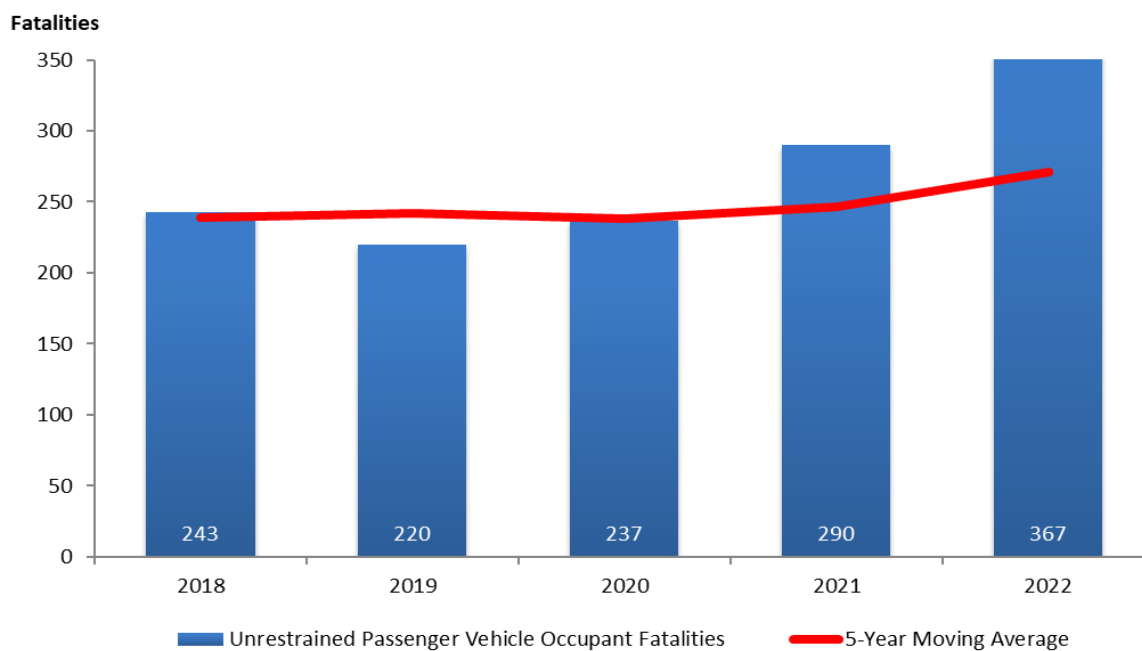
Figure 2.3 Fatality Rate



Source: FARS (2018 - 2021, ADOT State Crash Facts 2022)

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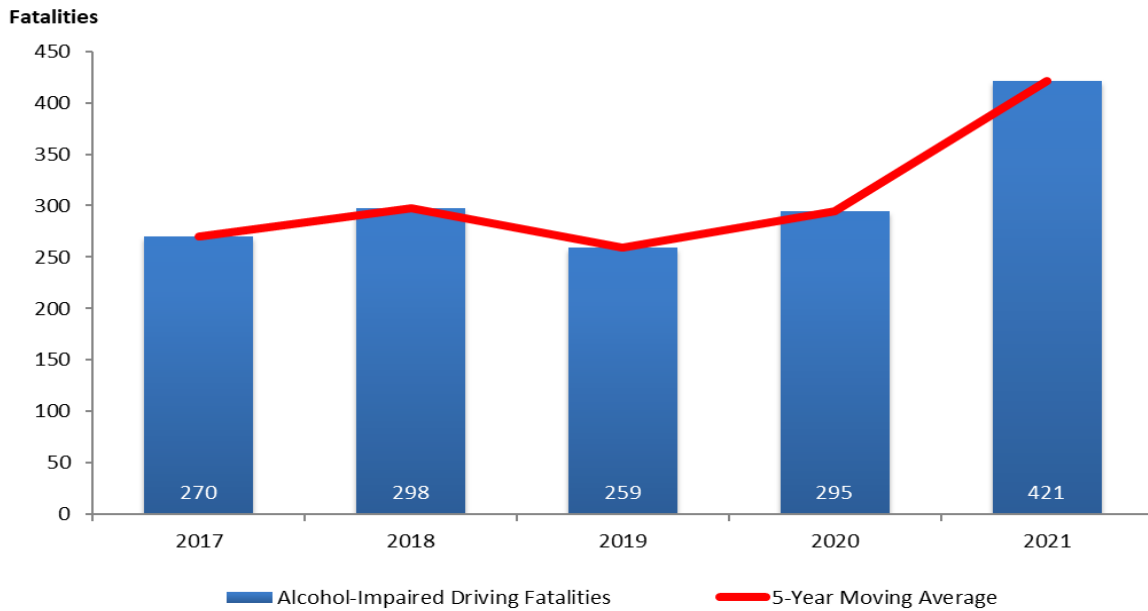
Figure 2.4 Unrestrained Passenger Vehicle Occupant Fatalities



Source: FARS (2018-2021, ADOT State Crash Facts 2022)

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Figure 2.5 Alcohol-Impaired Driving Fatalities

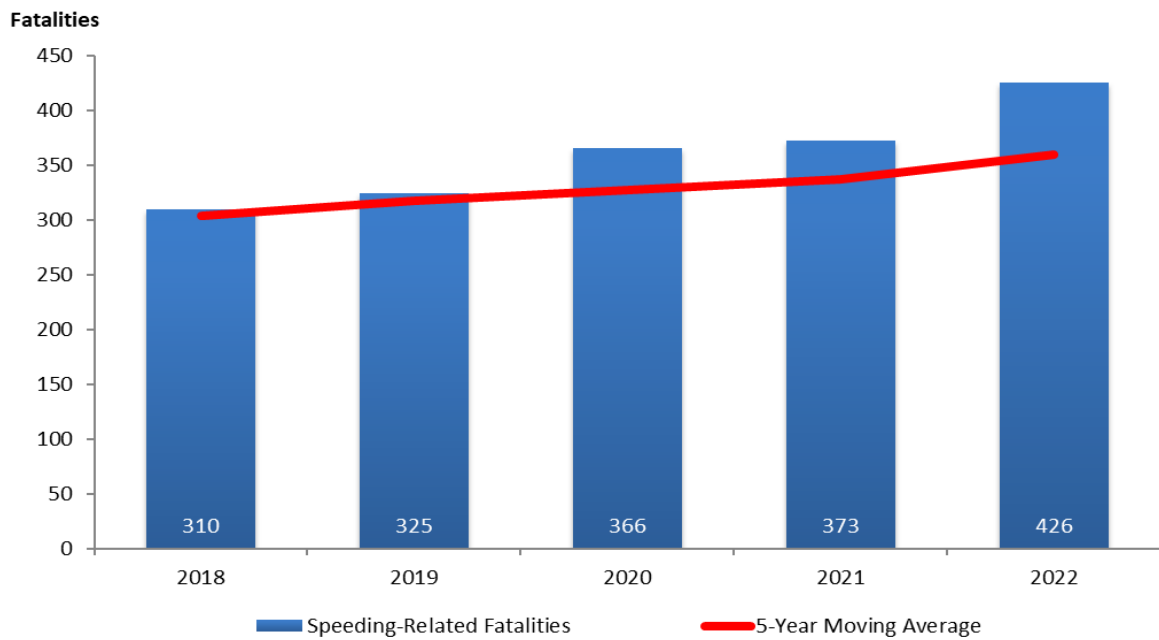


Source: FARS (2017-2021, 2022 not available)

January 2024

Note: The difference between the requirements from pulling data from ADOT State Crash files, GOHS chose to default to FARS to compute the performance target until there is sufficient data from ADOT to establish future trends.

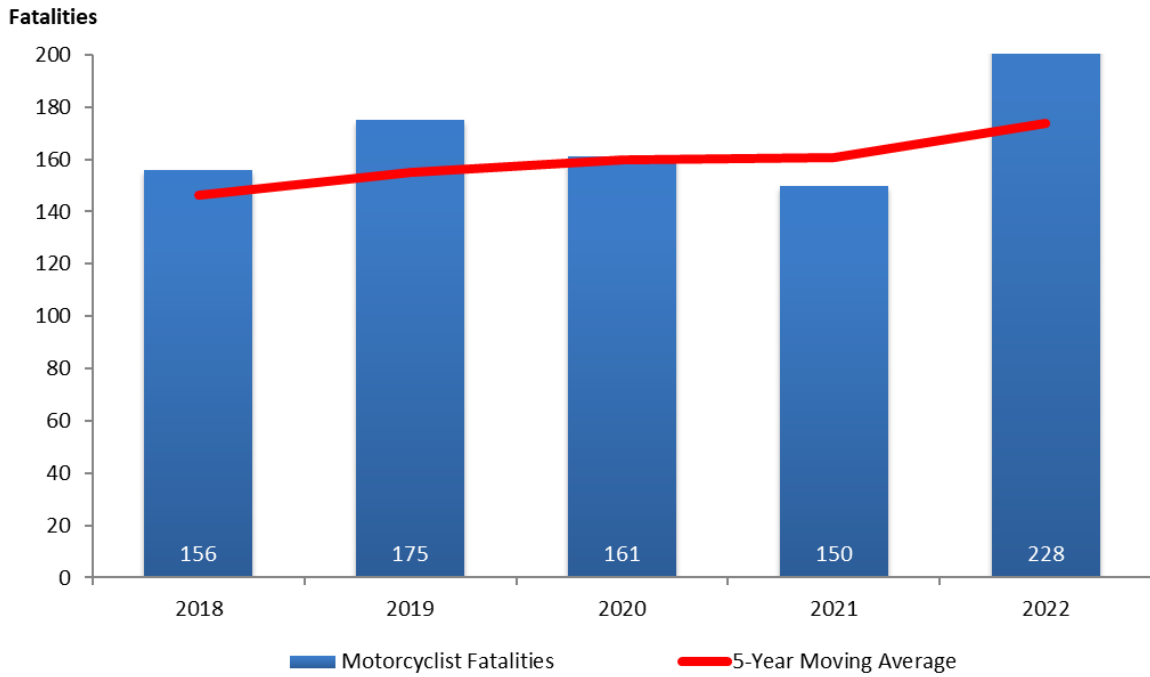
Figure 2.6 Speeding-Related Fatalities



Source: FARS (2018-2021, ADOT State Crash Facts 2022)

January 2024

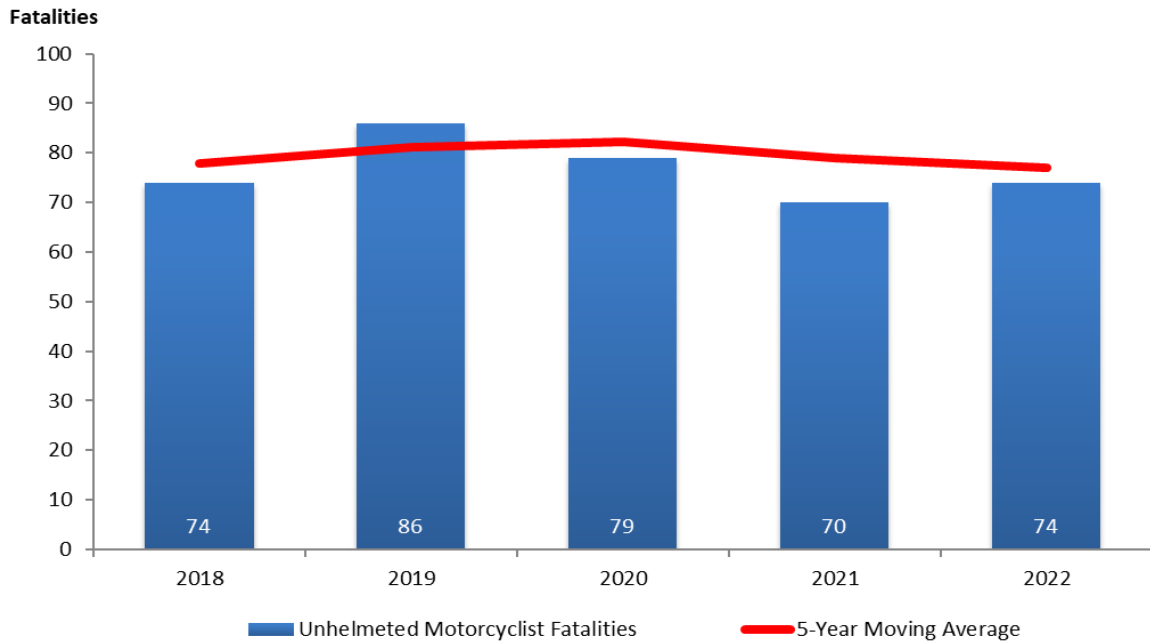
Figure 2.7 Motorcycle Fatalities



Source: FARS (2018-2021, ADOT State Crash Facts 2022)

January 2024

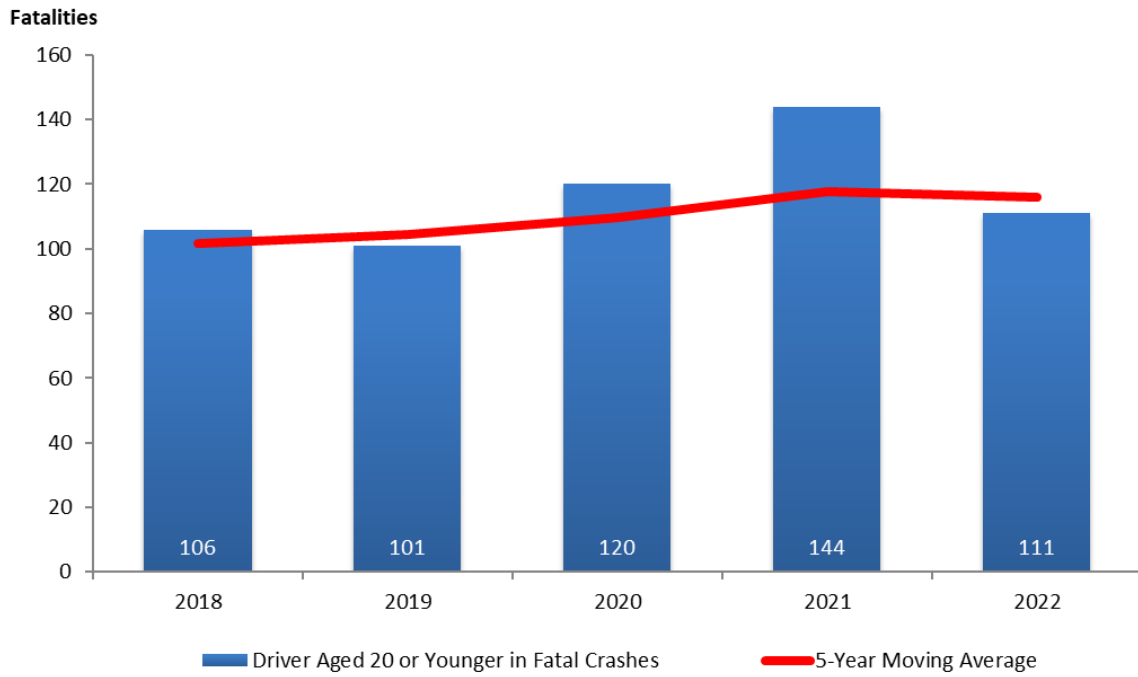
Figure 2.8 Unhelmeted Motorcycle Fatalities



Source: FARS (2018-2021, ADOT State Crash Facts 2022)

January 2024

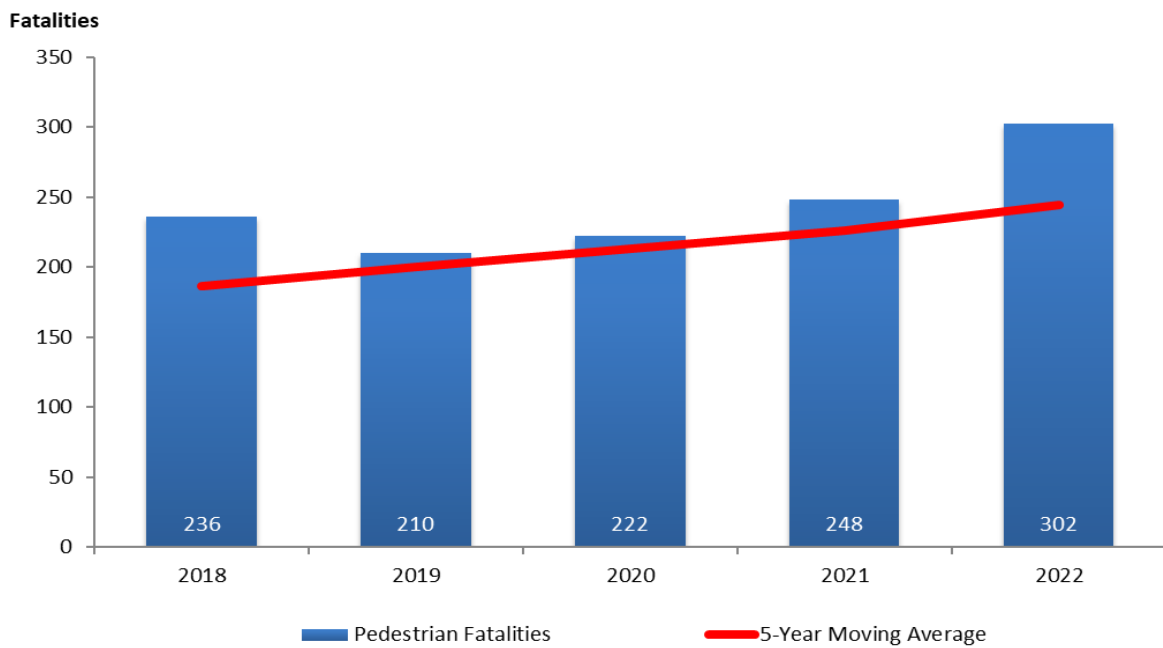
Figure 2.9 Drivers Age 20 or Younger in Fatal Crashes



Source: FARS (2018-2021, ADOT State Crash Facts 2022)

January 2024

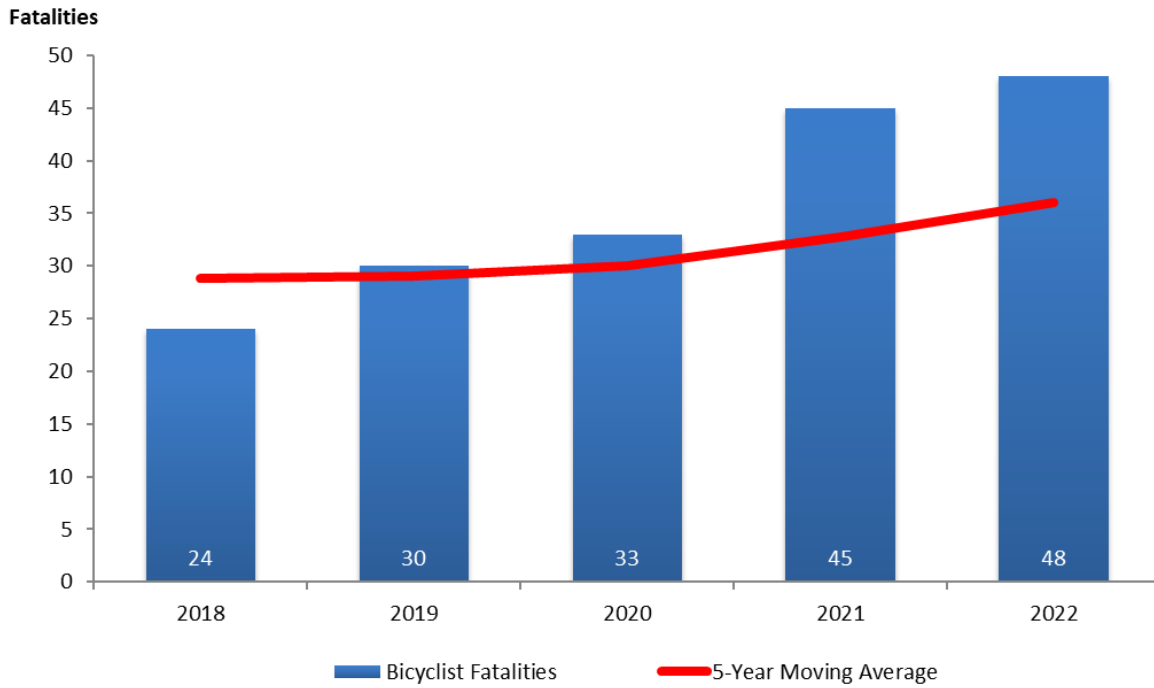
Figure 2.10 Pedestrian Fatalities



Source: FARS (2018-2021, ADOT State Crash Facts 2022)

January 2024

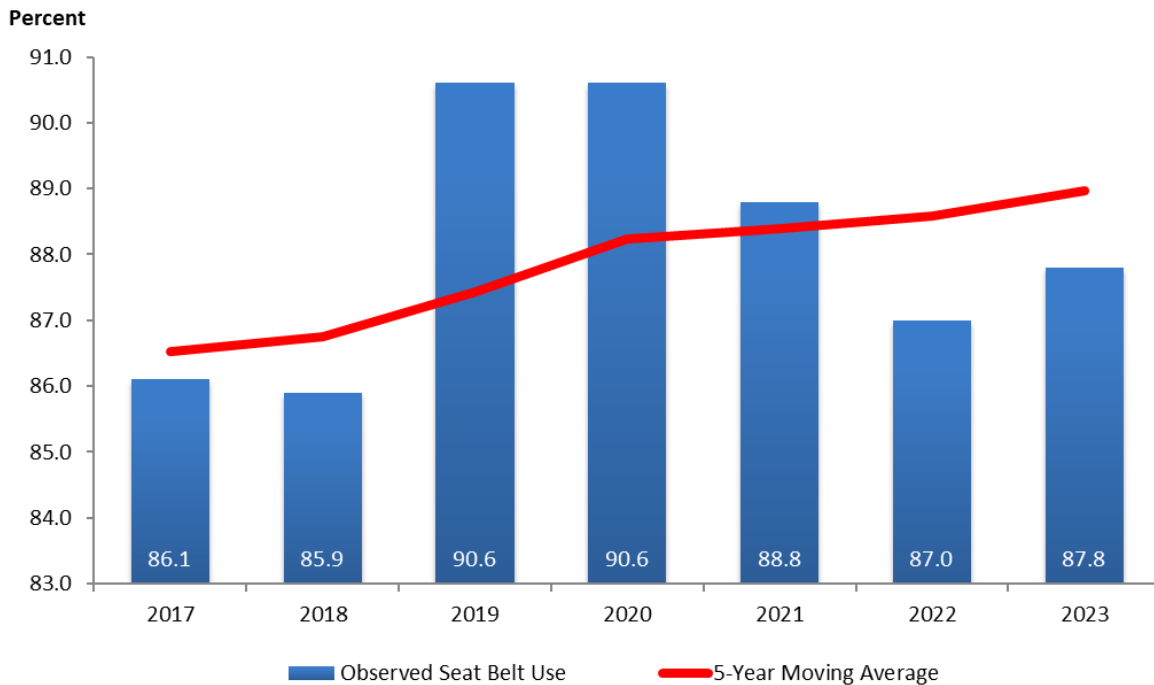
Figure 2.11 Bicycle Fatalities



Source: FARS (2018-2021, ADOT State Crash Facts 2022)

January 2024

Figure 2.12 Percent Observed Seat Belt Use for Passenger Vehicles



Source: Arizona Annual Seat Belt Use Survey

January 2024

3.0 Evidence-based traffic safety enforcement program (TSEP)

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

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

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

4.0 Program Areas

The performance targets, accomplishments and performance measures of the ten program areas addressed in Arizona's *FFY 2023 Highway Safety Plan* are described in this section.

4.1 ACCIDENT INVESTIGATION (AI)

Accident investigations are conducted to determine the causes, contributing factors and consequences of crashes. Key activities include verifying the parameters of the crash as well as its demarcations and location. Statements from witnesses, victims and other drivers are collected and reviewed as part of the investigation to determine the “at fault” driver and to whom citations should be issued. An accident investigation culminates in a report that summarizes the findings, determines where the vehicles were positioned before and after the crash and identifies the cause(s) of the crash.

Accident investigations are critical for felony prosecution of vehicular crimes and provide accurate crash data for the Governor’s Office of Highway Safety (GOHS), the National Highway Traffic Safety Administration, the Arizona Department of Transportation and others.

Many jurisdictions have a Vehicular Crimes Unit that are trained to conduct accident investigations. The Arizona Department of Public Safety provides accident investigation services for those smaller jurisdictions unable to afford the sophisticated equipment needed to conduct them.

Performance Assessment

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

Performance Target and Status	Performance Measure
<p>Performance Target: The C-1 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2016 - 2020 was analyzed, along with 2021 state crash data to project annual traffic fatalities for calendar year 2023. This projection was then calculated in to a 5-year rolling average for the years of 2019-2023. The 2023 target for Core Performance Measure, C-1, is 1,200.0 total traffic fatalities based on a 5-year rolling average for the years of 2019-2023.</p> <p>Performance Status: Based on state data to date, for year 2023, the projection is that there is a small downward trend in fatalities and AZ is projected to meet this target. GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways.</p>	C-1) Number of traffic fatalities
<p>Performance Target: The C-2 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. State crash data from 2017-2021 was analyzed to project annual serious traffic injuries for calendar year 2023. This projection was then calculated in to a 5-year rolling average for the years of 2019-2023. The 2023 target for Core Performance Measure, C-2, is 3,659.4 serious traffic injuries based on the 5-year rolling average.</p> <p>Performance Status: Based on state data to date, for year 2023, the projection is that there is an upward trend in serious traffic injuries</p>	C-2) Number of serious injuries in traffic crashes

and AZ is projected to not meet this target. GOHS will continue to fund priority programs in its HSP that will lead to lower serious injuries crashes.	
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Projects and Funding

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

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

Table 4.2 FFY 2023 Accident Investigation Projects

Related Performance Measure

Number of traffic fatalities.
 Number of serious injuries in traffic crashes.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Accident Investigation Equipment and Materials and supplies (AI-EQ)	Scottsdale PD	2023-AI-010	Sec. 402	\$5,098.00	\$4,995.60
Accident Investigation Overtime (AI-OT)	Buckeye PD	2023-AI-001	Sec. 402	\$12,500.00	\$6,863.76
	Maricopa CSO	2023-AI-007	Sec. 402	\$74,000.00	\$69,392.74
	Surprise PD	2023-AI-011	Sec. 402	\$31,561.00	\$29,322.79
Accident Investigation Training and supplies (AI-TR)	Chandler PD	2023-AI-002	Sec. 402	\$6,000.00	\$5,740.83
	Eloy PD	2023-AI-003	Sec. 402	\$13,000.00	\$1,704.40
	Flagstaff PD	2023-AI-004	Sec. 402	\$35,780.00	\$35,780.00
	Gilbert PD	2023-AI-005	Sec. 402	\$7,185.00	\$6,254.85
	Glendale PD	2023-AI-006	Sec. 402	\$100,678.00	\$22,959.86
	Mesa PD	2023-AI-008	Sec. 402	\$16,580.00	\$16,580.00
	Sahuarita PD	2023-AI-009	Sec. 402	\$5,000.00	\$4,875.00
	Tempe PD	2023-AI-012	Sec. 402	\$90,777.36	\$80,381.84
	Tucson PD	2023-AI-013	Sec. 402	\$30,073.00	\$26,539.07
	GOHS Accident Investigation Training Support Program		2023-AI-500	Sec. 402	\$141,000.00
Total Funds Spent (Accident Investigation)				\$569,232.36	\$311,390.74

Performance Results – Accident Investigation

In FFY 2023, the equipment, overtime, training and supplies awarded through Arizona’s Accident Investigation grants allowed agencies to conduct accident investigations for themselves and for other agencies lacking the equipment and/or expertise required to conduct investigations on their own. Equipment procured through these grants is the most current and technologically advanced available for conducting on-scene investigations. The increased ability of agencies in Arizona to conduct exemplary accident investigations is resulting in more effective prosecution of “at fault” drivers of fatal traffic collisions and removal of dangerous drivers from Arizona’s roads.

Project Descriptions

The following are descriptions of the accident investigation areas, including the outcomes of the areas over the FFY 2023.

Accident Investigation Equipment (AI-EQ)

Project Description –Funding was awarded to several Agencies to purchase equipment and material and supplies to aid in the investigation and reconstruction of traffic accidents. If the equipment package did not include training, the grants included funding for training to allow officers to become proficient in the use of the equipment. The Scottsdale Police Department was awarded funds to purchase two scene lighting systems. The accident investigation equipment optimizes the detective’s ability to pin point accurate locations of pertinent evidence during an investigation. The scene lighting system is used by detectives to locate and collect evidence for accidents during evening hours.

Accident Investigation Overtime (AI-OT)

Project Description – The Buckeye Police Department, Maricopa County Sheriff’s Office, and Surprise Police Department were awarded a grant for overtime to properly respond to collisions involving the potential for criminal charges.

Accident Investigation Training and Supplies (AI-TR)

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

4.2 ALCOHOL AND OTHER DRUGS (AL)

Alcohol and drug-related crashes are a leading cause of death on Arizona roads and highways. Stopping impaired driving and reducing the number of alcohol and drug impaired fatalities continues to be the number one priority of the Governor’s Office of Highway Safety (GOHS). According to FARS data in 2021, Arizona had 421 fatalities involving at least one driver with a BAC of 0.08 percent or greater occurred, an increase from 295 in 2020. Clearly, Arizona’s sustained, long-term, highly visible enforcement coupled with effective education programs has reduced impaired driving crashes and fatalities over the past several years. Arizona has some of the toughest impaired driving laws in the country and it continues to address impaired driving crashes from a variety of angles.

Training law enforcement officers in combating impaired driving is a strong focus of Arizona’s efforts to decrease impaired driving fatalities. The State has a cadre of superbly trained officers in alcohol and drug-impaired driver detection, but the challenges continue. For 2023, Arizona has trained 219 in ARIDE, 148 in DITEP, 921 in SFST/HGN (49 Instructor course, 103 Refresher course, 669 Training course, 100 Wet workshop), 55 in DRE (8 DRE refresher, 33 Training Preschool & School and 14 Instructor course), and 490 in Phlebotomy (172 Initial Training course, 318 Refresher course). Arizona as a total of 315 DREs statewide.

Performance Assessment

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

Performance Target and Status	Performance Measure
<p>Performance Target: The C-1 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2016 - 2020 was analyzed, along with 2021 state crash data to project annual traffic fatalities for calendar year 2023. This projection was then calculated in to a 5-year rolling average for the years of 2019-2023. The 2023 target for Core Performance Measure, C-1, is 1,200.0 total traffic fatalities based on a 5-year rolling average for the years of 2019-2023.</p> <p>Performance Status: Based on state data to date, for year 2023, the projection is that there is a small downward trend in fatalities and AZ is projected to meet this target. GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways.</p>	<p>C-1) Number of traffic fatalities</p>
<p>Performance Target: The C-2 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. State crash data from 2017-2021 was analyzed to project annual serious traffic injuries for calendar year 2023. This projection was then calculated in to a 5-year rolling average for the years of 2019-2023. The 2023 target for Core Performance Measure, C-2, is 3,659.4 serious traffic injuries based on the 5-year rolling average.</p> <p>Performance Status: Based on state data to date, for year 2023, the projection is that there is an upward trend in serious traffic injuries</p>	<p>C-2) Number of serious injuries in traffic crashes</p>

<p>and AZ is projected to not meet this target. GOHS will continue to fund priority programs in its HSP that will lead to lower serious injuries crashes.</p>	
<p>Performance Target: GOHS developed an annual 2023 performance measure target by conducting a statistical forecasting analysis of 2015-2020 FARS fatality data. GOHS then conducts an annual linear state analysis of the data for each core performance measure to establish projected 2023 numbers. GOHS has established an annual target reduction of 2% from current 2020 FARS Data for 2023. GOHS has set an annual 2023 target of 287 for core performance measure C-5) number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above. The difference between the requirements from pulling data from ADOT State Crash files, GOHS chose to default to FARS to compute the performance target until there is sufficient data from ADOT to establish future trends.</p> <p>Performance Status: GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of alcohol-impaired fatalities on Arizona roadways. Additional impaired driving enforcement grants will be awarded and training opportunities provided in the future.</p>	<p>C-5) Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 percent or higher.</p>

Projects and Funding

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

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

Table 4.4 FFY 2023 Alcohol and Other Drugs Projects

Related Performance Measure

Number of traffic fatalities.

Number of serious injuries in traffic crashes.

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

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Apache CSO	2023-AL-002	Sec. 402	\$3,500.00	\$3,489.46
	ASU PD	2023-AL-003	Sec. 402	\$36,446.00	\$18,401.86
	AZ DPS	2023-AL-004	Sec. 402	\$70,000.00	\$70,000.00
	AZ DPS	2023-AL-005	Sec. 402	\$15,000.00	\$10,862.57
	Casa Grande PD	2023-AL-009	Sec. 402	\$38,000.00	\$24,997.89
	El Mirage PD	2023-AL-014	Sec. 402	\$30,000.00	\$30,000.00
	Marana PD	2023-AL-016	Sec. 402	\$50,000.00	\$47,479.49
	Maricopa CSO	2023-AL-017	Sec. 402	\$25,000.00	\$24,994.82
	Maricopa PD	2023-AL-018	Sec. 402	\$17,325.00	\$9,424.01
	NAU PD	2023-AL-021	Sec. 402	\$10,000.00	\$1,610.00
	Payson PD	2023-AL-023	Sec.402	\$125,000.00	\$110,030.84
	Prescott Valley PD	2023-AL-026	Sec. 402	\$22,500.00	\$21,525.52
	Sahuarita PD	2023-AL-027	Sec. 402	\$17,810.00	\$17,734.01
	San Luis PD	2023-AL-028	Sec. 402	\$17,000.00	\$13,536.56
	Santa Cruz CSO	2023-AL-029	Sec. 402	\$10,000.00	\$9,671.26
	Sedona PD	2023-AL-030	Sec. 402	\$1,500.00	\$1,500.00
	Show Low PD	2023-AL-031	Sec. 402	\$41,668.92	\$41,497.57

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Sierra Vista PD	2023-AL-032	Sec. 402	\$40,237.00	\$33,792.86
	Snowflake-Taylor PD	2023-AL-033	Sec. 402	\$15,900.00	\$13,306.12
	St. Johns PD	2023-AL-034	Sec. 402	\$12,275.00	\$9,124.41
	Tempe PD	2023-AL-035	Sec. 402	\$135,643.00	\$117,064.19
	Thatcher PD	2023-AL-036	Sec. 402	\$7,000.00	\$4,577.42
	Tombstone MO	2023-AL-037	Sec. 402	\$4,500.00	\$2,235.33
	Yavapai CSO	2023-AL-038	Sec. 402	\$29,900.00	\$23,119.34
	Avondale PD	2023-II-001	Sec. 405d II	\$45,000.00	\$45,000.00
	Flagstaff PD	2023-II-002	Sec. 405d II	\$30,000.00	\$24,367.45
	Huachuca City PD	2023-II-003	Sec. 405d II	\$6,000.00	\$229.79
	Paradise Valley PD	2023-II-004	Sec. 405d II	\$10,000.00	\$5,179.56
	Salt River PD	2023-II-005	Sec. 405d II	\$50,000.00	\$50,000.00
	U of A PD	2023-II-006	Sec. 405d II	\$10,000.00	\$9,995.58
	Yavapai College PD	2023-II-007	Sec. 405d II	\$1,918.00	\$0.00
	ADOT-ECD	2023-405d-001	Sec. 405d	\$33,600.00	\$33,600.00
	Apache Junction PD	2023-405d-002	Sec. 405d	\$86,889.98	\$84,309.05
	AZ DLLC	2023-405d-005	Sec. 405d	\$96,100.00	\$96,004.44
	AZ DPS	2023-405d-006	Sec. 405d	\$100,000.00	\$100,000.00
	Buckeye PD	2023-405d-007	Sec. 405d	\$40,000.00	\$24,656.22
	Bullhead City PD	2023-405d-008	Sec. 405d	\$40,000.00	\$39,840.45
	Coconino CSO	2023-405d-010	Sec. 405d	\$12,000.00	\$12,000.00
Cottonwood PD	2023-405d-011	Sec. 405d	\$10,000.00	\$10,000.00	

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Douglas PD	2023-405d-012	Sec. 405d	\$22,000.00	\$22,000.00
	Eloy PD	2023-405d-013	Sec. 405d	\$4,500.00	\$4,029.53
	Flagstaff PD	2023-405d-014	Sec. 405d	\$30,000.00	\$15,453.85
	Florence PD	2023-405d-015	Sec. 405d	\$10,000.00	\$9,213.05
	Gila River PD	2023-405d-016	Sec. 405d	\$30,000.00	\$30,000.00
	Gilbert PD	2023-405d-017	Sec. 405d	\$124,934.24	\$124,911.58
	Glendale PD	2023-405d-018	Sec. 405d	\$77,750.00	\$69,476.33
	Globe PD	2023-405d-019	Sec. 405d	\$12,122.00	\$9,224.75
	Goodyear PD	2023-405d-020	Sec. 405d	\$60,000.00	\$50,690.18
	Graham CSO	2023-405d-021	Sec. 405d	\$34,504.81	\$23,481.23
	Kingman PD	2023-405d-022	Sec. 405d	\$34,869.00	\$31,353.27
	La Paz CSO	2023-405d-023	Sec. 405d	\$25,000.00	3,511.26
	Maricopa CSO	2023-405d-025	Sec. 405d	\$171,950.00	\$146,894.78
	Mohave CSO	2023-405d-026	Sec. 405d	\$27,240.00	\$27,240.00
	Navajo CSO	2023-405d-027	Sec. 405d	\$42,329.00	\$27,119.21
	Nogales PD	2023-405d-028	Sec. 405d	\$16,801.00	\$16,228.62
	Parker PD	2023-405d-029	Sec. 405d	\$15,000.00	\$11,197.65
	Peoria PD	2023-405d-030	Sec. 405d	\$110,718.00	\$103,778.40
	Phoenix PD	2023-405d-031	Sec. 405d	\$128,000.00	\$93,874.40
	Pima CC PD	2023-405d-033	Sec. 405d	\$20,171.00	\$12,905.92
Pinal CSO	2023-405d-034	Sec. 405d	\$270,000.00	\$236,227.56	

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
DUI/Impaired Driving Enforcement and Overtime (AL-EN)	Prescott PD	2023-405d-035	Sec. 405d	\$32,500.00	\$32,500.00
	Quartzsite PD	2023-405d-036	Sec. 405d	\$8,000.00	\$7,632.11
	Queen Creek PD	2023-405d-037	Sec. 405d	\$25,500.00	\$25,500.00
	Safford PD	2023-405d-038	Sec. 405d	\$8,415.00	\$8,415.00
	Scottsdale PD	2023-405d-040	Sec. 405d	\$100,000.00	\$100,000.00
	Springerville PD	2023-405d-042	Sec. 405d	\$6,226.00	\$1,129.13
	Surprise PD	2023-405d-043	Sec. 405d	\$40,000.00	\$40,000.00
	Tempe PD	2023-405d-045	Sec. 405d	\$100,000.00	\$68,098.00
	Tolleson PD	2023-405d-046	Sec. 405d	\$21,282.00	\$16,120.63
	Tucson PD	2023-405d-047	Sec. 405d	\$91,277.62	\$85,814.30
	Wickenburg PD	2023-405d-048	Sec. 405d	\$4,000.00	\$2,513.21
	Willcox PD	2023-405d-049	Sec. 405d	\$37,023.00	\$35,584.57
	Williams PD	2023-405d-050	Sec. 405d	\$4,800.00	\$4,800.00
	Winslow PD	2023-405d-051	Sec. 405d	\$72,276.00	\$72,179.96
Yuma PD	2023-405d-052	Sec. 405d	\$10,000.00	\$10,000.00	
Arizona Supreme Court	2023-405d-053	Sec. 405d	\$100,404.46	\$100,404.46	
DUI/Impaired Driving Equipment & Supplies (AL-EQ; AL-MS)	Bisbee PD	2023-AL-008	Sec. 402	\$14,500.00	\$14,411.69
	Chandler PD	2023-AL-010	Sec. 402	\$157,338.00	\$157,338.00
	Clifton PD	2023-AL-011	Sec. 402	\$12,841.00	\$2,623.92
	Cochise CSO	2023-AL-012	Sec. 402	\$39,296.00	\$26,626.45
	Coolidge PD	2023-AL-013	Sec. 402	\$14,691.00	\$14,691.00
	Flagstaff PD	2023-AL-015	Sec. 402	\$14,473.00	\$13,346.42
	Mesa PD	2023-AL-019	Sec. 402	\$133,700.00	\$133,700.00
	Mesa PD	2023-AL-020	Sec. 402	\$175,919.00	\$175,267.46

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
DUI/Impaired Driving Equipment & Supplies (AL-EQ; AL-MS)	Oro Valley PD	2023-AL-022	Sec. 402	\$58,305.00	\$50,221.44
	Pima CSD	2023-AL-025	Sec. 402	\$30,698.00	\$27,919.53
	GOHS DRE support equipment	2023-AL-503	Sec. 402	\$37,000.00	\$18,529.60
	Holbrook PD	2023-405d-054	Sec. 405d	\$10,659.34	\$10,581.74
DUI/Impaired Driving Training (AL-TR)	AZ Prosecuting Attorneys Advisory Council	2023-AL-001	Sec. 402	\$45,268.00	\$43,918.18
	AZ DPS	2023-AL-006	Sec. 402	\$95,000.00	\$95,000.00
	GOHS GHSA Conference	2023-AL-500	Sec. 402	\$10,000.00	\$0.00
	AZ Supreme Court	2023-405d-003	Sec. 405d	\$79,018.00	\$78,738.94
	GOHS DRE conference	2023-405d-500	Sec. 405d	\$30,000.00	\$0.00
	GOHS DRE/SFST Support/Training	2023-405d-501	Sec. 405d	\$100,000.00	\$59,552.89
	GOHS Judges Conference	2023-405d-503	Sec. 405d	\$20,000.00	\$0.00
	GOHS Law Enforcement Conference	2023-405d-504	Sec. 405d	\$30,000.00	\$0.00
	GOHS Phlebotomy	2023-405d-506	Sec. 405d	\$124,654.41	\$124,654.41
	DUI/Impaired Driving Awareness (AL-AW; AL-Media)	AZ SADD	2023-AL-007	Sec. 402	\$115,715.00
Phoenix Fire Department		2023-AL-024	Sec. 402	\$21,000.00	\$691.48
GOHS PI&E		2023-AL-501	Sec. 402	\$3,000.00	\$516.81
GOHS State Fair		2023-AL-502	Sec. 402	\$30,000.00	\$0.00
Arizona Youth Partnership		2023-405d-004	Sec. 405d	\$2,000.00	\$1,505.29
Chandler PD		2023-405d-009	Sec. 405d	\$35,000.00	\$35,000.00
MADD		2023-405d-024	Sec. 405d	\$80,000.00	\$80,000.00

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
DUI/Impaired Driving Awareness (AL-AW; AL-Media)	Scottsdale PD	2023-405d-039	Sec. 405d	\$35,000.00	\$35,000.00
	Surprise Fire Department	2023-405d-044	Sec. 405d	\$23,000.00	\$21,000.00
	GOHS DUI Support Program	2023-405d-502	Sec. 405d	\$25,364.63	\$25,364.63
	GOHS Paid Media	2023-405d-505	Sec. 405d	\$256,000.00	\$26,666.00
Traffic Safety Resource Prosecutor (AL-TSRP)	Phoenix Prosecutor's Office	2023-405d-032	Sec. 405d	\$109,908.00	\$109,377.29
Total Funds Spent (Alcohol and Other Drugs)				\$5,246,654.41	\$4,319,620.71

Performance Results – Alcohol and Other Drugs

Arizona continued to be a national leader in DUI enforcement campaigns and strategies. In FFY 2023, over 100 projects were completed to reduce impaired driving fatalities and meet the Calendar Year (CY) 2022 performance target. Over 28,000 impaired driving arrests were made in 2023. This strict enforcement keeps Arizona’s roadways much safer.

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

Earned and paid media efforts focused on increasing the public’s awareness of ongoing statewide DUI enforcement activities. GOHS Director conducted press conferences and media interviews, in English and Spanish, throughout the year and during holiday enforcement campaigns. Earned media was supplemented with targeted paid media efforts emphasizing Arizona’s “Designate a Driver!” and “Drive Hammered...Get Nailed!” slogans.

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

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

	2018	2019	2020	2021	2022	2023
Memorial Day	492	217	420	601	489	478
Independence Day	290	525	237	457	462	405
Labor Day	539	536	433	530	504	435
Thanksgiving-New Year’s	2,739	2,531	2,140	1,731	2,090	1,877

Source: *GOHS 2018-2023

Table 4.6 DUI Task Force Statistics (by Calendar Year)

	2018	2019	2020	2021	2022	2023
# Contacts (Total Traffic Stops)	1,426,651	1,330,198	1,033,919	1,122,147	1,146,645	1,219,273
Sober Designated Drivers Contacted	19,789	34,243	37,097	25,919	23,935	19,286
Know Your Limit contacts	41,152	35,424	23,238	2,397	8,991	20,024
DRE Evaluations Conducted	N/A	N/A	606	1,172	1,432	1,376
Total DUI Arrests	28,094	28,823	27,912	30,411	29,791	27,733
Aggravated DUI	4,014	4,312	4,590	5,354	4,650	4,363
Misdemeanor DUI	24,080	24,511	23,322	25,057	25,141	23,370
DUI Extreme (.15+)	7,197	6,847	7,350	8,357	7,124	6,674
Distracted Driving Citations	N/A	N/A	83	12,180	17,807	19,045
DUI Drug Arrests	6,680	7,287	8,291	8,439	5,878	5,182
Average Known BAC	0.154	0.150	0.163	0.160	0.159	0.154
Seat Belt Citations	33,511	31,184	22,280	24,099	21,748	19,279
Child Restraint Citations	5,809	4,952	3,152	3,418	3,326	3,125
Under 21 Liquor Law Citations	1,149	993	1,141	1,270	1,080	1,128
Other Citations*	623,574	597,084	461,282	285,688	325,599	325,599
Number of other arrests	112,180	194,989	92,243	77,954	79,895	90,284
# Participating Officers/Deputies (Cumulative)	82,819	82,361	75,983	75,049	71,363	75,069

Source: *GOHS 2018-2023 Other Citations include Criminal Speed, Aggressive Driving, and Civil Speed citations.

Project Descriptions

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

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

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

Project Description – The need to process blood and breath evidence in DUI and impaired driving cases necessitates the purchase of specialized equipment. This equipment includes portable breath testing devices for officers to use in the field as well as lab equipment such as chromatograph systems, drug screening devices and other processing equipment. GOHS provides funds to purchase DUI processing vans to assist agencies in drawing blood for future testing. These vans are deployed throughout enforcement areas to shorten officer travel times and DUI processing time. Additionally, GOHS awarded funding for motorcycles, SUVs and one pickup truck for dedicated DUI and impaired driving enforcement. Different types of vehicles

are necessary due to the various settings Arizona law enforcement encounter. For example, pickup trucks prove to be very valuable in certain rural communities where unpaved roads are prevalent.

DUI/Impaired Driving Training (AL-TR)

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



GOVERNOR'S OFFICE OF HIGHWAY SAFETY 2023 IMPAIRED DRIVING TRAINING

CLASS MONTH	Advanced Roadside Impaired Driving Enforcement (ARIDE)	Drug Impairment Training for Educational Professionals (DITEP)	Drug Impairment Training for Educational Professionals (DITEP) Instructor	Drug Impaired Driver Informational Training (DIDIT)	Drug Recognition Expert (DRE)			Phlebotomy			Standardized Field Sobriety Test Horizontal Gaze Nystagmus (SFST/HGN)				2023 Monthly Totals
					Training	Refresher	Instructor	Training	Refresher	Instructor	Training	Wet Workshop	Refresher	Instructor	
JANUARY	3	0	0	0	0	0	0	0	0	0	78	0	0	12	93
FEBRUARY	11	0	13	0	10	0	0	0	46	0	28	0	0	6	114
MARCH	31	47	0	0	0	1	2	26	40	0	58	0	26	3	234
APRIL	45	0	0	0	0	0	0	21	34	0	80	9	8	0	197
MAY	0	0	0	0	6	6	0	10	50	0	75	8	20	0	175
JUNE	16	0	0	0	0	0	0	24	26	0	77	22	24	3	192
JULY	21	48	0	0	0	0	0	0	26	0	41	27	0	0	163
AUGUST	23	8	0	0	0	1	0	21	48	0	24	0	6	13	144
SEPTEMBER	7	5	0	13	8	0	3	0	0	0	76	12	9	0	133
OCTOBER	27	27	0	0	9	0	0	18	18	0	0	0	0	8	107
NOVEMBER	7	13	0	0	0	0	0	23	14	0	67	22	0	4	150
DECEMBER	28	0	0	0	0	0	9	29	16	0	65	0	10	0	157
CLASS TOTALS	219	148	13	13	33	8	14	172	318	0	669	100	103	49	1859

IMPAIRED DRIVING TRAINING CLASS TOTALS

2016	1223
2017	1343
2018	1300
2019	1668
2020	1318
2021	1978
2022	1627
2023	1794

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

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

Traffic Safety Resource Prosecutor (AL-TSRP)

Project Description – *Phoenix Prosecutor’s Office* - GOHS has funded and supported the Arizona GOHS Traffic Safety Resource Prosecutor (TSRP) program for 16 years. With GOHS backing, it remains one of the most prolific and respected TSRP programs in the nation. Beth Barnes, from the Phoenix City Prosecutor’s Office, is Arizona’s original GOHS TSRP.

The Arizona GOHS TSRP program assisted with the remarkable DUI enforcement efforts conducted in Arizona in numerous ways this fiscal year. For example, during the 2022/2023 federal grant cycle, Ms. Barnes facilitated and presented training to audiences consisting of approximately 6,956 prosecutors, law enforcement officers, judges, forensic scientists, members of the tribes and other traffic safety professionals during at least 183 presentations and training sessions. She arranged for presenters for several additional events that occurred when she was unavailable due to a scheduling conflict.

Ms. Barnes responded to more than 2,004 requests for assistance from prosecutors, law enforcement officers, highway safety professionals and forensic scientists. The requests addressed hundreds of DUI and traffic related topics. Materials such as model pleadings, tip sheets, jury instructions, example voir dire questions, lists of predicate questions, scientific studies, transcripts, and monographs were provided when relevant.

Ms. Barnes maintained her e-mail lists of Arizona prosecutors, law enforcement officers, crime lab employees, members of the tribes, judges, and traffic safety professionals who desire to be kept informed about impaired driving and traffic issues. When new case law, new legislation, rule changes, relevant training, administrative court orders, noteworthy issues, and helpful materials came to her attention, Ms. Barnes sent a notice to the members of the groups. This occurred more than 35 times this past fiscal year. These lists, which have more than 500 members, remain an effective method of communicating with those who enforce and support impaired driving and traffic laws.

The GOHS Arizona TSRP defense expert bank was preserved and added to during this grant cycle. When a request for assistance with preparing for a defense expert was received from a prosecutor, officer, or member of the crime lab, materials from the bank were provided. If materials were not already in the bank, Ms. Barnes researched and located materials to provide. Assistance was given to help with preparation for cross-examining various defense experts including many requests for Arizona experts: Brown, Copeland, Dagastino, Flaxmayer, Grommes, Hergert, McGrath, and Tuttle as well as national experts: Adams, Arvizu, Guzzardi,

Henson, Malhiot, Okorochoa, and Palacios. Strategies and tip sheets were also provided for dealing with these experts.

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

Additional highlights include, but are not limited to: consulting with the DPS Crime Lab, NMS Labs and various prosecutors regarding the outsourcing of DUI drug tests to NMS to reduce the DPS backlog of drug tests, presenting at the Annual GOHS Judicial Conference, attending various GOHS Task Force meetings and law enforcement DUI details, attending the GOHS Holiday Press Conference and GOHS Public Safety Days at the Arizona State Fair, assisting with the highway safety plan, consulting with NHTSA regarding developing special FSTs for marijuana, assisting IACP to obtain endorsements from multiple national organizations for the DEC program; consulting on new developments in the New Jersey Olenowski DRE case regarding the Daubert versus Frye issue and final briefs, consulting with four additional states on a Daubert/Frye Challenges to DRE and HGN, presenting at the national IDTS (DRE) Conference, reviewing presentation proposals for the IDTS Conference, drafting a 156 page constitutional law treatise, conducting research for IACP and the GOHS Directors, attending TAP meetings, covering sentence review settings for a fatality DUI she prosecuted; attending the national DRE Section meeting and multiple telephonic IDTS Conference Planning Committee Meetings, drafting a charging treatise, serving as second chair training attorney on multiple DUI trials with defense expert witnesses, arranging ride-a-longs and DUI trial observations for prosecutors, attending the national DRE State Coordinator's Meeting; consulting with IACP and NHTSA regarding multiple issues; attending Phoenix City Council meetings, tracking DRE/HGN Daubert and Frye challenges nationwide for IACP and TAP and providing periodic updates, reviewing and making suggestions for the national DRE standards, consulting with other states regarding the Arizona model for law enforcement phlebotomy, attending the national DRE State Coordinator's Meeting; consulting with IACP and NHTSA regarding multiple issues ; consulting with TSRPs and safety professionals from various states and the National Traffic Law Center on numerous issues, attending numerous additional GOHS and APAAC meetings, and assisting GOHS and the Directors as requested.

GOHS has entered grant contracts to fund the Phoenix GOHS TSRP and an additional part-time TSRP during the next fiscal year.

4.3 EMERGENCY MEDICAL SERVICES (EM)

Emergency Medical Services (EMS) are a vital component of a safe transportation system. The difference between a serious injury and a fatality is often attributable to the timeliness and effectiveness of an emergency response. Emergency responders need access to quality equipment and training to respond to traffic crashes in the most effective way possible. These issues are most pressing in rural areas, where response times tend to be longer, and resources are lacking.

In FFY 2023, the Governor's Office of Highway Safety (GOHS) awarded funding for first responder equipment in areas with a high number of fatalities and longer response times. This funding awarded several fire departments and fire districts with equipment aimed at decreasing response times and fatalities in rural area collisions.

Performance Assessment

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

Performance Target and Status	Performance Measure
<p>Performance Target: The C-1 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2016 - 2020 was analyzed, along with 2021 state crash data to project annual traffic fatalities for calendar year 2023. This projection was then calculated in to a 5-year rolling average for the years of 2019-2023. The 2023 target for Core Performance Measure, C-1, is 1,200.0 total traffic fatalities based on a 5-year rolling average for the years of 2019-2023.</p> <p>Performance Status: Based on state data to date, for year 2023, the projection is that there is a small downward trend in fatalities and AZ is projected to meet this target. GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways.</p>	C-1) Number of traffic fatalities.
<p>Performance Target: The C-2 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. State crash data from 2017-2021 was analyzed to project annual serious traffic injuries for calendar year 2023. This projection was then calculated in to a 5-year rolling average for the years of 2019-2023. The 2023 target for Core Performance Measure, C-2, is 3,659.4 serious traffic injuries based on the 5-year rolling average.</p> <p>Performance Status: Based on state data to date, for year 2023, the projection is that there is an upward trend in serious traffic injuries and AZ is projected to not meet this target. GOHS will continue to fund priority programs in its HSP that will lead to lower serious injuries crashes.</p>	C-2) Number of serious injuries in traffic crashes.

Projects and Funding

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

- First Responder Equipment, materials and supplies (EM-EQ)

Table 4.8 FFY 2023 Emergency Medical Services Projects

Related Performance Measure(s)

Number of traffic fatalities.
 Number of serious injuries in traffic crashes.

Planned Activity	Grantee	Project Number	Funding Source	Funds Obligated	Funds Spent (FFY 2023)
First Responder Equipment, materials and supplies (EM-EQ)	Avra Valley Fire Dist	2023-EM-001	Sec. 402	\$37,315.00	\$37,315.00
	Highlands Fire Dist	2023-EM-002	Sec. 402	\$30,000.00	\$30,000.00
	Payson Fire Dist	2022-EM-003	Sec. 402	\$32,717.45	\$32,242.45
	Pinetop Fire Dist	2022-EM-004	Sec. 402	\$30,000.00	\$30,000.00
	Northwest Fire Dist	2022-EM-005	Sec. 402	\$27,762.00	\$27,638.38
	Yuma Fire Dept	2022-EM-006	Sec. 402	\$35,060.26	\$33,793.18
Total Funds Spent (Emergency Medical Services)				\$192,854.71	\$190,989.01

Performance Results - Emergency Medical Services

In FFY 2023, fire agencies were awarded funding to purchase equipment to assist first responders at traffic crashes. These purchases enable rural emergency responders to shorten response time for the arrival of appropriate equipment and are intended to reduce fatalities by expediting medical care to crash victims.

Project Descriptions

First Responder Equipment, materials and supplies (EM-EQ)

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

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

4.4 MOTORCYCLE SAFETY (MC)

The combination of speed and exposure makes motorcycle crashes more severe than other types of crashes. The five-year moving average shows a small increasing trend in motorcycle fatalities year after year. To address the risks associated with motorcycle riding, the Governor’s Office of Highway Safety (GOHS) implemented a media campaign in FFY 2023. The purposes of the campaign were to educate motorcycle riders on safe riding practices, such as helmet use and distracted riding, as well as provide general information about Arizona’s motorcycle laws. In addition, GOHS’s partnership with the Arizona Motorcycle Safety and Awareness Foundation as well as local law enforcement helps ensure motorcycle operators have rider education readily available.

Performance Assessment

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

Performance Targets and Status	Performance Measures
<p>Performance Target: GOHS developed an annual 2023 performance measure target by conducting a statistical forecasting analysis of 2015-2021 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2023 numbers. Current trends show that motorcycle fatalities have increased over the years; however, GOHS has established an annual target reduction of 2% from current 2021 State Crash Data for 2023. GOHS has set an annual 2023 target of 140 for core performance measure C-7) Number of motorcyclist fatalities.</p> <p>Performance Status: GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of motorcycle fatalities on Arizona roadways.</p>	<p>C-7) Number of motorcycle fatalities.</p>
<p>Performance Target: GOHS developed an annual 2023 performance measure target by conducting a statistical forecasting analysis of 2015-2021 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2023 numbers. Current trends show that unhelmeted motorcyclist fatalities is slowing starting an upward trend as of 2022; therefore, GOHS has established an annual target reduction of 2% from current 2021 State Crash Data for 2023. GOHS has set an annual 2023 target of 64 for core performance measure C-8) Number of unhelmeted motorcyclist fatalities.</p> <p>Performance Status: GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of unhelmeted motorcycle fatalities on Arizona roadways.</p>	<p>C-8) Number of unhelmeted motorcycle fatalities.</p>

Projects and Funding

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

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

Table 4.10 FFY 2023 Motorcycle Safety Projects

Related Performance Measure(s)

Number of motorcycle fatalities.
 Number of unhelmeted motorcycle fatalities.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Motorcycle Safety Training and Awareness (MC-AW)	Chandler PD	2023-MC-001	Sec. 402	\$100,000.00	\$88,029.27
	Glendale PD	2023-MC-002	Sec. 402	\$20,609.00	\$10,598.09
	Peoria PD	2023-MC-003	Sec. 402	\$14,152.00	\$14,152.00
	Surprise PD	2023-MC-004	Sec. 402	\$35,000.00	\$34,993.81
	Tempe PD	2023-MC-005	Sec. 402	\$21,000.00	\$17,129.42
Motorcycle Media (MC-Media)	GOHS Paid Media	2023-405f-500	Sec. 405f	\$99,000.00	\$93,800.00
Total Funds Spent (Motorcycle Safety)				\$289,761.00	\$258,702.59

Performance Results – Motorcycle Safety

Motorcycle fatalities, including those of unhelmeted drivers, continue to be a concern. According to ADOT State Crash Facts, Fatalities had an increase from 167 in 2021 to 228 in 2022. GOHS paid media campaign promoting public awareness of and compliance with Arizona’s motorcycle laws to increase awareness in an effort to reduce fatalities in the years ahead.

Project Descriptions

Motorcycle Safety Training and Awareness (MC-AW)

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

Motorcycle Safety Training and Awareness (MC-Media)

Project Description – Funds were provide for campaigns to promote motorcyclist compliance with Arizona’s traffic laws. This project included the development of brochures and other collateral materials, as well as print, electronic, and radio and broadcast media to include “Look out for Motorcycles” and “Share the Road” messages. GOHS placed motorcycle awareness messages during the Motorcycle Awareness Month of May.



4.5 OCCUPANT PROTECTION (OP)

Although unrestrained fatalities in Arizona for 2022 were 367 based off ADOT State Crash Facts data, and have increased for the past few years, seat belt use has continued to rise. The Governor’s Office of Highway Safety (GOHS) works to increase safety belt and child safety seat use through statewide enforcement and education campaigns under the banner of “Buckle Up Arizona...It’s the Law!” Arizona’s law enforcement agencies implement a zero-tolerance policy when they encounter nonuse of safety belts coincidental to a stop for other traffic infractions. GOHS is proud to fund the Children are Priceless Passengers (CAPP) program designed to improve the child safety seat usage rate in partnership with law enforcement, hospitals and nonprofit organizations throughout the State. GOHS supports the national “Click it or Ticket” mobilization and Border to Border Kick-off campaigns through the “Buckle Up Arizona...It’s the Law!” campaign by providing overtime funding for traffic enforcement during the campaign period. GOHS awarded funding to law enforcement agencies for this campaign. Occupant Protection evident-based enforcement is supported by education and public awareness activities conducted by GOHS together with public and private sector partners. The activities include safety belt and child safety seat classes and inspections, media awareness campaigns and other events.

Performance Assessment

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

Performance Targets and Status	Performance Measures
<p>Performance Target: GOHS developed an annual 2023 performance measure target by conducting a statistical forecasting analysis of 2015-2021 state fatality data. GOHS then conducts an annual linear state analysis of the data for each core performance measure to establish projected 2023 numbers. Current trends show that unrestrained occupant fatalities have increased over the years since 2019; however, GOHS has established an annual target reduction of 2% from current 2021 State Crash Data for 2023. GOHS has set an annual 2023 target of 270 for core performance measure C-4) unrestrained occupant vehicle fatalities.</p> <p>Performance Status: GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of lowering the total number of unrestrained occupant fatalities on Arizona roadways. Additional Occupant protection enforcement grants will be awarded and training opportunities provided in the future.</p>	<p>C-4) Number of unrestrained vehicle occupant fatalities in all seating positions.</p>
<p>Performance Target: GOHS developed an annual 2023 performance measure target by conducting a statistical forecasting analysis of 2015-2021 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2023 numbers. Current trends show that the rate of seat belt usage is slightly increasing; however, based on the recent 2019 state seat belt survey, GOHS has set an annual 2023 target of 89.5% for core performance measure B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants.</p>	<p>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</p>

<p>Performance Status: GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of increasing the observed seat belt usage rate on Arizona roadways.</p>	
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Projects and Funding

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

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

Table 4.12 FFY 2023 Occupant Protection Projects**Related Performance Measure(s)**

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

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Occupant Protection Enforcement Programs (OP-EN)	Glendale PD	2023-OP-006	Sec.402	\$27,800.00	\$20,511.88
	Mesa PD	2023-OP-007	Sec. 402	\$20,220.00	\$20,220.00
	Parker PD	2023-OP-009	Sec. 402	\$8,000.00	\$7,808.60
	Prescott Valley PD	2023-OP-012	Sec. 402	\$9,846.00	\$8,726.86
	AZ DPS	2023-405b-001	Sec. 405b	\$40,000.00	\$40,000.00
	Chandler PD	2023-405b-002	Sec. 405b	\$25,000.00	\$25,000.00
	Douglas PD	2023-405b-003	Sec. 405b	\$25,000.00	\$24,190.75
	Phoenix PD	2023-405b-004	Sec. 405b	\$30,140.00	\$30,130.28
	Sahuarita PD	2023-405b-005	Sec. 405b	\$5,000.00	\$4,961.41
	Santa Cruz CSO	2023-405b-006	Sec. 405b	\$6,200.00	\$5,839.79
	St. Johns PD	2023-405b-007	Sec. 405b	\$5,000.00	\$3,995.79
	Surprise PD	2023-405b-008	Sec. 405b	\$26,500.00	\$26,283.00
	Tempe PD	2023-405b-009	Sec. 405b	\$45,000.00	\$45,000.00
	Tucson PD	2023-405b-010	Sec. 405b	\$31,350.00	\$30,886.86
GOHS CIOT Enforcement		2023-405b-502	Sec. 405b	\$160,500.00	\$147,703.41
Occupant Protection Program Equipment and Supplies (OP-MS)	Apache County PHD	2023-OP-001	Sec. 402	\$10,000.00	\$9,969.76
	Child and Family Resources	2023-OP-003	Sec. 402	\$12,000.00	\$11,082.50
	Coconino County PHD	2023-OP-004	Sec. 402	\$20,154.00	\$6,605.14

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Occupant Protection Program Equipment and Supplies (OP-MS)	Nogales PD	2023-OP-008	Sec. 402	\$4,000.00	\$3,999.67
	Phoenix Children’s Hospital	2023-OP-010	Sec. 402	\$27,702.00	\$27,639.63
	Pima CSD	2023-OP-018	Sec. 402	\$3,835.00	\$3,835.00
	Tucson FD	2023-OP-019	Sec. 402	\$7,547.00	\$7,547.00
	Tucson Medical Center (SafeKids Pima)	2023-OP-014	Sec. 402	\$37,020.75	\$37,012.86
	Valleywise Health	2023-OP-015	Sec. 402	\$12,000.00	\$11,911.24
	Verde Valley FD	2023-OP-016	Sec. 402	\$14,619.00	\$13,868.93
	Yavapai Regional Medical	2023-OP-017	Sec. 402	\$14,919.00	\$7,300.24
Occupant Protection Awareness and Education (OP-AW; OP-Media)	Chandler FD	2023-OP-002	Sec. 402	\$29,762.00	\$24,092.53
	El Mirage FD	2023-OP-005	Sec. 402	\$4,521.00	\$3,580.53
	Phoenix FD	2023-OP-011	Sec. 402	\$100,000.00	\$84,834.26
	Surprise FD	2023-OP-013	Sec. 402	\$18,395.00	\$17,913.51
	GOHS Occupant Protection Support	2023-OP-500	Sec. 402	\$3,000.00	\$2,811.97
	GOHS Car Seats	2023-405b-501	Sec. 405b	\$30,000.00	\$5,325.54
	GOHS Lifesavers Conference	2023-405b-503	Sec. 405b	\$10,000.00	\$0.00
	GOHS Occupant Protection Support	2023-405b-504	Sec. 405b	\$50,000.00	\$19,700.00
	GOHS Paid Media	2023-405b-505	Sec. 405b	\$200,000.00	\$32,071.00
	GOHS PI&E	2023-405b-506	Sec. 405b	\$18,583.63	\$18,583.63
	GOHS State Fair	2023-405b-507	Sec. 405b	\$10,000.00	\$0.00
GOHS Survey (OP-SB)	GOHS - Annual Seat Belt Survey	2023-405b-500	Sec. 405b	\$130,700.00	\$14,500.00
Total Funds Spent (Occupant Protection)				\$1,234,314.38	\$657,740.16

Performance Results – Occupant Protection

According to ADOT State Crash Facts, unrestrained passenger vehicle occupant fatalities increased from 290 in 2021 to 367 in 2022. GOHS completed 39 Occupant Protection projects in FFY 2023 to help meet the performance targets.

Project Descriptions

Occupant Protection Enforcement and Education (OP-EN)

Project Description – This funding to law enforcement agencies for overtime and associated employee related expenses for enforcement and education of Arizona seat belt and child safety seat laws. This task included a concentrated enforcement effort in conjunction with the national 2023 “Click It or Ticket” campaign.

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

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

Source: Data reported by participating agencies.

Below is a chart of the FFY 2023 Buckle Up Arizona...It's the Law/Click it or Ticket (CIOT) stats that took place May 23rd - June 5th:

Buckle Up Arizona Seatbelt Enforcement 2023 (May 22- June 4)																
	Seat Belt Citations	Child Safety Seat Citations	Moving Violations Citations	Distracted Driving Citations	Reckless Driving Citations	Non-Moving Violation Citations	No Insurance Citations	Suspended Drivers License Citations	Total Agency Citations	DUI Arrest	Drug Arrests	Other Felony Arrests	Other Misdemeanor Arrests	Recovered Stolen Vehicles	Warrants Cleared	28-3511 Vehicle Impounds
AZ Department of Public Safety	131	2	33	5	0	38	0	0	209	0	0	2	3	0	0	0
Buckeye PD	195	16	90	15	2	80	61	20	479	20	1	0	5	0	2	18
Casa Grande PD	27	0	47	0	0	8	7	2	91	1	0	0	0	0	0	4
Chandler PD	54	1	9	57	1	33	8	2	165	0	0	0	1	0	5	2
Cochise CSO	6	0	73	0	0	12	5	4	100	0	0	0	2	0	1	1
Coolidge PD	8	1	27	0	0	7	0	0	43	2	0	0	0	0	0	0
El Mirage PD	8	0	32	3	0	43	29	14	129	0	0	0	5	0	0	5
Gila River PD	5	2	18	5	0	0	0	0	30	0	0	0	0	0	0	0
Gilbert PD	196	3	164	116	1	113	23	8	624	1	2	2	9	0	1	5
Glendale PD	84	9	400	14	5	76	63	9	660	35	1	10	23	0	0	17
Goodyear PD	23	0	94	11	1	26	4	4	163	1	1	2	6	0	1	5
Kingman PD	21	1	19	1	2	6	5	1	56	6	11	14	37	5	13	1
La Paz CSO	6	0	85	0	0	27	6	2	126	3	0	0	8	0	0	0
Maricopa CSO	25	1	36	1	0	16	0	3	82	2	0	1	0	0	1	1
Mesa PD	38	0	69	14	0	29	0	0	150	1	1	0	0	0	0	0
Peoria PD	23	3	266	23	4	180	42	11	552	17	6	1	22	2	9	17
Pinal CSO	39	2	206	32	4	106	54	14	457	29	4	6	18	1	8	30
Phoenix PD	12	3	148	22	0	159	46	3	393	1	0	1	1	0	3	2
Prescott PD	12	0	35	4	2	43	14	1	111	2	0	0	3	0	1	2
Prescott Valley PD	8	0	43	8	1	4	2	0	66	0	0	0	2	0	0	0
Scottsdale PD	15	2	44	24	0	6	5	1	97	0	1	1	0	0	0	0
Surprise PD	41	6	287	18	3	48	32	7	442	10	0	0	0	0	0	0
Tempe PD	71	4	77	31	8	130	64	10	395	0	1	0	7	0	3	4
Tucson PD	75	8	570	44	0	161	40	10	908	0	0	0	0	0	0	10
Yavapai County Sheriff's Office	8	0	22	4	0	8	0	1	43	1	1	0	1	0	0	1
TOTALS	1,131	64	2,894	452	34	1,359	510	127	6,571	132	30	40	153	8	48	125

Occupant Protection High-Risk Programs (OP-HR)

Project Description - This provided funding support for extensive education and public awareness to focus on seat belt use, child restraint use, education, target drivers on rural roadways (small communities), and teenage drivers. In support of the high-risk program community partnerships have been developed that focus on the need of child safety restraint awareness to low-income Hispanic and Native American populations.

Occupant Protection Equipment and supplies (OP-MS)

Project Description - This funding was for agencies to distribute child safety seats throughout their individual communities and provide education to parents and guardians on the proper installation and use of the safety seats. Grant awards were distributed among police, fire and social services agencies across the State.

Occupant Protection Awareness, Training and Education (OP-AW; OP-Media)

Project Description - This funding was for child safety seat inspection events, earned/paid media and the GOHS Safety Days to provide training centered on occupant protection. In addition, this provided support to occupant protection training efforts through supporting the Children Are Precious Passengers (CAPP) Program. This program educates motorists of the effectiveness of continuous and proper use of child safety seats.

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

GOHS Annual Seat Belt Survey (OP-AW)

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

4.6 PEDESTRIAN AND BICYCLE SAFETY (PS)

The safety of pedestrians and bicyclists is a high priority in Arizona. According to ADOT State Crash Facts, in 2022, pedestrian fatalities were 302, while bicycle fatalities were 47. Arizona saw increases from both pedestrians and bicyclists in 2022 from 2021.

Arizona addresses pedestrian and bicycle safety through targeted enforcement, providing safety equipment and materials, and conducting outreach and education activities.

Performance Assessment

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

Performance Target and Status	Performance Measures
<p>Performance Target: GOHS developed an annual 2023 performance measure target by conducting a statistical forecasting analysis of 2015-2021 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2023 numbers. Current trends show that pedestrian fatalities are increasing at an alarming rate the past few years; however, GOHS has established an annual target reduction of 2% from current 2021 State Crash Data for 2023. GOHS has set an annual 2023 target of 253 for core performance measure C-10) Number of pedestrian fatalities.</p> <p>Performance Status: GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of decreasing the number of pedestrian fatalities on Arizona roadways.</p>	<p>C-10) Number of pedestrian fatalities.</p>
<p>Performance Target: GOHS developed an annual 2023 performance measure target by conducting a statistical forecasting analysis of 2015-2021 state fatality data. GOHS then conducts a linear state analysis of the data for each core performance measure to establish projected 2023 numbers. Current trends show that bicyclist fatalities are increasing at a slight rate since; however, GOHS has established an annual target reduction of 2% from current 2021 State Crash Data for 2023. GOHS has set an annual 2023 target of 47 for core performance measure C-11) Number of bicyclist fatalities.</p> <p>Performance Status: GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of decreasing the number of bicycle fatalities on Arizona roadways.</p>	<p>C-11) Number of bicycle fatalities.</p>

Projects and Funding

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

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

Table 4.15 FFY 2023 Pedestrian and Bicycle Safety Projects

Related Performance Measure(s)

Number of pedestrian fatalities.
 Number of bicycle fatalities.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Pedestrian and Bicycle Safety Enforcement (PS-EN)	Douglas PD	2023-PS-002	Sec. 402	\$7,427.00	\$2,425.45
	NAU PD	2023-PS-004	Sec. 402	\$5,000.00	\$3,330.79
	Peoria PD	2023-PS-005	Sec. 402	\$34,710.00	\$34,709.53
	Prescott Valley PD	2023-PS-009	Sec. 402	\$16,000.00	\$15,452.76
	Surprise PD	2023-PS-010	Sec. 402	\$25,000.00	\$24,973.02
	Yavapai College PD	2023-PS-012	Sec. 402	\$6,073.00	\$2,366.66
	ASU PD	2023-405h-001	Sec. 402	\$10,000.00	\$996.40
	Chandler PD	2023-405h-002	Sec. 405h	\$50,000.00	\$50,000.00
	Gilbert PD	2023-405h-003	Sec. 405h	\$6,460.00	\$6,439.88
	Glendale PD	2023-405h-004	Sec. 405h	\$55,000.00	\$38,669.85
	Goodyear PD	2023-405h-005	Sec. 405h	\$20,000.00	\$19,854.42
	Mesa PD	2023-405h-006	Sec. 405h	\$35,650.00	\$35,650.00
	Phoenix PD	2023-405h-007	Sec. 405h	\$55,000.00	\$13,142.86
	Pima CC PD	2023-405h-008	Sec. 405h	\$15,127.00	\$11,251.12
Sahuarita PD	2023-405h-009	Sec. 405h	\$15,000.00	\$14,976.34	
Scottsdale PD	2023-405h-010	Sec. 405h	\$50,000.00	\$50,000.00	
St. Johns PD	2023-405h-011	Sec. 405h	\$5,000.00	\$3,528.29	
Tempe PD	2023-405h-012	Sec. 405h	\$40,000.00	\$40,000.00	
Tucson PD	2023-405h-013	Sec. 405h	\$15,000.00	\$15,000.00	
U of A PD	2023-405h-014	Sec. 405h	\$5,000.00	\$5,000.00	

Planned Activity	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Pedestrian and Bicycle Safety Education and Awareness (PS-AW, PS-Media)	Coconino County Public Health	2023-PS-001	Sec. 402	\$3,563.00	\$1,415.26
	El Mirage Fire Dept.	2023-PS-003	Sec. 402	\$3,279.00	\$3,242.89
	Phoenix Children’s Hospital	2023-PS-006	Sec. 402	\$15,000.00	\$14,991.45
	Phoenix Fire Dept.	2023-PS-007	Sec. 402	\$24,526.00	\$7,302.05
	Phoenix Street Transportation	2023-PS-008	Sec. 402	\$25,000.00	\$6,651.15
	Valleywise Health	2023-PS-011	Sec. 402	\$6,000.00	\$5,987.80
	GOHS PI&E	2023-PS-500	Sec. 402	\$3,000.00	\$0.00
	GOHS Paid Media	2023-405h-500	Sec. 405h	\$66,705.00	\$66,705.00
Total Funds Spent (Pedestrian and Bicycle Safety)				\$618,520.00	\$494,062.97

Performance Results – Pedestrian and Bicycle Safety

According to ADOT State Crash Facts, the number of pedestrian and bicyclist fatalities increased from 248 in 2021 to 302 in 2022. GOHS completed bicycle and pedestrian safety projects in FFY 2023 to help meet the performance target.

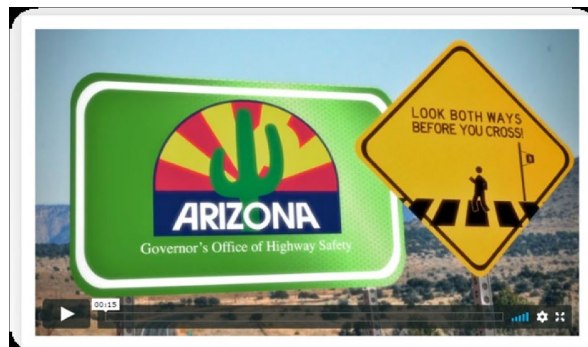
Project Descriptions

Pedestrian and Bicycle Safety Enforcement (PS-EN)

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

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

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



4.7 POLICE TRAFFIC SERVICES (PTS)

According to ADOT State Crash Facts in 2022, speed was a factor in 426 fatalities in Arizona. While speed-related fatalities have remained relatively constant for the past few years.

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

Arizona aggressively prosecutes and adjudicates red light violators. In addition to providing overtime for evidence-based Selective Traffic Enforcement Programs (STEP), the Governor’s Office of Highway Safety (GOHS) funds laser and radar guns, speed trailers and vehicles to apprehend aggressive drivers for several law enforcement agencies. GOHS has provided over \$300,000 in funds to several agencies to combat Street Racing, which has become a problem on the roadways.

Performance Assessment

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

Performance Target and Status	Performance Measure
<p>Performance Target: The C-1 Core Performance Outcome Measure was established in conjunction with the Arizona Department of Transportation (ADOT) and FHWA. FARS data from 2016 - 2020 was analyzed, along with 2021 state crash data to project annual traffic fatalities for calendar year 2023. This projection was then calculated in to a 5-year rolling average for the years of 2019-2023. The 2023 target for Core Performance Measure, C-1, is 1,200.0 total traffic fatalities based on a 5-year rolling average for the years of 2019-2023.</p> <p>Performance Status: Based on state data to date, for year 2023, the projection is that there is a small downward trend in fatalities and AZ is projected to meet this target. GOHS continues to fund priority programs in its HSP to combat the rise of traffic fatalities on Arizona roadways.</p>	<p>C-1) Number of traffic fatalities.</p>
<p>Performance Target: GOHS developed an annual 2023 performance measure target by conducting a statistical forecasting analysis of 2015-2021 state fatality data. GOHS then conducts an annual linear state analysis of the data for each core performance measure to establish projected 2023 numbers. Current trends show that speeding-related fatalities have increased over the years since 2018; however, GOHS has established an annual target reduction of 2% from current 2021 State Crash Data for 2023. GOHS has set an annual 2023 target of 333 for core performance measure C-6) number of speeding-related fatalities.</p> <p>Performance Status: GOHS continues to fund HSP program areas through enforcement, awareness, and education, with the goal of decreasing the number of speeding-related fatalities on Arizona roadways. Additional</p>	<p>C-6) Number of speeding-related fatalities.</p>

speed and reckless driving enforcement grants will be awarded and training opportunities provided in the future.	
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Projects and Funding

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

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

Table 4.17 FFY 2023 Police Traffic Services Projects**Related Performance Measure(s)**

Number of traffic fatalities.

Number of speeding-related fatalities.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Apache CSO	2023-PTS-001	Sec. 402	\$5,000.00	\$4,980.46
	Apache Junction PD	2023-PTS-002	Sec. 402	\$31,939.00	\$29,082.86
	ASU PD	2023-PTS-003	Sec. 402	\$23,257.74	\$12,570.29
	AZ DPS	2023-PTS-004	Sec. 402	\$30,000.00	\$30,000.00
	AZ DPS	2023-PTS-005	Sec. 402	\$552,369.00	\$552,369.00
	AZ DPS	2023-PTS-006	Sec. 402	\$30,000.00	\$30,000.00
	Benson PD	2023-PTS-007	Sec. 402	\$20,000.00	\$15,278.28
	Bisbee PD	2023-PTS-008	Sec. 402	\$71,402.67	\$65,206.32
	Buckeye PD	2023-PTS-009	Sec. 402	\$78,678.00	\$68,283.79
	Bullhead City PD	2023-PTS-010	Sec. 402	\$45,000.00	\$43,929.50
	Casa Grande PD	2023-PTS-011	Sec. 402	\$38,340.00	\$32,651.70
	Chandler PD	2023-PTS-012	Sec. 402	\$65,426.00	\$65,426.00
	Chino Valley PD	2023-PTS-013	Sec. 402	\$11,200.00	\$11,200.00
	Clifton PD	2023-PTS-014	Sec. 402	\$10,000.00	\$84.94
	Cochise CSO	2023-PTS-015	Sec. 402	\$126,369.04	\$118,313.28
	Coconino CSO	2023-PTS-016	Sec. 402	\$15,000.00	\$11,273.62
	Coolidge PD	2023-PTS-017	Sec. 402	\$9,800.00	\$9,800.00
	Cottonwood PD	2023-PTS-018	Sec. 402	\$15,000.00	\$14,769.97
	Douglas PD	2023-PTS-019	Sec. 402	\$10,000.00	\$8,710.75

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Selective Traffic Enforcement Program Overtime (PTS-EN)	El Mirage PD	2023-PTS-020	Sec. 402	\$68,288.25	\$53,288.42
	Eloy PD	2023-PTS-021	Sec. 402	\$49,530.78	\$43,582.09
	Florence PD	2023-PTS-022	Sec. 402	\$87,792.18	\$85,470.86
	Gila CSO	2023-PTS-023	Sec. 402	\$25,000.00	\$25,000.00
	Gila River PD	2023-PTS-024	Sec. 402	\$20,000.00	\$18,427.53
	Gilbert PD	2023-PTS-025	Sec. 402	\$60,000.00	\$59,937.49
	Glendale PD	2023-PTS-026	Sec. 402	\$64,045.00	\$45,125.90
	Globe PD	2023-PTS-027	Sec. 402	\$6,091.00	\$3,821.49
	Goodyear PD	2023-PTS-028	Sec. 402	\$80,000.00	\$79,579.76
	Graham CSO	2023-PTS-029	Sec. 402	\$13,000.00	\$12,973.74
	Greenlee CSO	2023-PTS-030	Sec. 402	\$13,500.00	\$1,878.79
	Jerome PD	2023-PTS-031	Sec. 402	\$25,146.13	\$24,291.97
	La Paz CSO	2023-PTS-032	Sec. 402	\$12,000.00	\$12,000.00
	Lake Havasu City PD	2023-PTS-033	Sec. 402	\$38,313.00	\$38,313.00
	Marana PD	2023-PTS-034	Sec. 402	\$96,271.46	\$96,271.46
	Maricopa CSO	2023-PTS-035	Sec. 402	\$45,521.00	\$45,521.00
	Maricopa PD	2023-PTS-036	Sec. 402	\$17,168.00	\$13,343.44
	Mesa PD	2023-PTS-037	Sec. 402	\$181,300.00	\$174,856.65
	Navajo CSO	2023-PTS-038	Sec. 402	\$109,194.76	\$93,443.78
	Nogales PD	2023-PTS-039	Sec. 402	\$8,000.00	\$6,585.27
	Oro Valley PD	2023-PTS-040	Sec. 402	\$35,023.00	\$35,023.00
Paradise Valley PD	2023-PTS-041	Sec. 402	\$10,000.00	\$8,503.61	

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Parker PD	2023-PTS-042	Sec. 402	\$20,000.00	\$18,508.57
	Payson PD	2023-PTS-043	Sec. 402	\$25,000.00	\$25,000.00
	Peoria PD	2023-PTS-044	Sec. 402	\$142,099.75	\$139,290.50
	Phoenix FD	2023-PTS-045	Sec. 402	\$10,000.00	\$691.20
	Phoenix PD	2023-PTS-046	Sec. 402	\$597,705.02	\$569,915.28
	Pinal CSO	2023-PTS-048	Sec. 402	\$158,492.96	\$157,914.05
	Pinetop-Lakeside PD	2023-PTS-049	Sec. 402	\$10,000.00	\$10,000.00
	Prescott PD	2023-PTS-050	Sec. 402	\$30,000.00	\$30,000.00
	Prescott Valley PD	2023-PTS-051	Sec. 402	\$20,000.00	\$19,319.19
	Quartzsite PD	2023-PTS-052	Sec. 402	\$8,000.00	\$7,387.61
	Queen Creek PD	2023-PTS-079	Sec. 402	\$50,000.00	\$46,377.45
	Safford PD	2023-PTS-053	Sec. 402	\$7,500.00	\$6,695.56
	Salt River PD	2023-PTS-054	Sec. 402	\$90,000.00	\$90,000.00
	San Luis PD	2023-PTS-055	Sec. 402	\$41,667.00	\$40,097.00
	Santa Cruz CSO	2023-PTS-056	Sec. 402	\$5,000.00	\$4,712.54
	Scottsdale PD	2023-PTS-057	Sec. 402	\$70,000.00	\$70,000.00
	Show Low PD	2023-PTS-059	Sec. 402	\$117,418.31	\$117,201.68
	Snowflake-Taylor PD	2023-PTS-060	Sec. 402	\$12,000.00	\$9,840.24
	Springerville PD	2023-PTS-061	Sec. 402	\$1,000.00	\$326.51
	St. Johns PD	2023-PTS-062	Sec. 402	\$3,000.00	\$1,808.97
Surprise PD	2023-PTS-064	Sec. 402	\$20,000.00	\$20,000.00	
Tempe PD	2023-PTS-065	Sec. 402	\$259,075.31	\$214,188.50	
Thatcher PD	2023-PTS-066	Sec. 402	\$29,913.00	\$28,747.75	

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Selective Traffic Enforcement Program Overtime (PTS-EN)	Tombstone MO	2023-PTS-067	Sec. 402	\$6,250.00	\$3,000.00
	Tucson PD	2023-PTS-068	Sec. 402	\$10,000.00	\$10,000.00
	Tucson PD	2023-PTS-069	Sec. 402	\$275,689.21	\$273,950.87
	U of A PD	2023-PTS-070	Sec. 402	\$10,195.00	\$10,195.00
	Wellton PD	2023-PTS-071	Sec. 402	\$12,489.00	\$8,237.08
	Wickenburg PD	2023-PTS-072	Sec. 402	\$5,000.00	\$3,665.94
	Willcox PD	2023-PTS-073	Sec. 402	\$17,825.00	\$11,398.06
	Williams PD	2023-PTS-074	Sec. 402	\$9,770.00	\$2,265.10
	Winslow PD	2023-PTS-075	Sec. 402	\$15,000.00	\$9,241.50
	Yavapai College PD	2023-PTS-076	Sec. 402	\$10,384.00	\$6,580.15
	Yavapai CSO	2023-PTS-077	Sec. 402	\$157,267.82	\$154,536.46
	Yuma PD	2023-PTS-078	Sec. 402	\$15,000.00	\$11,458.44
Selective Traffic Enforcement Program Equipment and supplies (PTS-EQ, PTS-MS)	Pima CSD	2023-PTS-047	Sec. 402	\$54,110.00	\$53,654.46
	Sedona	2023-PTS-058	Sec. 402	\$22,025.00	\$22,020.64
	Colorado City PD	2023-PTS-080	Sec. 402	\$9,391.17	\$0.00
Selective Traffic Enforcement Program Awareness (PTS-AW; PTS-Media)	Surprise Fire Dept.	2023-PTS-063	Sec. 402	\$15,000.00	\$14,912.00
	GOHS Paid Media	2023-PTS-500	Sec. 402	\$71,500.00	\$64,504.96
	GOHS Traffic Safety Support	2023-PTS-501	Sec. 402	\$10,000.00	\$4,504.96
Roadway Safety Awareness (RS-AW)	AZ. Transportation Ed. Foundation	2023-RS-001	Sec. 402	\$57,465.00	\$57,459.96
Total Funds Spent (Police Traffic Services)				\$4,766,198.56	\$4,275,921.54

Performance Results – Police Traffic Services

According to ADOT State Crash Facts in 2022, Speeding-related fatalities increased from 373 in 2021 to 426 in 2022. GOHS completed 83 police traffic services projects to help meet the performance target.

Project Descriptions

Selective Traffic Enforcement Program Overtime (PTS-EN)

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

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

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

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

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

Selective Traffic Enforcement Awareness (RS-AW)

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

4.8 TRAFFIC RECORDS (TR)

Traffic records data are critical for identifying problem areas in need of attention by the Governor's Office of Highway Safety (GOHS) and its partners. The goal of Arizona's Traffic Records program is to ensure GOHS, the Arizona Department of Transportation (ADOT) and the law enforcement community can access accurate and complete data. The Arizona Traffic Records Coordinating Committee (TRCC) met three times during FFY 2023:

- March 23, 2023
- June 6, 2023
- October 18, 2023

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

In FFY 2023, GOHS funded several agencies to purchase equipment for implementation projects of assisting agencies with the use of AZTraCS which allows local law enforcement agencies to electronically collect and submit crash data to the state traffic records system and electronically collect and submit citation data to the Administrative Office of the Courts.

Performance Target

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

Projects and Funding

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

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

Table 4.18 FFY 2023 Traffic Records Projects

Related Performance Measure

Traffic data timeliness, accuracy, and accessibility.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Data Collection, Evaluation and Analysis (TR-DATA)	ADOT	2023-405c-001	Sec. 405c	\$72,000.00	\$39,104.85
	Sedona PD	2023-405c-002	Sec. 405c	\$41,769.60	\$17,302.44
	Buckeye PD	2023-405c-003	Sec. 405c	\$62,174.00	\$19,999.62
	Huachuca PD	2023-405c-004	Sec. 405c	\$3,091.50	\$0.00
	Willcox PD	2023-405c-005	Sec. 405c	\$31,409.04	\$31,409.04
	Scottsdale PD	2023-405c-006	Sec. 405c	\$55,000.00	\$55,000.00
	Bisbee PD	2023-405c-007	Sec. 405c	\$25,455.23	\$24,176.83
	Sierra Vista PD	2023-405c-008	Sec. 405c	\$39,000.00	\$29,494.89
	Eloy PD	2023-405c-009	Sec. 405c	\$26,443.19	\$26,443.19
	Globe PD	2023-405c-010	Sec. 405c	\$7,402.88	\$7,402.88
	Pinetop-Lakeside PD	2023-405c-011	Sec. 405c	\$18,819.48	\$18,725.98
	Kingman PD	2023-405c-012	Sec. 405c	\$24,829.48	\$24,829.48
	Winslow PD	2023-405c-013	Sec. 405c	\$16,066.70	\$16,066.70
	Williams PD	2023-405c-014	Sec. 405c	\$42,184.00	\$42,156.84
	Pima CSD	2023-405c-015	Sec. 405c	\$102,098.03	\$95,227.93
	South Tucson PD	2023-405c-016	Sec. 405c	\$13,056.47	\$0.00
GOHS DRE Software License	2022-405c-500	Sec. 405c	\$88,000.00	\$80,000.00	
Total Funds Spent (Traffic Records)				\$668,799.60	\$527,340.67

Performance Results – Traffic Records

The Arizona traffic records system enables the timely collection and reporting of data elements necessary for problem identification, problem analysis and countermeasure evaluation in all areas of traffic safety. GOHS funded projects in FFY 2023 that awarded data collection and improved to data systems of several agencies. The goal is to have all Arizona law enforcement agencies utilize the electronic submission of crash reports to ADOT.

Project Descriptions

Data Collection, Evaluation and Analysis (TR-DATA)

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

4.9 PLANNING AND ADMINISTRATION (PA)

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

Performance Assessment

Table 4.19 Performance Targets and Measures (Planning and Administration)

Performance Targets	Performance Measures
Process all subgrantee grants by October 1.	Percentage of grants processed by October 1.
Develop a coordinated Highway Safety Plan (HSP) by July.	Date the HSP was submitted.
Prepare GOHS the Annual Report by January 30th.	Date the Annual Report was submitted.
Monitor all grants per GOHS monitoring policy.	Percentage of subgrantee grants in full contract compliance by specified due dates.
Develop, coordinate, monitor, and evaluate traffic safety projects identified in the HSP.	Completed Project Monitoring Worksheets, Reports and Checklists by due dates.
Promote highway safety awareness through educational programs and public awareness campaigns.	None.

Projects and Funding

The 2023 Highway Safety Plan included the following Planning and Administration projects. Table 4.20 lists these projects along with its associated performance measures, funding sources and status.

Table 4.20 FFY 2023 Planning and Administration Project**Related Performance Measure**

Planning and administration activities supported progress toward all performance measures.

Planned Activities	Grantee	Project Number	Funding Source(s)	Funds Obligated	Funds Spent (FFY 2023)
Planning and Administration (GOHS-PA)	GOHS	2023-PA-300	Sec. 402	\$817,206.88	\$557,801.18
405, 402 Planning and Administration (AI-PA, AL-PA, EM-PA, MC-PA, OP-PA, PS-PA, PTS-PA, RS-PA, TR-PA)	GOHS	2023-AI-300	Sec. 402	\$26,825.00	\$6,639.52
	GOHS	2023-AL-300	Sec. 402	\$78,558.00	\$57,746.92
	GOHS	2023-405d-300	Sec. 405d	\$128,376.00	\$115,282.47
	GOHS	2023-EM-300	Sec. 402	\$16,792.83	\$16,792.83
	GOHS	2023-MC-300	Sec. 402	\$11,496.00	\$8,827.80
	GOHS	2023-OP-300	Sec. 402	\$75,082.68	\$75,082.68
	GOHS	2023-PS-300	Sec. 402	\$60,349.27	\$60,349.27
	GOHS	2023-PTS-300	Sec. 402	\$199,453.00	\$149,219.23
	GOHS	2023-RS-300	Sec. 402	\$3,416.00	\$3,052.39
	GOHS	2023-TR-300	Sec. 402	\$4,816.00	\$4,799.81
Total Funds Spent (Planning and Administration)				\$1,422,371.66	\$1,055,594.10

Performance Results – Planning and Administration

GOHS met its measurable planning and administration performance targets for FFY 2023 including delivering the *FFY 2023 Annual Report* and the *FFY 2023 Highway Safety Plan* in a timely manner.

Project Description

Planning and Administration (GOHS-PA)

Project Description - This project provided funding to GOHS to coordinate and monitor activities and projects relating to the planning and administration of the *FFY 2023 Arizona Highway Safety Plan* and *2023 Annual Report*.

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

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

Projects not implemented

Accident Investigation (AI) - GOHS Accident Investigation Training Support Program-2023-AI-500 \$141,000 - *Funds were not used to contract AI courses as funding is now awarded through AI grant agreements to agencies

Alcohol and Other Drugs (AL) –

1. Yavapai College PD-2023-II-007 \$1,918.00 - *Funds were not used due to Agency staffing shortages.
2. GOHS GHSA Conference-2023-AL-500 \$10,000 - *Funds were paid for out of PA costs for Director.
3. GOHS Judges Conference-2023-405d-503 \$20,000 - *Funds were not used to send any judges at GOHS request.
4. GOHS Law Enforcement Conference-2023-405d-504 \$30,000 - *State funds were used for expenses.
5. GOHS State Fair-2023-405d-004 \$30,000 - *Due to staff shortages, event was not able to happen.

Occupant Protection (OP) –

6. GOHS LifeSavers Conference-2023-405b-504 \$10,000 - *Due to new administration funds could not be spent at this time.
7. GOHS State Fair-2023-405b-507 \$10,000 - *Due to staff shortages, event was not able to happen.

Pedestrian and Bicycle Safety (PS)

8. GOHS PI&E 2023-PS-500 \$3,000 - *State funds were used for expenses

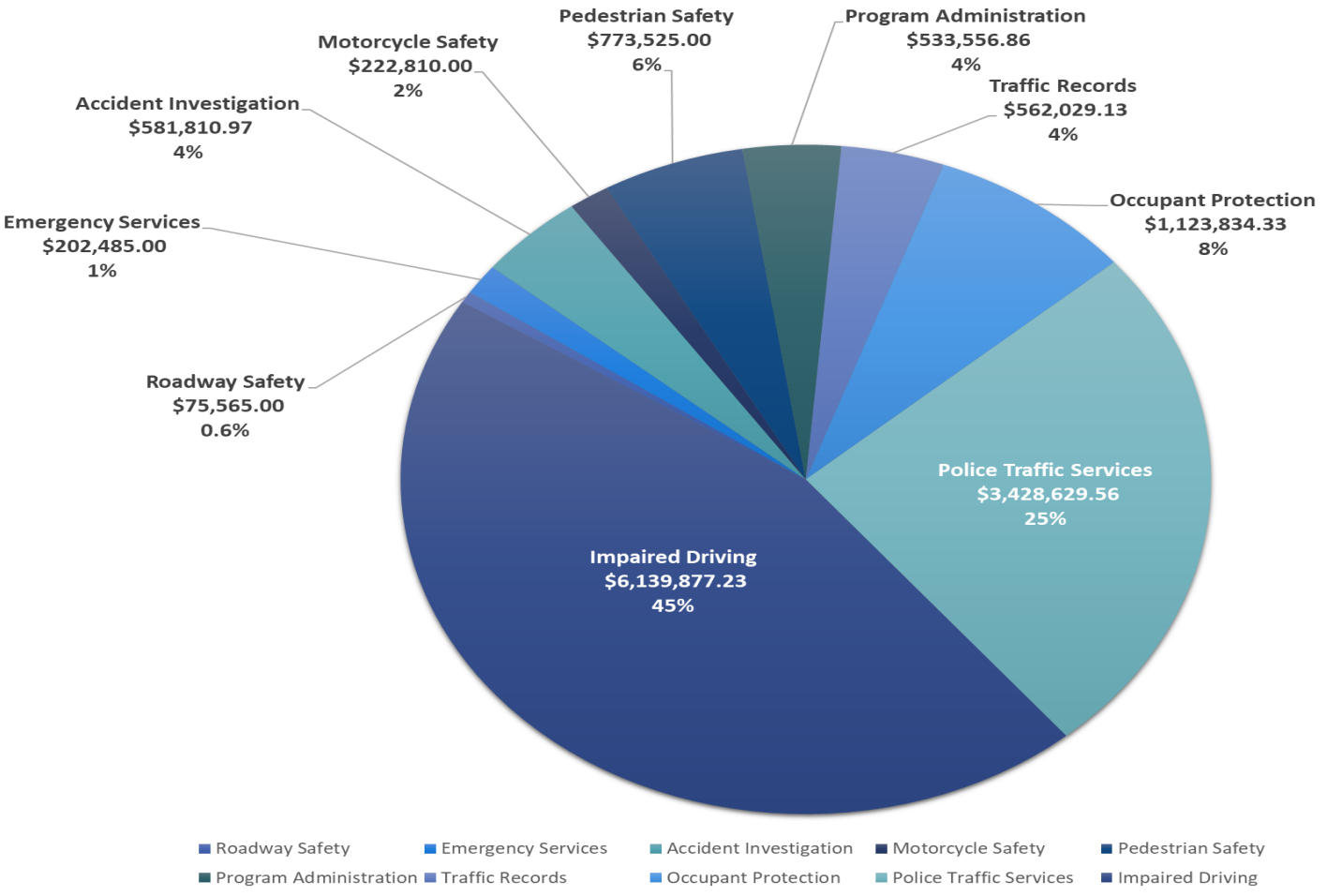
Police Traffic Services

9. Colorado City PD-2023-PTS-063 \$9,391.17 - *Agency was not reimbursed due to expenses before grant was executed.

Traffic Records (TR)

10. Huachuca PD-2023-405c-004 \$3,091.50 - *Agency was not able to implement project in time.
11. South Tucson PD-2023-405c-016 \$13,056.47 - * Agency was not able to implement project in time.

5.0 Cost Summary - FFY 2023 Fund Obligation



* Below is a summary of 2023 Highway Safety Program approved costs shown in Table 5.1 on the next pages.

Table 5.1 Highway Safety Program Cost Summary

State: Arizona U.S. Department of Transportation National Highway Traffic Safety Administration Page: 1
Status of Obligations and Expenditures Report Date: 01/23/2024
2023-FINAL
 Posted: 01/23/2024

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
NHTSA									
FAST Act 405d Impaired Driving Int									
405d Impaired Driving Int									
	M7X-2023-00-00-00				\$134,772.38	\$134,772.38	\$47,300.00		\$0.00
	405d Impaired Driving Int Total				\$134,772.38	\$134,772.38	\$47,300.00		\$0.00
	FAST Act 405d Impaired Driving Int Total		\$0.00	\$182,072.38	\$134,772.38	\$134,772.38	\$47,300.00	\$0.00	\$0.00
FAST Act 405f Motorcycle Safety Programs									
405f Motorcycle Safety Programs									
	M11X-2023-00-00-00				\$93,800.00	\$93,800.00	\$40,547.73		\$0.00
	405f Motorcycle Safety Programs Total				\$93,800.00	\$93,800.00	\$40,547.73		\$0.00
	FAST Act 405f Motorcycle Safety Programs Total		\$0.00	\$134,347.73	\$93,800.00	\$93,800.00	\$40,547.73	\$0.00	\$0.00
FAST Act 405h Nonmotorized Safety									
405h Nonmotorized Safety									
	FHX-2023-00-00-00				\$141,666.71	\$141,666.71	\$0.00		\$0.00
	405h Nonmotorized Safety Total				\$141,666.71	\$141,666.71	\$0.00		\$0.00
	FAST Act 405h Nonmotorized Safety Total		\$0.00	\$141,666.71	\$141,666.71	\$141,666.71	\$0.00	\$0.00	\$0.00
BIL NHTSA 402									
Planning and Administration									
	PA-2023-00-00-00				\$790,658.02	\$790,658.02	\$52,898.63		\$0.00
	Planning and Administration Total				\$790,658.02	\$790,658.02	\$52,898.63		\$0.00
Impaired Driving									
	AL-2023-00-00-00				\$1,567,556.80	\$1,567,556.80	\$311,428.93		\$0.00
	Impaired Driving Total				\$1,567,556.80	\$1,567,556.80	\$311,428.93		\$0.00
Emergency Medical Services									
	EM-2023-00-00-00				\$177,781.84	\$177,781.84	\$20,908.39		\$0.00
	Emergency Medical Services Total				\$177,781.84	\$177,781.84	\$20,908.39		\$0.00
Motorcycle Safety									
	MC-2023-00-00-00				\$174,804.39	\$174,804.39	\$25,739.14		\$0.00
	Motorcycle Safety Total				\$174,804.39	\$174,804.39	\$25,739.14		\$0.00
Safety Belts									

OP-2023-00-00-00			\$406,354.79	\$406,354.79	\$33,229.38		\$,00
Safety Belts Total			\$406,354.79	\$406,354.79	\$33,229.38		\$,00
Pedestrian/Bicycle Safety							
PS-2023-00-00-00			\$183,198.08	\$183,198.08	\$46,607.74		\$,00
Pedestrian/Bicycle Safety Total			\$183,198.08	\$183,198.08	\$46,607.74		\$,00
Traffic Enforcement Services							
PT-2023-00-00-00			\$4,214,661.72	\$4,214,661.72	\$347,077.46		\$,00
Traffic Enforcement Services Total			\$4,214,661.72	\$4,214,661.72	\$347,077.46		\$,00
Traffic Records							
TR-2023-00-00-00			\$4,799.81	\$4,799.81	\$604.63		\$,00
Traffic Records Total			\$4,799.81	\$4,799.81	\$604.63		\$,00
Crash Investigation							
AI-2023-00-00-00			\$288,030.26	\$288,030.26	\$259,150.38		\$,00
Crash Investigation Total			\$288,030.26	\$288,030.26	\$259,150.38		\$,00
Roadway Safety							
RS-2023-00-00-00			\$60,904.45	\$60,904.45	\$2,076.45		\$,00
Roadway Safety Total			\$60,904.45	\$60,904.45	\$2,076.45		\$,00
BIL NHTSA 402 Total	\$7,257,330.66	\$1,711,140.63	\$7,868,750.16	\$7,868,750.16	\$1,099,721.13	\$,00	\$,00
BIL 405b OP High							
405b OP High Uncommitted							
M1X-2023-00-00-00			\$,00	\$,00	\$609,393.02		\$,00
405b OP High Uncommitted Total			\$,00	\$,00	\$609,393.02		\$,00
BIL 405b OP High Total	\$,00	\$609,393.02	\$,00	\$,00	\$609,393.02	\$,00	\$,00
BIL 405b OP Low							
405b OP Low Uncommitted							
M2X-2023-00-00-00			\$513,472.16	\$513,472.16	\$224,907.58		\$,00
405b OP Low Uncommitted Total			\$513,472.16	\$513,472.16	\$224,907.58		\$,00
BIL 405b OP Low Total	\$738,379.74	\$,00	\$513,472.16	\$513,472.16	\$224,907.58	\$,00	\$,00
BIL 405c Data Program							
405c Data Program							
M3DA-2023-00-00-00			\$475,318.89	\$475,318.89	\$901,287.27		\$,00
405c Data Program Total			\$475,318.89	\$475,318.89	\$901,287.27		\$,00
BIL 405c Data Program Total	\$819,343.07	\$557,263.09	\$475,318.89	\$475,318.89	\$901,287.27	\$,00	\$,00
BIL 405d Impaired Driving Mid							
405d Impaired Driving Mid Uncommitted							
MSX-2023-00-00-00			\$2,718,058.75	\$2,718,058.75	\$916,947.01		\$,00
405d Impaired Driving Mid Uncommitted Total			\$2,718,058.75	\$2,718,058.75	\$916,947.01		\$,00
BIL 405d Impaired Driving Mid Total	\$2,918,625.28	\$716,380.48	\$2,718,058.75	\$2,718,058.75	\$916,947.01	\$,00	\$,00
BIL 405d Impaired Driving Int							
405d Impaired Driving Int Uncommitted							
M7X-2023-00-00-00			\$,00	\$,00	\$694,394.81		\$,00
405d Impaired Driving Int Uncommitted Total			\$,00	\$,00	\$694,394.81		\$,00

BIL 405d Impaired Driving Int Total	\$352,295.04	\$342,099.77	\$0.00	\$0.00	\$694,394.81	\$0.00	\$0.00
BIL 405f Motorcycle Programs							
405f Motorcycle Uncommitted							
M11X-2023-00-00-00			\$0.00	\$0.00	\$178,337.56		\$0.00
405f Motorcycle Uncommitted Total			\$0.00	\$0.00	\$178,337.56		\$0.00
BIL 405f Motorcycle Programs Total	\$89,615.17	\$88,722.39	\$0.00	\$0.00	\$178,337.56	\$0.00	\$0.00
BIL 405h Nonmotorized Safety							
405h Nonmotorized Safety Uncommitted							
FHX-2023-00-00-00			\$188,746.88	\$188,746.88	\$654,865.02		\$0.00
405h Nonmotorized Safety Uncommitted Total			\$188,746.88	\$188,746.88	\$654,865.02		\$0.00
BIL 405h Nonmotorized Safety Total	\$421,731.31	\$421,880.59	\$188,746.88	\$188,746.88	\$654,865.02	\$0.00	\$0.00
SUPPLEMENTAL BIL NHTSA 402							
Emergency Medical Services							
EM-2023-00-00-00			\$30,000.00	\$30,000.00	\$0.00		\$0.00
Emergency Medical Services Total			\$30,000.00	\$30,000.00	\$0.00		\$0.00
Traffic Enforcement Services							
PT-2023-00-00-00			\$344,279.58	\$344,279.58	\$0.00		\$0.00
Traffic Enforcement Services Total			\$344,279.58	\$344,279.58	\$0.00		\$0.00
Crash Investigation							
AI-2023-00-00-00			\$30,000.00	\$30,000.00	\$0.00		\$0.00
Crash Investigation Total			\$30,000.00	\$30,000.00	\$0.00		\$0.00
SUPPLEMENTAL BIL NHTSA 402 Total	\$404,279.58	\$0.00	\$404,279.58	\$404,279.58	\$0.00	\$0.00	\$0.00
SUPPLEMENTAL BIL 405b OP Low							
405b OP Low Uncommitted							
M2X-2023-00-00-00			\$46,881.25	\$46,881.25	\$0.00		\$0.00
405b OP Low Uncommitted Total			\$46,881.25	\$46,881.25	\$0.00		\$0.00
SUPPLEMENTAL BIL 405b OP Low Total	\$46,881.25	\$0.00	\$46,881.25	\$46,881.25	\$0.00	\$0.00	\$0.00
SUPPLEMENTAL BIL 405c Data Program							
405c Data Program							
M3DA-2023-00-00-00			\$52,021.78	\$52,021.78	\$0.00		\$0.00
405c Data Program Total			\$52,021.78	\$52,021.78	\$0.00		\$0.00
SUPPLEMENTAL BIL 405c Data Program Total	\$52,021.78	\$0.00	\$52,021.78	\$52,021.78	\$0.00	\$0.00	\$0.00
SUPPLEMENTAL BIL 405d Impaired Driving Mid							
405d Impaired Driving Mid Uncommitted							
MSX-2023-00-00-00			\$185,820.29	\$185,820.29	\$0.00		\$0.00
405d Impaired Driving Mid Uncommitted Total			\$185,820.29	\$185,820.29	\$0.00		\$0.00

SUPPLEMENTAL BIL 405d Impaired Driving Mid Total	\$185,820.29	\$0.00	\$185,820.29	\$185,820.29	\$0.00	\$0.00	\$0.00
SUPPLEMENTAL BIL 405d Impaired Driving Int							
405d Impaired Driving Int Uncommitted							
M7X-2023-00-00-00			\$0.00	\$0.00	\$44,859.16		\$0.00
405d Impaired Driving Int Uncommitted Total			\$0.00	\$0.00	\$44,859.16		\$0.00
SUPPLEMENTAL BIL 405d Impaired Driving Int Total	\$22,429.58	\$22,429.58	\$0.00	\$0.00	\$44,859.16	\$0.00	\$0.00
SUPPLEMENTAL BIL 405f Motorcycle Programs							
405f Motorcycle Uncommitted							
M11X-2023-00-00-00			\$0.00	\$0.00	\$8,975.33		\$0.00
405f Motorcycle Uncommitted Total			\$0.00	\$0.00	\$8,975.33		\$0.00
SUPPLEMENTAL BIL 405f Motorcycle Programs Total	\$5,689.85	\$3,285.48	\$0.00	\$0.00	\$8,975.33	\$0.00	\$0.00
SUPPLEMENTAL BIL 405h Nonmotorized Safety							
405h Nonmotorized Safety Uncommitted							
FHX-2023-00-00-00			\$43,748.17	\$43,748.17	\$0.00		\$0.00
405h Nonmotorized Safety Uncommitted Total			\$43,748.17	\$43,748.17	\$0.00		\$0.00
SUPPLEMENTAL BIL 405h Nonmotorized Safety Total	\$26,776.59	\$16,971.58	\$43,748.17	\$43,748.17	\$0.00	\$0.00	\$0.00
NHTSA Total	\$13,341,219.19	\$4,947,653.43	\$12,867,337.00	\$12,867,337.00	\$5,421,535.62	\$0.00	\$0.00
Total	\$13,341,219.19	\$4,947,653.43	\$12,867,337.00	\$12,867,337.00	\$5,421,535.62	\$0.00	\$0.00

6.0 Addendum – Seat Belt Survey

The Governor’s Office of Highway Safety commissioned a study to determine the 2023 statewide seat belt use rate. Data was also gathered on drivers’ use of handheld cell phones. This study was conducted by the Preusser Research Group Inc. The study involved the same research design utilized in the 2023 Seat Belt Survey. The procedures used were developed for data collection, validation and quality control that are consistent with the National Highway Traffic Safety Administration requirements and similar to past practices in the State.

In Table 6.1 below the statewide results are shown. The 2023 seat belt use rate of 87.8 percent represents an increase of .08 percentage points from 2022. Handheld cell phone use, by 5.8 percent of drivers, was up from 4.3% in 2022.

Table 6.1 Seat Belt Survey Summary Data

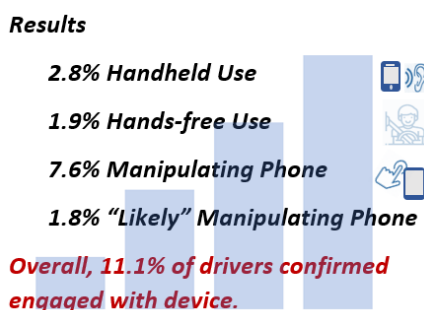
Study Year	Seat Belt Use			Child Safety Restraint Use	Motorcycle Helmet Use	Cell Phone Use
	Total	Drivers	Passengers			
2023	87.8%	89.0%	90.6%	N/A	N/A	5.8%
2022	87.0%	90.2%	91.0%	N/A	N/A	4.3%
2021	88.8%	90.3%	93.5%	N/A	N/A	5.1%
*2020	N/A	N/A	N/A	83%	N/A	N/A
2019	90.6%	92.1%	95.4%	N/A	N/A	6.2%
2018	85.9%	88.4%	90.8%	N/A	N/A	6.2%
2017	86.1%	86.1%	86.0%	N/A	69.8%	6.7%
2016	88.0%	88.2%	87.3%	N/A	61.9%	9.1%
2015	86.6%	87.1%	84.8%	N/A	59.6%	8.0%
2014	87.2%	87.1%	87.7%	N/A	61.5%	6.7%
2013	84.7%	84.7%	84.0%	N/A	73.9%	7.4%
2012	82.2%	82.6%	80.2%	75.0%	58.4%	6.2%
2011	82.9%	83.5%	80.6%	79.1%	58.0%	8.3%
2010	81.8%	82.3%	79.9%	78.0%	56.4%	6.6%
2009	80.8%	82.0%	75.4%	87.2%	69.3%	8.3%
2008	79.9%	81.4%	73.3%	80.1%	67.3%	8.1%
2007	80.9%	82.5%	72.7%	86.2%	74.6%	14.6%
2006	78.9%	79.4%	76.4%	88.4%	59.0%	N/A

Source: Preusser Research Group.

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

7.0 Addendum - Distracted Driving Observational Survey

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



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

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

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

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

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

8.0 Addendum - Child Restraint Observational Survey

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

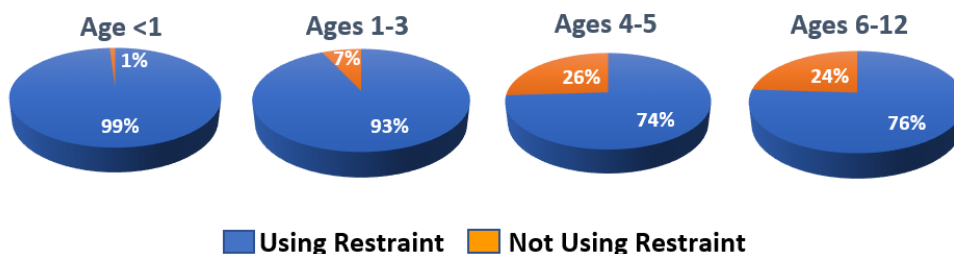
Survey Results

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

Usage by Age Category

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

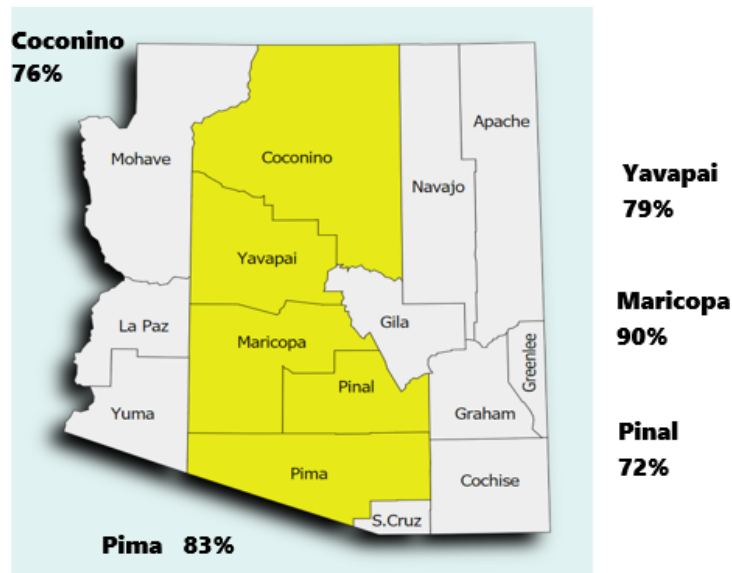
RESTRAINT USAGE BY AGE CATEGORY



Restraint Use by County

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

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



2023 NUMBER/USE BY AGE AND COUNTY

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